

Appendix B
Boating Safety Course

THE ON-LINE BOATING SAFETY COURSE

in coordination with the National Safe Boating Council and NASBLA



- *The On-line Boating Safety Course provides free access to a boating safety test for Internet users.*
- *This rapid electronic means of boating safety education complements the traditional classroom experience.*
- *The On-Line Boating Safety Course is a "Teaching Test."*
- *Individual states are invited to add state-specific questions to the test, thus ensuring familiarity with regional legislation.*
- *A state may utilize this information in the capacity of their choice. For example, they may print the test and offer a proctored exam.*
- *The course is available on the BOAT/U.S. Home Page: www.boatus.com beginning Fall 96.*
- *The BOAT/U.S. Foundation expects the increased awareness of boating safety to have a positive impact on behavior and decisions on the water.*

Boating education is gaining new ground in the information age. Internet education is continually attracting new audiences with its limitless exposure.

The BOAT/U.S. Foundation, in coordination with the National Safe Boating Council and National Association of State Boating Law Administrators (NASBLA), is introducing the On-Line Boating Safety Course. This service provides free access to a boating safety educational test for Internet users. Electronic courses have the ability to track student performance and guide learning in areas needed. This type of customized learning enhances and reinforces student understanding. Learning becomes fun, and the student gains a sense of accomplishment while efficiently mastering knowledge.

The On-line Boating Safety Course is a "teaching test" and will provide an overview of basic boating safety and survival. A teaching test is one that explains why the response is correct or incorrect. Responses are "hyper-linked" to additional material for expanded study. The On-line Boating Safety Course includes 50 questions covering the subjects contained in the NASBLA education standards. Mixing the order of the questions guards the integrity of the test for each participant. The student will have two opportunities to find the correct answer, and is permitted to take the test as many times as necessary to pass. Additionally, the student is able to scan the test and the background information at any time in preparation for the test.

In addition to the primary questions, individual states will be invited to add state specific questions to the core content, thus ensuring familiarity with regional boating legislation. BOAT/U.S. will seek NASBLA approval and place the course on-line on the BOAT/U.S. homepage : www.boatus.com. While still in partial development, the "hyperlinks" to other sources of boating information will include: applicable State Home Page if available, U.S. Coast Guard Auxiliary Home Page, U.S. Power Squadron Home Page, BOAT/U.S. Foundation Safety Information, BOAT/U.S. Foundation Courseline information, National Safe Boating Council, and the NASBLA Home Page.

The student will receive a BOAT/U.S. boating safety certificate upon successful completion of the test. The course is designed to be constructive, flexible, and available to the State Boating Administrations to utilize in any capacity. A state may recognize the BOAT/U.S. certificate as a standard of completing a NASBLA approved course, develop a separate state certificate, or print the test independently and provide a proctored exam. BOAT/U.S. recognizes a student that passes the course as a knowledgeable boater, not necessarily capable of operating a boat.

Through this rapid and simple means of learning, the course is expected to enhance survival skills of the beginning boater, and allow the competent boater to challenge his or her knowledge and skill level.

For more information on this program, write to : Christina Hunady: On-Line Course Program Administrator, BOAT/U.S. Foundation, 880 S. Pickett Street, Alexandria, VA 22304



On-line Boating Safety Course Grassroots Grants Program!

From Boating
Safety into

Life: A
Learn Program
for Kids

Boating Safety
Program

Small Boat
Safety Program

On-Line Boating
Safety Program

Home

Since 1989, the BOAT/U.S. Foundation has awarded over \$300,000 to local, volunteer organizations that use innovative approaches to educate boaters about safe boating practices.

The Foundation makes at least \$35,000 available each year for grassroots programs that solve specific problems and can be adopted by other groups across the country to fit their boating safety needs.

Most non-governmental volunteer and non-profit groups are eligible for grant funding. Award limits are set at \$5,000 to ensure project diversity. In 1997, we selected 32 projects from 178 applicants.

For information about the grants program for 1998, request a grant application packet by phone, fax or email. Contact the Program Administrator at (703) 823-9550, fax a request to (703) 461-2855 or submit this request form:

Please send a 1998 BOAT/U.S. Foundation Grassroots Grants application packet to:

- Your Name
- Organization
- Address
- City State Zip
- Email address
- Day phone
- Are you a BOAT/U.S. Member? Yes No

1997 grant recipients:
(list is available on www.boatus.com)



Review Course Contents



This free test was funded and administered by the BOAT/U.S. Foundation, written by the National Safe Boating Council (NSBC) and approved by the National Association of State Boating Law Administrators (NASBLA).

This course will evaluate your knowledge of boating safety and teach you as you proceed. If you are unfamiliar with any of the material, you can click on the red italicized words to access the boating glossary or the red underlined words to access background information on the highlighted topic. You may also review the course contents to prepare. You will be asked 50 questions on boating basics. You may be asked additional state-specific questions if your state participates with this program. You will have the opportunity to answer each question once to receive credit for that question. If you choose the incorrect answer, the correct answer will be shown at that time.

You may take the test as often as necessary to pass. If you wish to leave the test, your score will automatically be saved. You may continue the test at a later date once you re-register. Please feel free to fill out the comment form at the conclusion of the test.

This course is a general overview of the basics in boating safety, requirements, navigation, and operation. This course is not intended to replace the in-depth training a formal classroom course will provide, but instead to give you a new avenue to access important educational information. The BOAT/U.S. Foundation encourages you to sign up for one of the classroom courses available through the Foundation CourseLine. Call 1-800-336-BOAT(2628) for a course near you!

Nautical Terms

1. If you see a boat off your boat's port beam, you are seeing it:

- A. straight out from the middle of your boat's left side.
- B. straight ahead of your boat.
- C. straight out from the middle of your boat's right side.
- D. in your boat's danger zone.
- E. directly behind your boat.

2. A review of the U.S. Coast Guard boating accident statistics show that most boating accidents, especially fatal accidents, occur because of:

- A. safety equipment failure.
- B. weather condition changes.
- C. situations involving rough water.
- D. operator judgment, awareness and behavior.
- E. poor boat design.

3. When fueling an outboard boat with a portable tank, you should:

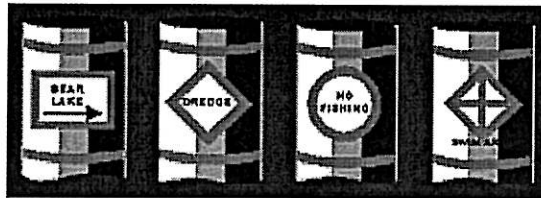
- A. put the tank on the dock or shore to fill it.
- B. keep the nozzle in contact with the tank.

- C. not fill the tank to the top.
- D. wipe off the outside of the tank when you have completed fueling.
- E. All of the above

4. The primary purpose of the Navigational Rules:

- A. limits the size of boats on any given body of water.
- B. is to prevent collisions on the water.
- C. is to ensure a boat carries all necessary legal equipment.
- D. assures for safe trailering of your boat.
- E. All of the above.

5. Identify from LEFT TO RIGHT the following four Uniform State Waterway Marker Buoys.



- A. informational, danger, controlled area, mooring area.
- B. danger, mooring, informational, controlled area.
- C. informational, danger, controlled area, and boats keep out.
- D. mooring, no boats area, danger, controlled area.
- E. controlled area, danger, informational, no boats area.

6. The type(s) of life jacket (personal flotation device or PFD) designed to turn an unconscious person from a face downward position in the water to a slightly reclined face out of the water position is B.

- C. Type III flotation aid.
- D. Type I off-shore device.
- E. Type II near shore device. A: Type I and Type II. A: Type II and Type III.

7. Which statement is NOT TRUE concerning Visual Distress Signals (VDS)?

- A. Flares must be United States Coast Guard approved to be legally acceptable.
- B. VDS must be the appropriate type and quantity for the area and time of day in which you are boating.
- C. VDS must be stored so that they are readily accessible.
- D. VDS with expired service dates may still meet legal requirements as long as they otherwise appear to be in serviceable condition.
- E. VDS are rated for day, night or combined day/night use.

8. A capacity plate is required on all recreational monohull boats, less than 20 feet in length, designed to carry two or more persons, unless exempted by law. This capacity plate:

- A. is attached to the boat's engine.
- B. tells maximum load (persons and equipment) and horsepower rating.
- C. gives the weight of the boat.
- D. provides information on the number of life jackets and other safety equipment

required.

E. All of the above.

9. A certificate of number is the vessel's registration paper and:

A. The original is required to be carried on board whenever the vessel is in operation.

Some exceptions may apply for rental boats.

B. It provides information about the owner of the vessel

C. It provides some descriptive information about the vessel

D. It lists the numbers that are displayed on each side of the forward half of the boat.

E. All of the above.

10. The registration numbers issued by the state of principal use are to be:

A. Displayed on the forward half of the hull.

B. At least three inch block characters.

C. Contrasting color to the hull.

D. Read from left to right on both sides.

E. All of the above.

11. Which of the following is NOT a legal requirement for wearable personal flotation device (life jacket)?

A. Be in good, serviceable condition.

B. Proper size for the intended wearer.

C. Must provide 30 mile per hour impact protection.

D. U.S. Coast Guard approved.

E. One for each person on board.

12. When underway, navigation lights on power-driven vessels:

A. Must be displayed from sunset to sunrise and during periods of reduced visibility.

B. Must be visible for four miles.

C. Need only be on when more than 100 feet from shore.

D. Must display a green light on the port side and a red light on the starboard side.

E. Both A and D.

13. Power ventilation blowers are on most inboard power-driven boats and should be operated:

A. After refueling and before attempting to start the engine.

B. Only during the refueling process.

C. Only when gasoline fumes are detected.

D. After the engine has started, to conserve the battery.

E. At anchor in open water to keep the cabin ventilated.

14. When operating in conditions of reduced visibility, you should:

A. Anchor and sound three prolonged blasts every FIVE minutes.

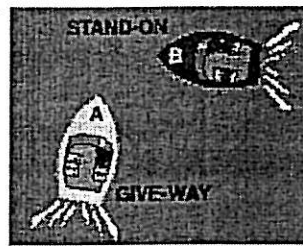
B. Be able to stop within 10 boat lengths.

C. Speed up and use radar to keep a lookout.

D. Turn on navigation lights, operate at a safe speed maintaining proper lookout.

E. Tie to a navigational buoy until visibility improves.

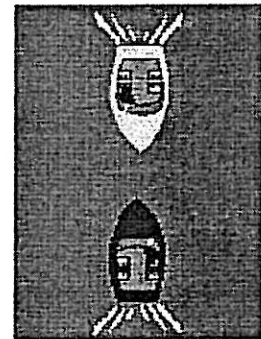
15. In this crossing diagram of two power-driven boats, the operator of boat A should



- A. Speed up and cross in front of boat B.
- B. Maintain course and speed.
- C. Slow down and pass astern of boat B.
- D. Sound two short blasts of the horn and pass to port.
- E. Sound one blast of the horn and turn to port.

16. In this head-on situation, both power-driven boats sound one short blast and

- A. Stop immediately.
- B. Turn to starboard and pass port to port.
- C. Turn to port and pass starboard to starboard.
- D. Maintain course and speed.
- E. Allow the windward vessel the right of way.



17. A sailboat has the right of way over a power-driven boat when:

- A. The sailboat is overtaking the power-driven boat.
- B. The sailboat is under power.
- C. The sailboat is under sail alone and is crossing the path of the powerboat.
- D. All the above.
- E. A and C only.

18. In this diagram, boat A is overtaking boat B and should:



- A. Sound one short blast, turn to port and leave boat B to boat A's starboard.
- B. Sound two short blasts, turn to port and leave boat B to boat A's port.
- C. Sound two short blasts, turn to port and leave boat B to boat A's starboard.
- D. Sound two prolonged blasts, turn to starboard and leave boat B to boat A's port
- E. Sound two short blasts, turn to starboard and leave boat B to boat A's port.

19. You are operating a powerboat and see another vessel's red and white lights off your starboard bow:

- A. You have the right of way and should proceed.

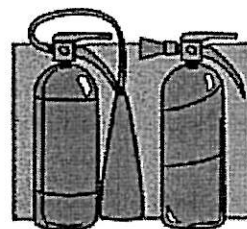
- B. The other vessel has the right of way and you should maneuver to avoid collision.
- C. The other vessel is probably at **anchor** and you should maintain course and speed.
- D. Both A and C.
- E. None of the above.

20. Which of the following would NOT be appropriate if caught in severe storm conditions?

- A. Put on your **life jacket** if not already being worn.
- B. Have the most experienced person operate the boat.
- C. Head for the nearest safe harbor OR if anchored, use a long anchor scope to avoid dragging your **anchor**.
- D. Approach waves at a 45 degree angle off of your **bow**.
- E. Anchor from the **stern** to ride out the storm.

21. To properly use a fire extinguisher:

- A. Direct the extinguisher at the center of the flames and using long bursts, sweep up and down.
- B. Direct the extinguisher at the base of the flames and using short bursts, sweep across the base of the fire.
- C. Direct the extinguisher at the top of the fire and discharge fully.
- D. Refrain from using the fire extinguisher until you know for certain that the flames will not go out on their own.
- E. Use only after attempting to soak the fire with water.

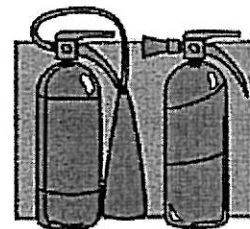


22. When loading a small open boat it is important to:

- A. Carry as much in your arms as you can to save time when loading the boat.
- B. Distribute the weight so that most of it is in the bow of the boat.
- C. Make sure you do not exceed any of the recommended limits as found on the **capacity plate**.
- D. Stand up as straight as possible so you can keep your balance.
- E. Leave the **mooring lines** loose so that the boat doesn't bang into the dock.

23. Marine fire extinguishers:

- A. Must be permanently installed.
- B. Must be carried on all boats.
- C. Should be mounted under the engine cover next to the engine or fuel tank.
- D. Must be maintained in usable condition (gauges operable, nozzles free of obstruction, and fully charged).
- E. Must be rated to extinguish gasoline fires of the "C" type.



24. Which of the following is NOT required to be approved by either the United States Coast Guard or Underwriter's Laboratories?

- A. **Visual distress signals**
- B. **Marine sanitation devices**
- C. **Sound producing devices**
- D. **Fire extinguishers**

E. Personal Flotation Devices (life jackets)

25. You are operating your power boat at night. You decide to stop and anchor. You must:

- A. Have a flashlight ready to turn on if you hear another boat approaching.
- B. Leave your running lights on so that other boats can see you.
- C. Turn off your running lights and turn on an all-around white anchor light.
- D. Sound your horn once every ten minutes as a warning to other boats.
- E. Set off a flare.

26. To safely anchor your boat, you should anchor from the bow and:

- A. Let out 5 to 10 times as much line as it takes to have the anchor reach the bottom.
- B. Make sure that the anchor line points straight down into the water.
- C. Throw the anchor out as far as you can.
- D. Stand-on the "bitter end" of the "rode."
- E. All of the above

27. When using a lock to pass around a dam:

- A. You don't need a life jacket. After all, you are safe inside the lock.
- B. You should tie off both ends of the mooring line.
- C. Enter the lock when the light turns red.
- D. Notify the tender by appropriate means of your arrival.
- E. Keep your tenders in the boat to allow for more room in the lock for other boats.

28. Which one of the following could cause a boat to explode?

- A. Running the exhaust blower after refueling.
- B. Leaking fuel lines.
- C. Keeping the bilges dry.
- D. Properly rigged electrical systems.
- E. Vented fuel tanks.

29. If you are boating on cold water:

- A. Layer your clothing and wear a life jacket.
- B. Eat high energy foods.
- C. Know how to get into the H.E.L.P. position if you fall in and can't get back in or on the boat.
- D. Make sure someone knows where you are going. Give someone a float plan.
- E. All of the above.

30. Which of the following is a safe fueling practice?

- A. Closing the boat up while refueling.
- B. Opening the boat up after refueling
- C. Running the exhaust blower for at least 4 minutes before starting the engine.
- D. Sending all passengers ashore while refueling.
- E. All of the above.

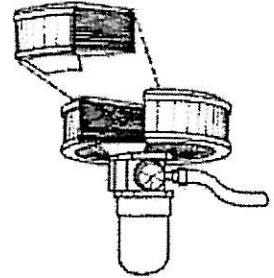
31. Which of the following is a true statement about buoys?

- A. Red buoys mark the left side of the channel when moving upstream.
- B. A white buoy with vertical red stripes indicates the center of the channel.
- C. Odd numbered buoys are colored red.

- D. An orange diamond with a cross in it indicates a control buoy such as "Slow-No Wake."
- E. They are always located exactly where they should be.

32. A carburetor backfire flame arrestor:

- A. Is required only on boats with large fuel tanks.
- B. Stops the engine from igniting without a key.
- C. Is required on all powered boats.
- D. Can be cleaned with soap and water.
- E. Never needs to be cleaned.



33. You are the stand-on vessel in an overtaking situation. This means:

- A. You should speed up to get away from the overtaking vessel.
- B. You should sound one blast on your horn and turn to the right.
- C. You should sound the danger signal.
- D. You are about to be passed by another boat.
- E. That something is wrong. Neither boat is the stand-on vessel in an overtaking situation.

34. Which statement is FALSE concerning tides and tidal currents?

- A. You need to take into consideration the changing tides when docking or mooring a boat.
- B. Tides are created by the pull of the moon on the water.
- C. Tides rise and fall, tidal currents ebb and flood.
- D. Tidal currents have little effect on a boat when it is underway.
- E. As a tide changes, it creates currents through inlet channels much like the current found on a river.

35. Items to be checked before towing a boat on a trailer include:

- A. Boat tie-downs.
- B. Trailer safety chains. They must be connected in a criss-cross pattern.
- C. Trailer spare tire.
- D. Trailer lights. They must work when the trailer is being towed.
- E. All of the above.

36. Turn on your navigation lights:

- A. From sunset to sunrise and during periods of restricted visibility.
- B. When you need to look at your nautical chart.
- C. So that it looks like someone is on board when you leave your boat at the dock.
- D. When the boat is being towed on the trailer.
- E. All of the above.

37. It is recommended that your exhaust blower be turned on for at least four minutes before you start your boat's engine. Why?

- A. It cools the engine down.
- B. It draws fuel vapors out of the boat so that an explosion is less likely to occur.
- C. It really isn't necessary. It's only a precaution.
- D. To check electrical system for safe operation.
- E. None of the above.

38. Which is a true statement about hypothermia?

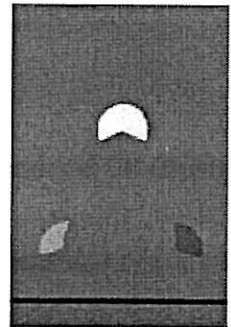
- A. It occurs in cold water much faster than in cold air.
- B. **Drinking alcoholic beverages** will not prevent or cure it.
- C. Shivering is one of its first signs.
- D. Dressing layers can help to prevent it.
- E. All of the above.

39. Which of the following items should be carried on your boat in addition to the required equipment?

- A. **VHF marine radio**.
- B. A tool kit.
- C. Oars or paddles.
- D. A first aid kit.
- E. All of the above.

40. You are operating your boat at night. You see a red, a green, and a white light in front of you. What does this tell you?

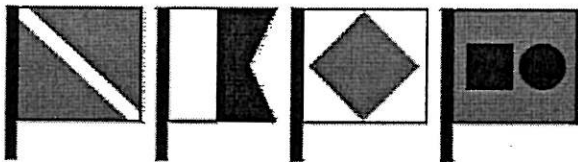
- A. A boat is approaching you from head-on.
- B. You should sound one blast on your horn and prepare to turn to the left.
- C. You are a stand-on vessel.
- D. You should make a slight turn to the left when you turn.
- E. All of the above.



41. Which of the following indicate a boat in distress?

- A. Orange smoke.
- B. A boat flying a yellow flag.
- C. A searchlight blinking a Morse code signal, S.O.S.
- D. A boat blowing its horn twice.
- E. Both A and C.

42. Which of the following flag(s) indicate diving activity?



- A. A red flag with a white diagonal stripe.
- B. A rigid replica of an "alpha" flag (blue and white swallowtail shape).
- C. A white flag with an orange diamond on it.
- D. An orange flag with a black square and black ball on it.
- E. Both A and B.

43. The transom is the:

- A. Upper edge of the side of a boat.
- B. Lowest point of a boat's interior hull.
- C. Crossways seat, usually contributing to structural strength in smaller open boats.
- D. Transverse part of the stern where an outboard motor is attached.
- E. Main structural member of the boat.

44. If you hear five or more blasts from another boat's horn:

- A. Leave the area as soon as possible.
- B. Wave. The other captain knows you.
- C. There may be a dangerous situation developing.
- D. Turn to port as quickly as possible.
- E. This means you are in an open channel.

45. Because a boat does not have brakes, stopping your craft while under the forward motion of the motor involves:

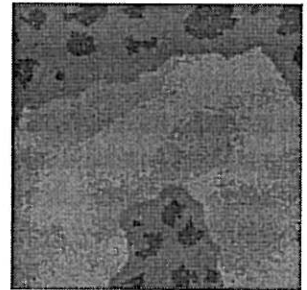
- A. Throwing out your anchor as quickly as possible.
- B. Using your paddles to paddle backwards while turning off the motor.
- C. Turning around as quickly as possible.
- D. Putting the throttle in reverse thrust.
- E. Having special boat brakes installed by your local marine dealer.

46. Which statements are true about docking your boat?

- A. Whenever possible, approach the dock into the wind or current, whichever is stronger.
- B. Have your fenders and mooring lines ready before you approach the dock.
- C. Never use your hands or feet to fend the boat off the dock.
- D. Secure the boat at both the bow and the stern.
- E. All of the above.

47. When boating on a river, normally the safer passage would be:

- A. In mid-channel and to the outside of a bend, regardless of your direction of travel.
- B. On the inside of the bend regardless of your direction of travel because tow boats going downstream usually take the outside bend.
- C. The outside of the bend regardless of your direction of travel because there will be no current on the outside.
- D. The inside of the bend regardless of your direction of travel, because current will move you faster to the inside.
- E. Any open area of the river.



48. If your small open boat capsizes:

- A. Have someone swim to shore for help.
- B. Everyone swim to shore as a group.
- C. Have everyone get under the overturned boat to be protected from the weather.
- D. Have everyone stay with the boat and climb up on to the craft and out of the water if possible.
- E. Have everyone swim away from the boat because a sinking boat will pull everyone below the surface of the water.

49. Hazards to watch for when boating on a river are:

- A. Logs and other floating debris.
- B. Low head dams.
- C. Shallow water and submerged rocks.
- D. Strainers.
- E. All of the above.

50. If you see a thunderstorm approaching, the best course of action is:

- A. Ignore it, since they tend to be localized and probably won't come your way.
- B. Hold your position until the storm passes.
- C. Quickly find a safe harbor.
- D. Head into the storm to get through it quickly.
- E. Leave the boat and swim for shore.

51. You are power-boating on your favorite lake. A person falls overboard. You should:

- A. Stop the boat and wait for the person to swim to it.
- B. Approach the person slowly from windward.
- C. Approach the person slowly from downwind.
- D. As you come alongside, keep your engine running to keep control of the boat.
- E. None of the above.

52. Which of the following statements are TRUE about the use of alcohol while boating?

- A. It is against the law to operate a boat while under the influence of alcohol.
- B. Alcohol has little affect on you while boating because of the fresh air and movement of the boat.
- C. Alcohol's effect is more pronounced because of the sun, the noise of the boat, and other environmental factors.
- D. A and B only.
- E. A and C only.

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