OTH BOAT CREW PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. Which statement describes a displacement hull?

A. Skims along the surface at certain speeds

B. Displaces water allowing the vessel to settle down in the water. Found on tankers and freighters; ATON vessels

C. Is designed for very high-speed racing

D. Uses hydrofoil to rise out of the water

2. BECCE Loss of Bucket Control: First action?

A. Reduce to Idle

B. Rig and Ready Anchor

C. Check Hydraulic System for Loose/Damaged Parts

D. Investigate Electronics

3. Which of the following is a sign of shock?

A. Warm, flushed skin

B. Breathing (shallow, rapid, irregular)

C. Strong, bounding pulse

D. Normal mental status

4. Divers increase the risk of decompression sickness if they ___ within 12 hours after a dive.

A. Swim

B. Fly

C. Rest

D. Exercise

5. BECCE Engine High Water Temperature requires which action first?

A. Check Seawater Inlet Valve

B. Check / Shift Strainers

C. Rig and Ready Anchor

D. Bring Engine to Idle

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6. How many tie downs are required for the P-6 pump?

A. 2

B. 1 (although we keep 2 in the gear bag)

C. 0

D. 3

7. What is variation in navigation?

A. The difference between true north and compass north

B. The rotation of the Earth

C. The difference between magnetic north and true north

D. The deviation caused by metals

8. Tourniquet step 4: Do not loosen the tourniquet.

A. Loosen the tourniquet

B. Loosen if pain occurs

C. Remove the tourniquet to check bleeding

D. Do not loosen the tourniquet

9. When immobilizing a suspected fracture, you should:

A. Move the limb to find a comfortable position.

B. Apply a tourniquet to control bleeding.

C. Use a splint, leaving fingers and toes exposed.

D. Heat the area to promote blood flow.

10. Each end of the MK-124 lasts about how long?

A. 20 Seconds

B. 5 Seconds

C. 60 Seconds

D. 15 Seconds

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Answers

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1. B
2. A
3. B
4. B
5. D
6. B
7. A
8. D
9. C
10. A

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Explanations

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1. Which statement describes a displacement hull?

A. Skims along the surface at certain speeds

B. Displaces water allowing the vessel to settle down in the water. Found on tankers and freighters; ATON vessels

C. Is designed for very high-speed racing

D. Uses hydrofoil to rise out of the water

A displacement hull works by pushing water aside as it moves, so most of the hull sits below the surface and buoyancy supports the weight. This type of hull is efficient for carrying heavy loads and provides stable, steady motion at moderate speeds, which is why tankers, freighters, and ATON vessels use it. It does not ride up and skim on the surface, nor does it use lifting surfaces to rise out of the water. That lifting or skimming behavior is characteristic of planing or hydrofoil designs, which are chosen for very high-speed performance. So the description that emphasizes displacing water and settling down in the water best describes a displacement hull.

2. BECCE Loss of Bucket Control: First action?

A. Reduce to Idle

B. Rig and Ready Anchor

C. Check Hydraulic System for Loose/Damaged Parts

D. Investigate Electronics

In a situation with loss of bucket control, the top priority is stopping the hazardous motion to protect people and equipment. Reducing to idle accomplishes this quickly by cutting power to the hydraulic system, which immediately halts bucket movement and stabilizes the situation. Once the bucket is at rest, you can safely diagnose the cause—check the hydraulic system for loose or damaged parts and inspect the control electronics if needed. Anchoring the vessel might be necessary if drift becomes a danger, but it does not stop the bucket and is not the first action.

3. Which of the following is a sign of shock?

A. Warm, flushed skin

B. Breathing (shallow, rapid, irregular)

C. Strong, bounding pulse

D. Normal mental status

The situation tests how the body responds to shock and what signs come with it. In shock, tissues aren't getting enough oxygen, so the body tries to compensate, including through breathing. Breathing becomes shallow, rapid, and can be irregular as the body attempts to increase oxygen delivery and CO2 removal. That makes the described breathing pattern the best clue that shock is developing. The other signs don't fit shock as typically described: warm, flushed skin is more like early overheating or other conditions—shock usually brings cool, clammy skin due to reduced blood flow to the skin. A strong, bounding pulse suggests good circulation, whereas shock often features a weak, rapid pulse as blood pressure drops. Normal mental status is unlikely in shock, where confusion, anxiety, or restlessness are common. If you suspect shock, recognize the breathing change as a key warning sign and act quickly to seek help and support breathing and circulation.

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4. Divers increase the risk of decompression sickness if they ___ within 12 hours after a dive.

A. Swim

B. Fly

C. Rest

D. Exercise

Flying soon after a dive increases the risk of decompression sickness because air travel exposes you to lower ambient pressure than at the surface. When you've been diving, nitrogen is dissolved in your tissues; a rapid drop in pressure during a flight causes that nitrogen to come out of solution and form bubbles, which can trigger DCS. Resting or light activity doesn't produce that same sudden pressure change, so the main risk factor in this context is flying. That's why flying within 12 hours after a dive is the activity that raises the danger.

5. BECCE Engine High Water Temperature requires which action first?

A. Check Seawater Inlet Valve

B. Check / Shift Strainers

C. Rig and Ready Anchor

D. Bring Engine to Idle

When a BECCE engine is overheating, the immediate priority is to reduce the engine's heat input. Bringing the engine to idle lowers RPM and the load on the engine, which in turn cuts fuel burn and heat generation. This pause gives the cooling system a chance to catch up and helps prevent further damage while you assess the cause. With the engine at idle, you can safely check the cooling-water supply path. Start by verifying the seawater inlet valve is open and inspect the strainers and intake for blockages or debris. If the water can't flow freely to the cooling system, the engine will overheat regardless of throttle position, so restoring proper water flow is essential. The action of readying an anchor or other vessel-handling steps isn't the immediate corrective measure for overheating; securing the boat may be necessary in certain situations, but it doesn't address the root problem of excess engine heat right away.

6. How many tie downs are required for the P-6 pump?

A. 2

B. 1 (although we keep 2 in the gear bag)

C. 0

D. 3

One tie-down is enough to secure the P-6 pump. It's a portable piece of equipment, so anchoring it with a single strap to a fixed deck point keeps it from shifting while the boat moves. The two tie-downs you might see in the gear bag are spare and can be used if you need extra security or to secure other gear, but they're not required for this pump by itself. When tying it, loop the strap around the pump's base or through its securing points and fasten to a strong, fixed location, making sure the strap is snug but not so tight that it interferes with normal use of the pump.

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7. What is variation in navigation?

A. The difference between true north and compass north

B. The rotation of the Earth

C. The difference between magnetic north and true north

D. The deviation caused by metals

Variation is the angular difference between true north and magnetic north. This happens because Earth's magnetic field isn't perfectly aligned with the geographic axis, and the difference varies by location and over time. On charts you'll see a variation value labeled east or west. If variation is east, magnetic north lies to the east of true north, so true heading plus variation gives the magnetic heading, and magnetic heading minus variation gives the true heading when going in the opposite direction. If variation is west, magnetic north lies to the west of true north, and the conversions work with the opposite signs. For example, with 10° East variation, a true heading of 045° becomes a magnetic heading of 055°, while a magnetic heading of 055° corresponds to a true heading of 045°. Variation is different from deviation, which is caused by metals and structure on the vessel.

8. Tourniquet step 4: Do not loosen the tourniquet.

A. Loosen the tourniquet

B. Loosen if pain occurs

C. Remove the tourniquet to check bleeding

D. Do not loosen the tourniquet

When a tourniquet is used to control a life-threatening limb bleed, the goal is to keep arterial flow blocked until definitive care arrives. Once the tourniquet is in place, you do not loosen it. Loosening would allow bleeding to start again, undoing the clot that's forming and risking renewed heavy blood loss or shock. Pain, numbness, or tingling can occur, but the correct action isn't to loosen the device; instead, monitor the situation, ensure the tourniquet remains properly positioned and tight, and seek further medical help as soon as possible. Removing or loosening to "check the wound" would defeat the purpose of the tourniquet and could lead to dangerous re-bleeding.

9. When immobilizing a suspected fracture, you should:

A. Move the limb to find a comfortable position.

B. Apply a tourniquet to control bleeding.

C. Use a splint, leaving fingers and toes exposed.

D. Heat the area to promote blood flow.

Immobilizing a suspected fracture means keeping the limb still in the position found and stabilizing it with a splint to prevent any further injury to bones, nerves, or blood vessels. The best approach is to place a splint along the limb, pad it as needed, and secure it so the joints above and below the fracture don't move. Leaving fingers and toes exposed lets you monitor circulation, sensation, and color after splinting. Moving the limb to a more comfortable position or applying heat can cause more harm—heat increases swelling and bleeding. A tourniquet isn't used for fracture immobilization; it's for life-threatening bleeding. So, using a splint and keeping the digits exposed is the correct method.

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10. Each end of the MK-124 lasts about how long?

A. 20 Seconds

B. 5 Seconds

C. 60 Seconds

D. 15 Seconds

The key idea here is how long a signaling flare lasts when it's burned. The MK-124 is designed so that each end of the device provides a visible signal for about 20 seconds. This burn time is set by the flare's internal composition and construction, giving you a reliable, finite window to signal and then move on to the next step. If you had two ends to use, you'd get two roughly 20-second signals, one from each end. Durations like five seconds or sixty seconds don't match how these flares are rated, and fifteen seconds isn't the standard per-end burn time. So, about 20 seconds per end is the correct expectation.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://othboatcrew.examzify.com

We wish you the very best on your exam journey. You've got this!

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