

NEW YORK PUBLIC VESSELS 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.

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!

Questions

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1. What is pitch?

- A. The boat's vertical motion up and down
- B. The angle of the propeller blades
- C. The boat's forward speed
- D. The direction of travel

2. For PFD carriage specifics on Public Vessels, where should you look?

- A. The vessel's owner manual
- B. The booklet
- C. The internet
- D. The captain's notes

3. In a properly installed marine compass, the bowl and lubber's line rotate around which component?

- A. The compass card
- B. The hull
- C. The anchor
- D. The binnacle stand

4. What effect can a dirty or damaged backfire flame arrestor have on fire risk?

- A. It improves flame arrestor function when dirty.
- B. It reduces fuel emission and increases engine power.
- C. It has no effect on fire risk.
- D. It may not function properly and permit flammable vapors to ignite.

5. What is the difference between a permanent and a portable system?

- A. Portable systems need to be hard wired, whereas the permanent ones do not.
- B. Permanent systems need to be hard wired, whereas the portable ones do not.
- C. They are identical.
- D. Portable systems are more powerful.

- 6. What is the minimum age for the Apprentice Masters path?**
- A. 25 years
 - B. 21 years
 - C. 18 years
 - D. 30 years
- 7. When the diver down flag is observed, what should vessels do?**
- A. Halt and anchor near the flag
 - B. Ignore and continue
 - C. Speed up to pass quickly
 - D. Keep at least 100 feet away
- 8. When is power ventilation required?**
- A. Every gasoline powered Public Vessel must have a power ventilation system to service each compartment that contains a permanently installed engine.
 - B. Only during refueling.
 - C. Only on vessels with diesel engines.
 - D. Never.
- 9. What does the PASS method stand for when using a portable extinguisher?**
- A. Push the safety pin, Aim the nozzle at the base of the flames, Squeeze the handle in short ($\frac{1}{2}$ second) bursts, Sweep the nozzle from side to side
 - B. Pull the safety pin, Aim the nozzle at the flames, Squeeze the handle in long bursts, Sweep
 - C. Pull the safety pin, Aim the nozzle at the base of the flames, Squeeze the handle in short ($\frac{1}{2}$ second) bursts, Sweep the nozzle from side to side
 - D. Pull the pin, Aim at the top of the flames, Squeeze the handle in short bursts, Sweep
- 10. Which of the following is part of the required repairs for a Public Vessel?**
- A. Navigation lights
 - B. Lifeboat occupancy
 - C. Hull
 - D. Passenger seating

Answers

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

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Explanations

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1. What is pitch?

A. The boat's vertical motion up and down

B. The angle of the propeller blades

C. The boat's forward speed

D. The direction of travel

Pitch is the boat's vertical motion up and down about a horizontal axis running side to side, meaning the bow rises or lowers and the stern does the opposite. This fore-and-aft tilt describes how the vessel moves in the vertical plane, not how fast it travels or which direction it's headed. The angle of the propeller blades relates to propulsion, not the boat's tilt; forward speed is how fast the boat is moving, and the direction of travel is where it's headed. So pitch is best understood as the vertical tilting motion of the bow and stern.

2. For PFD carriage specifics on Public Vessels, where should you look?

A. The vessel's owner manual

B. The booklet

C. The internet

D. The captain's notes

PFD carriage specifics on Public Vessels are found in the vessel's safety booklet. This booklet is the official, on-board reference that lists exactly what types and sizes of life jackets must be carried, how many, where they're located, and how they should be maintained and inspected. It's prepared by the vessel operator and kept on board so crew and passengers can verify compliance during inspections and daily operations. Other sources aren't as reliable for this purpose: the owner's manual may cover general operations but usually doesn't specify PFD counts or placement for every voyage, the internet can be outdated or non-specific, and captain's notes are informal and not the official policy for the vessel.

3. In a properly installed marine compass, the bowl and lubber's line rotate around which component?

A. The compass card

B. The hull

C. The anchor

D. The binnacle stand

The heading indication is built around a stable reference: the compass card. In a properly installed marine compass, the card provides the fixed scale of degrees. The bowl (the damped, liquid-filled housing) and the lubber's line are the moving parts that rotate around that card. This arrangement lets the ship's fore-and-aft alignment be read by where the stationary lubber's line intersects the rotating card's graduations. The damped bowl smooths out quick motions, while the card stays as the consistent reference for heading.

4. What effect can a dirty or damaged backfire flame arrestor have on fire risk?

- A. It improves flame arrestor function when dirty.
- B. It reduces fuel emission and increases engine power.
- C. It has no effect on fire risk.
- D. It may not function properly and permit flammable vapors to ignite.**

A backfire flame arrestor must stay clean and intact to do its job of cooling and quenching any flames that try to travel back toward the fuel system. When it's dirty or damaged, those small passages can be blocked or cracked, so it can't stop a flame from propagating or from igniting vapors. That's why it may not function properly and permit flammable vapors to ignite, increasing the fire risk. Keep it clean and replace it if damaged to maintain its protective function.

5. What is the difference between a permanent and a portable system?

- A. Portable systems need to be hard wired, whereas the permanent ones do not.
- B. Permanent systems need to be hard wired, whereas the portable ones do not.**
- C. They are identical.
- D. Portable systems are more powerful.

The main idea is how the equipment is installed and powered on a boat. Permanent systems are designed to stay in one spot and are wired into the boat's electrical system, so they require hard wiring. Portable systems aren't fixed; they can be moved between vessels and run on batteries or temporary power, without permanent wiring. That's why the correct understanding is that permanent systems need to be hard wired, whereas portable ones do not. The other statements don't fit: fixed systems aren't defined by not being wired, portable devices aren't inherently more powerful, and the two types aren't identical.

6. What is the minimum age for the Apprentice Masters path?

- A. 25 years
- B. 21 years**
- C. 18 years
- D. 30 years

This path is designed for taking on higher responsibilities on a vessel, so the minimum age is set to a point where someone is considered sufficiently mature and ready to handle those duties. The required starting age is 21, reflecting that readiness for more advanced leadership roles and the completion of basic safety and training prerequisites. Ages like 18 would be too young for the master-level responsibilities, while 25 or 30 are higher thresholds than necessary for the minimum entry point on this track. So the correct minimum age is 21.

7. When the diver down flag is observed, what should vessels do?

- A. Halt and anchor near the flag
- B. Ignore and continue
- C. Speed up to pass quickly
- D. Keep at least 100 feet away**

When you see a diver down flag, the area is active with divers in the water, so you must give them wide space. The flag marks a safety zone, and boats must stay at least 100 feet away in every direction to protect divers from propellers, wakes, and sudden boat movements. So slow to a safe speed and steer clear of the marked area until the flag is removed or you're well beyond the zone. Stopping near the flag or speeding through would put divers at risk, and ignoring the signal is unsafe. The correct approach is to maintain a generous distance—at least 100 feet—and proceed with caution.

8. When is power ventilation required?

- A. Every gasoline powered Public Vessel must have a power ventilation system to service each compartment that contains a permanently installed engine.**
- B. Only during refueling.
- C. Only on vessels with diesel engines.
- D. Never.

Power ventilation is about keeping engine compartments free of gasoline vapors. Gasoline vapors are flammable and can accumulate in spaces that house permanently installed engines, posing a serious fire or explosion risk. A power ventilation system actively moves air through each compartment containing an engine, exhausting vapors to the outside and bringing in fresh air. Because of the danger, every gasoline-powered public vessel must have this system in every compartment that contains a permanently installed engine. It's a safety measure that applies whenever engines are installed, not only during refueling or on diesel-powered vessels, and it is not something never required.

9. What does the PASS method stand for when using a portable extinguisher?

- A. Push the safety pin, Aim the nozzle at the base of the flames, Squeeze the handle in short (½ second) bursts, Sweep the nozzle from side to side
- B. Pull the safety pin, Aim the nozzle at the flames, Squeeze the handle in long bursts, Sweep
- C. Pull the safety pin, Aim the nozzle at the base of the flames, Squeeze the handle in short (½ second) bursts, Sweep the nozzle from side to side**
- D. Pull the pin, Aim at the top of the flames, Squeeze the handle in short bursts, Sweep

The PASS method shows how to use a portable extinguisher effectively and safely. Pull the safety pin to unlock the extinguisher so it can discharge. Aim the nozzle at the base of the flames because you want to reach the fuel source and blanket it, not just the top of the fire. Squeeze the handle in short bursts (about a half second) to release the extinguishing agent in controlled amounts, which helps you control the flow and avoid overdoing it. Sweep the nozzle from side to side to cover the area and prevent the flames from spreading or re-igniting. If the fire doesn't quickly diminish, retreat and call for help.

10. Which of the following is part of the required repairs for a Public Vessel?

- A. Navigation lights
- B. Lifeboat occupancy
- C. Hull**
- D. Passenger seating

The key idea is seaworthiness through structural integrity. The hull is the vessel's primary structural element; if it's damaged or compromised, the vessel may not stay afloat or resist water intrusion. Because hull repairs directly affect safety and the ability to operate, they're considered required repairs for a Public Vessel. The other items are important safety or comfort features, but they're not the structural repairs that ensure the vessel can safely sail: navigation lights must function but their repair is not a hull repair; lifeboat occupancy relates to safety capacity, not fixing the hull; passenger seating is interior equipment, not a required structural repair.

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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://nypublicvessels.examzify.com>

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

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