

USCG BOAT CREW MEMBER TRAINING PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE

<https://uscgboatcrewmember.examzify.com>



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Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

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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. Which method is used to pull water up through the suction hose and out the discharge hose?**
 - A. Pressure Pumping
 - B. Vacuum Function
 - C. Gravity Flow
 - D. Centrifugal Force

- 2. True or False: The dry suit must never be worn over regular clothing.**
 - A. True
 - B. False
 - C. It depends on the situation
 - D. Only in cold weather

- 3. When deploying a raft, where should it ideally be launched from?**
 - A. The boat directly
 - B. The nearest shore
 - C. Another support vessel
 - D. The storage container

- 4. Which type of courses and bearings are usually used in boat navigation?**
 - A. True
 - B. Magnetic
 - C. Relative
 - D. Map-based

- 5. Emergency exits on USCG helicopters are marked with what type of markings?**
 - A. Fluorescent Markings and Visible Lettering
 - B. Reflective Markings and Contrasting Lettering
 - C. Bright Colors and Bold Lettering
 - D. Standard Markings and Illuminated Lettering

6. The arc of the compass card is divided into how many degrees?
- A. 90°
 - B. 180°
 - C. 360°
 - D. 720°
7. What type of display screen shows the direction for navigation?
- A. Digital map
 - B. Analog gauge
 - C. Electroluminescent screen
 - D. Projector interface
8. To what altitude can the signal in the MK-79 kit be fired?
- A. 150 FT
 - B. 250 FT
 - C. 350 FT
 - D. 450 FT
9. Changing the channel on the Master unit of the network will affect what?
- A. Only the Master unit
 - B. All logged on users
 - C. Only the TAP devices
 - D. The overall network settings
10. In a crossing situation involving two power-driven vessels, which vessel must keep out of the way?
- A. The one on the left side
 - B. The one on its own port side
 - C. The one with less maneuverability
 - D. The one on the starboard side

Answers

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

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Explanations

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1. Which method is used to pull water up through the suction hose and out the discharge hose?

- A. Pressure Pumping
- B. Vacuum Function**
- C. Gravity Flow
- D. Centrifugal Force

The correct method for pulling water up through the suction hose and out through the discharge hose is the vacuum function. This method utilizes a difference in pressure to create suction, effectively drawing water into the pump from the source through the suction hose. When the pressure inside the pump is reduced compared to the atmospheric pressure, the external pressure pushes the water into the pump, allowing it to be expelled out through the discharge hose. Understanding the vacuum function is essential, especially in marine environments, where effective pumping is crucial for various operations, including firefighting and dewatering. While centrifugal force, pressure pumping, and gravity flow are important concepts in fluid dynamics, they operate under different principles and are not directly related to the functionality of drawing water through a suction system in this context.

2. True or False: The dry suit must never be worn over regular clothing.

- A. True
- B. False**
- C. It depends on the situation
- D. Only in cold weather

Wearing a dry suit over regular clothing is acceptable and indeed common, provided that the clothing is appropriate for the conditions and does not hinder the suit's effectiveness. Dry suits are designed to keep you warm and dry by creating a waterproof barrier, trapping insulation while allowing for layering underneath. Under the right circumstances, clothing can enhance the insulation properties of the dry suit. The choice of what to wear underneath often depends on the environmental conditions, the specific activity being undertaken, and personal comfort. Lightweight, moisture-wicking materials are frequently recommended to prevent any sweat accumulation that could lead to discomfort when wearing the dry suit. Therefore, the assertion that a dry suit must never be worn over regular clothing is incorrect; it can be effectively worn over suitable clothing for protection and heat retention.

3. When deploying a raft, where should it ideally be launched from?

- A. The boat directly**
- B. The nearest shore
- C. Another support vessel
- D. The storage container

Launching a raft from the boat directly is the preferred method because it allows for a controlled deployment in a situation where the boat can maintain position in the water. This method ensures that the raft can be deployed quickly and effectively in close proximity to any individuals who may need rescue or assistance. Launching from the boat minimizes the risk of losing control of the raft in rough seas or strong currents that could occur if it were deployed from the shore or another vessel. Additionally, deploying a raft directly from the boat typically allows crew members on board to have better visibility and coordination during the launch process, ensuring that the raft is properly aligned and can be accessed by those in need. In contrast, launching from the nearest shore or another support vessel may introduce complications, such as difficulty in coordinating the movement and keeping the raft steady. Deploying from the storage container may also pose inefficiencies, as it requires additional time and effort to first retrieve the raft before launching it, which could delay response time in an emergency situation.

4. Which type of courses and bearings are usually used in boat navigation?

- A. True
- B. Magnetic**
- C. Relative
- D. Map-based

In boat navigation, magnetic courses and bearings are commonly used because they provide a reliable reference that corresponds to a compass reading. When mariners navigate using a magnetic compass, they refer to the magnetic meridian, which is the direction toward the magnetic north pole. This method allows for straightforward navigation as it aligns with the equipment commonly found on boats, such as magnetic compasses, which are essential for determining direction. Using magnetic bearings is advantageous for maintaining course accuracy, as it simplifies navigation by directly correlating with the readings experienced on the water. This is particularly important when navigating in coastal and inland waters, where magnetic variations may exist, but mariners can rely on the compass for day-to-day navigation. True courses are less commonly used because they require consideration of magnetic variation, which can complicate navigation. While relative bearings are useful for determining the position of other vessels or landmarks relative to a boat's heading, they do not serve as a primary navigation tool for plotting and following long courses. Map-based navigation encompasses a broader approach involving charts and geographic locations but is generally not categorized as a specific type of course or bearing like magnetic or true navigation is.

5. Emergency exits on USCG helicopters are marked with what type of markings?

- A. Fluorescent Markings and Visible Lettering**
- B. Reflective Markings and Contrasting Lettering
- C. Bright Colors and Bold Lettering
- D. Standard Markings and Illuminated Lettering

Emergency exits on USCG helicopters are marked with fluorescent markings and visible lettering to ensure that they can be easily identified in low-light or emergency situations. This type of marking enhances visibility and helps individuals quickly locate the exits during an evacuation, which is crucial for safety in emergency scenarios. Fluorescent colors stand out against the helicopter's structure and can be seen swiftly by both crew members and passengers, facilitating a timely escape if necessary. While other options may seem plausible, they do not specifically capture the design intent of improving visibility under varying conditions as effectively as fluorescent markings do. The focus on visible lettering also complements the need for clarity and speed in emergencies. This systematic approach to safety markings is an integral aspect of USCG protocols, reinforcing the importance of preparedness in critical situations.

6. The arc of the compass card is divided into how many degrees?

- A. 90°
- B. 180°
- C. 360°**
- D. 720°

The compass card is divided into 360 degrees, representing the full circle around the navigator's point of view. This division allows navigators to precisely indicate direction and headings. Each degree corresponds to a specific direction, making it easy to use for navigation and piloting. Having the compass card set at 360 degrees facilitates precise navigation that is necessary for safely steering vessels. This system is universally recognized and is critical in maritime operations, where accurate directional guidance is vital for safe travel and positioning at sea. The other options do not encompass the complete range of direction that is essential in navigation, which is why they are not correct.

7. What type of display screen shows the direction for navigation?

- A. Digital map**
- B. Analog gauge
- C. Electroluminescent screen
- D. Projector interface

A digital map is an essential tool for navigation as it provides real-time graphical representations of the geographical area, including various features such as waterways, landmarks, and navigational aids. This type of display screen allows users to view their vessel's current location, set waypoints, and visually track courses while showing the direction to be taken. Digital maps often incorporate GPS data, which provides accurate positioning and can continuously update the displayed information as the vessel moves. This capability makes navigating more efficient and effective, as it simplifies course plotting and helps in avoiding hazards. In contrast, other display types like analog gauges are primarily used for monitoring specific parameters, such as speed or fuel levels, but do not provide directional guidance for navigation. Electroluminescent screens can enhance visibility for various displays but are not specifically designed to show navigation paths. A projector interface may present information visually to a group but is not typically used for direct navigation by an individual on a vessel.

8. To what altitude can the signal in the MK-79 kit be fired?

- A. 150 FT
- B. 250 FT**
- C. 350 FT
- D. 450 FT

The MK-79 kit is designed to provide a signaling capability in marine environments, specifically for search and rescue operations. The signal can be fired to an altitude of 250 feet, which is effective for gaining the attention of search and rescue personnel in the vicinity. The design of the MK-79 kit allows it to produce a visible signal that can be observed from a distance, and the specified altitude is optimal for ensuring visibility above obstacles, such as trees or terrain features. This capability is crucial for effective signaling, especially in emergency situations where ascent to higher altitudes may not be feasible or safe for personnel on the ground or in the water. Other options suggest heights that are either higher or lower than the actual effective range of the kit; thus, they do not provide the same level of reliability in a signaling context as the 250-foot altitude. The 250-foot altitude represents a balance between effective visibility and safety in deployment.

9. Changing the channel on the Master unit of the network will affect what?

- A. Only the Master unit
- B. All logged on users**
- C. Only the TAP devices
- D. The overall network settings

Changing the channel on the Master unit of the network will affect all logged on users because the Master unit serves as the central point of communication for the entire network. When the channel is altered, it directly impacts the frequency that all devices are using to communicate and coordinate with each other. This means that any logged on users, whether they are station devices or other connected units, will need to adjust to the new channel in order to maintain network connectivity. In this context, the Master unit's settings essentially dictate the network's operational parameters, which in turn influences all connected devices. Users logged on to the network rely on the Master unit for coordination and signal transmission, so any modifications to its settings, like changing the channel, immediately propagate throughout the network.

10. In a crossing situation involving two power-driven vessels, which vessel must keep out of the way?

- A. The one on the left side
- B. The one on its own port side**
- C. The one with less maneuverability
- D. The one on the starboard side

In a crossing situation between two power-driven vessels, the vessel that is on its own port side is required to give way. This is based on the navigational rules that dictate the right of way during such encounters. When two vessels approach each other, the general rule is that the vessel that sees another on its port side must keep clear, as that vessel is operating on the starboard side of the encounter. This creates a standard of navigation that helps to prevent collisions and ensures safety on the water. In this scenario, since the answer points to the vessel on its own port side needing to yield, it aligns with these established maritime rules, which emphasize the importance of situational awareness and adherence to navigation protocols. Knowing which side has the obligation to yield is crucial for safe and effective maneuvering between vessels.

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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://uscgboatcrewmember.examzify.com>

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

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