Boating: Chapter 3 Review

(Unit 2: Casting off-Unit 3: Summary)

1. If the wind or current direction is toward the dock, you should cast off the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ first when leaving the dock.
2. The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ is required to take early and substantial action to avoid a collision by stopping, slowing down, or changing course.
3. The stand-on vessel must\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ unless \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.
4. If you are driving a powerboat or PWC and meet another powerboat or PWC head on, you should keep to the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.
5. If you are overtaking another vessel, you are the stand-on vessel.
   1. True
   2. False
6. If you see a red and white light ahead when boating at night, you should maintain course and speed
   1. True
   2. False
7. If you see only a green light while boating at night, you may be approaching a \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and you must \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_.
8. \_\_\_\_\_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_\_ are the “traffic signals” that guide boaters safely along their course.
9. The phrase “Red \_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_\_\_\_\_\_\_\_\_” reminds vessels of the correct course in the lateral system of U.S. Aids and Navigation
10. This buoy marks the edge of the channel on a boater’s \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ side when 

entering from the open sea or heading up stream.

1. This regulatory marker indicates \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. 
2. This regulatory marker indicates areas that are \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ to vessels. 
3. A good rule of thumb is that the anchor line should be at least \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ times the depth of the water.
4. You should never anchor from the \_\_\_\_\_\_\_\_\_\_\_\_\_ of the vessel as that can make the vessel unstable.
5. To maintain steering control of a PWC, you must never allow the engine to \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ or \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_
6. The most common complaint boaters have against PWC operators are \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ and \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_
7. As a courtesy to other boaters and people on shore, PWC operators should \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ their operating areas
8. Name a safety device that shuts the engine off if the operator is thrown from the proper operating position. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_
9. To avoid propeller strike accidents, make sure the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ when passengers are boarding and disembarking a boat.