
Q440 - Ballast Control Operator: Deck General/Safety

1. If you find a victim that is unconscious. What vital signs is an immediate threat to life?

- High fever
- Broken limbs
- **Irregular breathing**
- Head injury

Note:
Irregular breathing poses an immediate life threat because it compromises oxygen supply. Prioritizing airway and breathing is fundamental in first aid, as these are vital signs that can lead to rapid deterioration in an unconscious victim. Other conditions, while serious, do not present the same immediate danger as respiratory failure.

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2. All of the following are recognized distress signals under the Navigation Rules EXCEPT which signal?

- Red flares
- Orange-colored smoke
- **A green star signal**
- The repeated raising and lowering of outstretched arms

Note:
A green star signal is not a recognized distress signal under the Navigation Rules; red flares, orange-colored smoke, and the repeated raising and lowering of outstretched arms are all recognized signals as defined in Annex IV.

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3. When a vessel signals its distress by means of a gun or other explosive signal, the firing should be at approximately which time intervals?

- 1 hour
- **1 minute**
- 10 minutes
- 3 minutes

Note:
The Navigation Rules specify that distress signals using a gun or explosive should be fired at intervals of approximately one minute to ensure distinctness and prompt recognition as an emergency.

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4. How can you indicate that your vessel is in distress?

- Displaying a large red flag
- Displaying three black balls in a vertical line
- **Continuously sounding the fog whistle**
- Sounding five or more short and rapid blasts on the whistle

Note:
A continuous sounding of fog-signalling apparatus is a recognized distress signal according to Navigation Rules Annex IV. Other options are incorrect: a red flag is not a distress signal, three black balls indicate a vessel aground, and five rapid blasts signal danger or doubt.

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5. The preferred agent used in fighting a helicopter crash fire on a MODU is _____.

- CO_2
- dry chemical
- **foam**
- water

Note:
Foam is the preferred extinguishing agent for helicopter crash fires on a MODU due to its effectiveness in suppressing flammable liquid fuel spills by forming a vapor-sealing blanket and preventing re-ignition; dry chemical agents do not secure the fuel surface, gaseous agents disperse rapidly, and water can spread the fuel.

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6. After using a CO_2 portable extinguisher, it should be _____.

- **recharged**
- hydrostatically tested
- put back in service if some CO_2 remains
- retagged

Note:
A used CO_2 extinguisher must be recharged to ensure it is fully charged and ready for immediate use, as required by USCG regulations and industry standards. Hydrostatic testing is a separate periodic inspection, and simply retagging or returning it to service with residual agent does not constitute proper maintenance.

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7. A CO_2 extinguisher which has lost 10% of its charge must be _____.

- used at the earliest opportunity
- weighed again in one month
- **recharged**
- hydro tested

Note:
A CO_2 extinguisher with a 10% charge loss must be recharged to maintain its serviceable condition for fire protection.

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8. Fire extinguishers used on MODU's are numbered by size I through V, with I being _____.

- the most accessible
- the most effective
- **the smallest**
- used for electrical fires only

Note:
Fire extinguishers on MODUs are categorized by size I through V, with I representing the smallest capacity.

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9. Control of fire on a MODU should be addressed _____.

- following establishment of fire boundaries
- immediately after restoring vital services
- following control of flooding
- **immediately**

Note:
Fire control on a MODU must be addressed immediately; delays risk escalation and compromise safety. Initial response prioritizes fire suppression, not subsequent damage control measures like establishing boundaries, restoring services, or controlling flooding.

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10. A fire in a ballast pumproom can be brought under control with minimal impact on stability by _____.

- cooling the outside bulkheads with water
- closing the sea chest
- **shutting all sources of air into the compartment**
- flooding the compartment with salt water

Note:
Shutting off air supply controls the fire by removing oxygen without compromising stability through added water weight or free-surface effect. Fires require fuel, heat, and oxygen; removing oxygen is a standard shipboard method for machinery spaces and pumprooms. Introducing water can negatively impact stability, while boundary cooling and sealing a compartment are preferable for fire control with minimal stability impact.
