
Q151 - Deck Safety

1. How should gasoline tanks be filled?

- To the top to expel all vapors from the tanks
- Fill with only sufficient fuel for the planned trip so excess gasoline is not carried
- **Fill to near the top with some space allowed for gasoline expansion**
- To the top so the operator is certain how much fuel he has aboard

Note:
Gasoline tanks should be filled nearly full, leaving space for expansion to prevent spills and vapor hazards. Filling to the top eliminates this space, creating a fire and pollution risk. Carrying only the necessary fuel is unsafe without a reserve, and knowing the exact fuel level does not justify overfilling.

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2. What is the required minimum length of the painter for a lifeboat in ocean service?

- **two times the distance from the boat deck to the light waterline or 50 feet whichever is greater**
- 60 fathoms
- the distance from the main deck to the light waterline
- twice the distance from the main deck to the light waterline or 50 feet whichever is greater

Note:
The minimum length of a lifeboat painter in ocean service is determined by regulations requiring it to be twice the distance from the boat deck to the light waterline, or 50 feet, whichever is greater, ensuring sufficient slack for safe launching and maneuvering.

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3. What is the function of wearing rings found on some centrifugal pumps?

- Absorb erosion of high-velocity discharge stream
- Seal pump shaft against entry of air
- **Isolate the outlet side from the inlet side**
- Dampen the turbulent discharge flow

Note:
Wearing rings in centrifugal pumps isolate the high-pressure discharge side from the low-pressure suction side, minimizing internal leakage and maintaining pump efficiency. They are replaceable components designed to limit flow between these pressure zones, unlike shaft seals or flow dampeners.

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4. How does good housekeeping prevent fires on a vessel?

- Allowing better access in an emergency
- Improving personnel qualifications
- **Eliminating potential fuel sources**
- Eliminating trip hazards

Note:
Good housekeeping prevents fires by eliminating potential fuel sources, directly addressing the 'fuel' component of the fire triangle. Fire prevention focuses on controlling fuel and ignition sources, and good housekeeping practices like cleaning spills and properly storing combustibles reduce the risk of fire ignition or spread. Options related to emergency access, personnel qualifications, and trip hazards address safety and response, not primary fire prevention.

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5. What is the signal given to commence lowering the lifeboats?

- 3 short blasts of the ship's whistle
- **1 short blast of the ship's whistle**
- 3 long blasts of the ship's whistle
- 1 long blast of the ship's whistle

Note:
The signal to commence lowering lifeboats is one short blast of the ship's whistle. This signal is distinct from the general emergency alarm, which is seven or more short blasts followed by one long blast, and is used after passengers have boarded the lifeboats.

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6. Which visual distress signal is acceptable for daylight use only?

- Hand-held red flare
- Red aerial pyrotechnic flare
- Self-contained rocket-propelled parachute red flare
- **Hand-held orange smoke distress flare**

Note:
Hand-held orange smoke distress flares are approved for daylight use only, unlike red flares which are designed for nighttime or dual-use applications. Coast Guard regulations categorize visual distress signals as day, night, or dual-use, with orange smoke specifically designated for daytime visibility due to its effectiveness in sunlight and ineffectiveness at night.

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7. What is the maximum length of time that distress flares are approved for?

- 1 and 1/2 years
- 2 years
- **3 and 1/2 years**
- 5 years

Note:
U.S. Coast Guard approved distress flares have a maximum approval period of 3 and 1/2 years, or 42 months, from the date of manufacture, as stipulated in 46 CFR Part 160. Recreational vessels must carry unexpired flares, meaning those within this 42-month limit, as per 33 CFR 175.130; flares exceeding this period are no longer considered Coast Guard approved.

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8. A fire in a pile of dunnage would be classified as a _____.

- **class "A"**
- class "B"
- class "C"
- class "D"

Note:
Dunnage, typically wood, is an ordinary combustible material and therefore classified as a Class A fire, which involves wood, paper, textiles, and rubbish.

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9. Fires are grouped into what categories?

- **Class A, B, C, and D**
- Type 1, 2, 3, and 4
- Combustible solids, liquids, and gases
- Flammable solids, liquids, and gases

Note:
Fires are classified by class (A, B, C, D), not by type numbers or fuel state descriptions. Class A fires involve ordinary combustibles, Class B involve flammable liquids, Class C involve energized electrical equipment, and Class D involve combustible metals. The correct answer identifies this standard classification system.

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10. A magnesium fire is classified as class _____.

- Class A
- Class B
- Class C
- **Class D**

Note:
Magnesium fires are classified as Class D because magnesium is a combustible metal. Class D fires specifically involve combustible metals like magnesium, while Class A covers ordinary combustibles, Class B covers flammable liquids and gases, and Class C covers energized electrical equipment.
