
Q391 - Deck General/Safety

1. You are going ahead on twin engines with rudders amidships. Your port engine stalls. To continue your course which action should you take?

- Keep your rudder amidships
- Apply left rudder
- Increase engine speed
- **Apply right rudder**

Note:
Apply right rudder to counteract the turning moment caused by the remaining starboard engine and maintain course. The stalled port engine creates a turning moment to port; right rudder opposes this, preventing a change in heading. Options A and B exacerbate the turn to port, while option C increases the turning tendency.

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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. A vessel constructed after 1970, carrying grades A, B, C or D cargoes, has enclosed spaces where sources of vapor ignition are normally present. What is not required for the segregation of these spaces from cargo tanks?

- tanks used to carry liquids having a flash point of 150°F or above
- **galleys**
- cofferdams
- pump rooms

Note:
Galleys are spaces containing ignition sources and require segregation from cargo tanks; they cannot be used to provide that segregation.

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5. Which spaces are required to be segregated from cargo tanks carrying grades A, B, C, or D cargoes?

- Pump rooms
- Enclosed deck spaces
- **Navigation spaces**
- Cofferdams

Note:
Navigation spaces must be segregated from cargo tanks carrying grades A, B, C, or D cargoes to protect crew and ensure safe vessel operation from fire, explosive vapors, and structural damage.

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6. To determine if all requirements of the Declaration of Inspection are met for oil transfer operations just prior to bunkering from a shoreside facility, _____.

- **vessel and facility are jointly and independently inspected by the designated persons in charge**
- vessel and facility are independently inspected by their respective designated person in charge
- facility is inspected by the designated person in charge of the vessel and vice versa for the vessel
- vessel and facility must be inspected by a representative of the Coast Guard captain of the port

Note:
To ensure all Declaration of Inspection requirements are met before bunkering, the vessel and facility must be jointly and independently inspected by their respective designated persons in charge.

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7. According to Coast Guard Regulations (46 CFR), when loading, or discharging oil in bulk at a dock, which of the following signals must be displayed?

- **A red flag (day), red light (night)**
- A signal is not required for discharging oil, only gasoline
- A yellow flag (day), red light (night)
- A green flag (day), green light (night)

Note:
Coast Guard regulations (46 CFR) mandate a red flag during the day and a red light at night when loading or discharging oil in bulk at a dock.

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8. Which of the signals listed is required to be displayed during the day while bunkering?

- **A red flag**
- A red and yellow flag
- A yellow flag
- A red light

Note:
A red flag is the required signal displayed during the day while bunkering, indicating a hazardous fuel transfer operation is in progress. Regulations mandate a red flag by day and a red light by night to warn of these operations; the question specifically addresses the daytime requirement, eliminating options involving lights or mixed-color flags.

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9. According to U.S. regulations what is the maximum allowable working pressure (MAWP) for each hose assembly used for transferring oil?

- At least 600 psi (4.14 MPa)
- At least four times the sum for the pressure of the relief valve setting
- More than the maximum pump pressure when a relief valve is not installed
- **At least 1030 kPa gauge (approx. 150 psig)**

Note:
U.S. regulations (33 CFR 154.500) mandate a minimum maximum allowable working pressure (MAWP) of 1030 kPa gauge (approximately 150 psig) for oil-transfer hose assemblies, irrespective of other system characteristics.

10. According to the U.S. regulations, what must be agreed upon by the person-in-charge of transfer operations, both ashore and on the vessel?

- **The identity of the product to be transferred**
- The status of the oily water separator
- The size of the slop tank required under 155.330
- Whether or not the transferring ship is a "Public Vessel of the United States"

Note:
Before initiating any oil or hazardous material transfer, the persons-in-charge ashore and on the vessel must agree on the identity of the product being transferred, as mandated by U.S. regulations.