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Q360 - 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.

2. 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.

3. 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.

4. 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.

5. By regulation, orange smoke distress signals will expire not more than how many months from the date of manufacture?

- 24 months
- 36 months
- **42 months**
- 54 months

Note:

Orange smoke distress signals expire no more than 42 months from the date of manufacture, as regulated by the U.S. Coast Guard.

6. Which of the conditions listed is necessary for a substance to burn?

- The temperature of the substance must be equal to or above its fire point
- The mixture of vapors with air must be between the LEL and the UEL
- The air must contain oxygen in sufficient quantity
- **All of the above**

Note:

Combustion requires sufficient heat to reach the fire point, a vapor/air mixture within the explosive limits (LEL and UEL), and adequate oxygen. Therefore, all listed conditions are necessary for a substance to burn.

7. All of the following are part of the fire triangle EXCEPT _____.

- fuel
- oxygen
- heat
- **electricity**

Note:

Electricity is not a component of the fire triangle, which consists of fuel, heat, and oxygen. Electricity can be a source of heat but is not a fundamental element required for combustion.

8. Which extinguishing agent is most likely to allow reflash as a result of not cooling the fuel below its ignition temperature?

- **CO2**
- Water stream
- Foam
- Water fog

Note:

CO2 extinguishes primarily by displacing oxygen and provides minimal cooling, which can allow the fuel to remain above its ignition temperature and potentially reflash when oxygen is reintroduced.

9. After using a CO2 portable extinguisher, it should be _____.

- **recharged**
- hydrostatically tested
- put back in service if some CO2 remains
- retagged

Note:

A used CO2 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.

10. What accident situation is considered a Serious Marine Incident?

- Damage to property in excess of \$100,000
- An injury to a crewmember that renders that person unfit to continue working on the vessel
- A discharge of 10,000 gallons or more of oil into navigable waters of the U.S.
- **All of the above**

Note:

All listed events—property damage exceeding \$100,000, a crewmember injury preventing work, and a discharge of 10,000+ gallons of oil—qualify as Serious Marine Incidents under 46 CFR 4.03-2, making 'All of the above' the correct answer.
