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Q200 - Deck General

1. Which is usually the most gentle way of riding out a severe storm on a larger vessel?

- Rig a sea anchor
- Hove to
- Head into the seas at slow speeds
- **Running before the seas**

Note:

Running before the seas minimizes stress on a large vessel during a severe storm by reducing pitching, slamming, and maintaining steerage, making it the most gentle approach compared to other options like heaving to, heading into the seas, or using a sea anchor.

2. The last 1.0 meter (3.3 feet) of vapor piping before the vessel vapor connection must be painted _____.

- international orange
- **red/yellow/red**
- hi-visibility yellow
- yellow/red/yellow

Note:

U.S. Coast Guard regulations require the last 1.0 meter of vapor piping before the vessel connection to be painted red/yellow/red to ensure unmistakable identification as a vapor line.

3. Which of the following statements concerning deep well cargo pumps is correct?

- The impeller is located at the upper end of the shaft.
- The prime mover is connected at the lower portion of the shaft.
- Special priming provisions are necessary.
- **A pumproom is not necessary.**

Note:

Deep well cargo pumps are installed within tanks with the drive located on deck, eliminating the need for a dedicated pumproom, making option D the correct answer.

4. Regulations require that OSV's under 100 GT must have a steering system that is capable of moving the rudder _____.

- At one-half the maximum astern speed without damage
- By a required auxiliary steering system under emergency conditions when duplicated main steering power systems are provided
- From 15° on one side to 15° on the other side, in 30 seconds at 7 knots, or one-half the maximum speed
- **From 35° on one side to 30° on the other side, in no more than 28 seconds, while making maximum headway**

Note:

Regulations for OSVs under 100 GT mandate a steering system capable of moving the rudder from 35 on one side to 30 on the other side in no more than 28 seconds while making maximum headway.

5. 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.

6. According to U.S. regulations, normally, where are manholes on a tank vessel designed to carry LFG located?

- There are no requirements in the regulation
- In the expansion trunk of each tank
- Above the weather deck
- In the ends of each tank

Note:

U.S. regulations require manholes on tank vessels carrying liquefied flammable gas to be located above the weather deck to prevent leakage into the vessel's hull or interior spaces, minimizing fire and explosion risk.

7. Open ullage holes in tanks which are not gas-free must be protected by _____.

- warning signs
- flame screens
- PV valves
- stop-check valves

Note:

Flame screens are required to protect open ullage holes in tanks not gas-free, preventing external flames from igniting vapors while allowing venting.

8. What is required of the access to a cargo pumproom on a tank vessel carrying grades A, B, C or D liquid cargoes?

- isolated from any part of the vessel which normally contains sources of vapor ignition
- at least 13.1 feet away from the galleys, living quarters or navigation spaces
- from the open deck
- only from areas equipped with power ventilation systems

Note:

Access to cargo pumprooms on tank vessels carrying grades A–D liquid cargoes must be from the open deck to prevent flammable vapors from entering accommodation or machinery spaces, as mandated by 46 CFR.

9. Which step is NOT generally taken when gas-freeing a tank?

- Application of degreasing solvents
- Fresh air ventilation
- Removal of corrosion products and sludge
- Washing the tank interior with sea water

Note:

Application of degreasing solvents is not a standard gas-freeing practice; the process involves water washing, residue removal, and ventilation to eliminate vapors, not introduce them.

10. Which of the following must be included in the "oil transfer procedures" required by U.S Pollution Prevention Regulations?

- The location, size, and barrel capacity of each tank that is capable of carrying oil
- The emergency cleanup and containment procedures to be followed in the event of an oil spill
- **Any special procedures inherent to that particular vessel for topping off tanks**
- All of the above

Note:

U.S. oil transfer procedures must detail any vessel-specific methods used for topping off tanks, not general tank data or spill cleanup steps.
