

**Demo PDF file. This file includes questions: 10 from 955. Full version of file looks the same as demo, but full version includes all questions. You may download file with all questions by link on bottom of this page**

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## **Q102 - Deck General Part II**

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

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- 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.*

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**2. In special cases, the Commandant of the Coast Guard may permit cargo piping to pass through machinery spaces, what are the type(s) of cargo permitted to be carried through such piping?**

- grades A or B
- LFG
- grades D or E
- grade E

Note:

*The Commandant may permit cargo piping through machinery spaces only for Grade E combustible liquids due to their reduced fire risk; higher grades (A, B, D) and liquefied flammable gases (LFG) are prohibited by regulations designed to mitigate fire and explosion hazards in machinery spaces.*

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**3. Regulations require that cargo pumprooms handling grades D and/or E liquid cargo only shall be fitted with ducts extended to the weather deck. How many ducts are required?**

- 1
- 2
- 3
- 4

Note:

*Regulations mandate two ducts extending to the weather deck for cargo pumprooms handling grades D and/or E liquid cargo to ensure adequate ventilation and safe vapor discharge.*

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**4. 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.*

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**5. 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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**6. 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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**7. According to U.S. regulations, how much hose should you use in transferring oil in bulk?**

- Not over 300 feet (91.4 m) of hose.
- **Sufficient for maximum vessel movement without straining the hoses.**
- Twice the distance between ship and dock.
- One and one half times the distance between ship and dock.

Note:

*U.S. regulations require sufficient hose length to accommodate maximum vessel movement without straining the hose or its connections, establishing a performance-based standard rather than a fixed length or formula.*

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**8. U.S. regulations require which of the following upon completion of oil transfer operations?**

- all persons on duty during oil transfer shall be accounted for
- all hoses shall be blown down with air
- **all valves used during transfer shall be closed**
- all soundings shall be entered in the oil record book

Note:

*U.S. regulations require closing all valves used during oil transfer operations to secure the system and prevent accidental discharge.*

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**9. Which topic is NOT required to be discussed at the pre-transfer conference?**

- Details of transferring and receiving systems
- **Estimated time of finishing cargo**
- Identity of the product to be transferred
- Emergency shutdown procedures

Note:

*The pre-transfer conference does not require discussion of estimated completion time; other topics, such as system details, product identity, and emergency shutdown procedures, are mandated by regulation to ensure safety and prevent pollution.*

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**10. You are loading 530,000 barrels of cargo oil. At 0945 on 13 April, you find that you have loaded 202,000 barrels. At 1130, you find that you have loaded 223,000 barrels. When will you complete loading if you continue at the same rate?**

- 1322, 13 April
- 1920, 13 April
- 1120, 14 April
- **1305, 14 April**

Note:

*The loading rate is 12,000 barrels per hour. With 307,000 barrels remaining after 1130 on April 13th, completion requires approximately 25 hours and 35 minutes, resulting in a finish time of 1305 on April 14th.*

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