

**Demo PDF file. This file includes questions: 10 from 273. 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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## **Q401 - Deck General/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. 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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### **3. The person in charge on the vessel and the person in charge at the facility must hold a meeting before starting the transfer of oil. Who must decide to start the transfer?**

- The person in charge at the facility
- **Both persons in charge**
- The person in charge of either place that is doing the pumping
- The person in charge on the vessel

Note:

*Oil transfers require agreement from both the vessel and facility person in charge; neither party can initiate the transfer unilaterally, as mandated by regulations ensuring coordinated control and shared responsibility.*

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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. 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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## 6. 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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## 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.*

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## 8. There are two disadvantages to CO2 as a firefighting agent. One of these is the limited quantity available, which is the other?

- There is no effect on a class A fire even in an enclosed space
- **The lack of cooling effect on heated materials**
- That it breaks down under extreme heat to form poisonous gases
- That it cannot be used in a dead ship situation with no electrical power to the CO2 pump

Note:

*CO2's primary disadvantages are limited availability and a lack of cooling, which can lead to re-ignition of materials.*

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## 9. 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.*

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#### 10. Which extinguishing agent is the best for use on electrical fires?

- Dry chemical
- CO2
- Foam
- Water fog

Note:

*CO2 is the best extinguishing agent for electrical fires because it is non-conductive and leaves no residue, ensuring safety for energized equipment. Electrical fires require non-conductive agents to prevent shock hazards; CO2 effectively displaces oxygen and avoids damage from residue, unlike dry chemical, foam, or water fog which are either conductive or leave damaging residues.*

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