

Demo PDF file. This file includes questions: 10 from 244. 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

Q380 - Deck General

1. 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.

2. 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.

3. 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.

4. 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.

5. Where are the transfer procedures for oil products required to be posted or available during transfer operations?

- In the pilothouse of the vessel
- In the upper pumproom flat
- In the officer's and crew's lounges
- **Where they can be easily seen and accessible**

Note:

Oil transfer procedures must be posted or available where they are easily seen and accessible to those conducting the transfer, as regulations prioritize accessibility and visibility at the operational location rather than restricting placement to a specific compartment.

6. 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.

7. What type of information is found in 33 CFR part 156?

- Operation of nautical school ships
- Lifesaving and firefighting equipment
- **Oil and hazardous material transfer operations**
- Vessel construction and design

Note:

33 CFR part 156 governs oil and hazardous material transfer operations, as stated in its title.

8. Which extinguishing agent is effective in combating an isoprene fire?

- CO₂
- **All the above**
- Dry chemical
- Foam

Note:

Isoprene fires are Class B fires, and CO₂, dry chemical, and foam are all effective extinguishing agents for Class B fires; therefore, all listed agents are suitable.

9. Which of the flash points would indicate a grade D combustible liquid?

- 155°F
- **87°F**
- 160°F
- 65°F

Note:

Grade D combustible liquids have flash points between 80°F and 150°F; therefore, 87°F is the correct answer.

10. If a cargo of kerosene were considered "too lean" to explode, then it must be _____.

- above the "explosive range"
- **below the "explosive range"**
- within the "explosive range"
- None of the above

Note:

A 'too lean' cargo of kerosene, incapable of explosion, exists below the explosive range due to insufficient vapor concentration.
