

**Demo PDF file. This file includes questions: 10 from 180. 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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## **Q430 - OIM: Deck General/Safety**

**1. A construction portfolio may be included as part of the MODU \_\_\_\_\_.**

- general plans
- **operating manual**
- builders documentation
- Coast Guard file

Note:

*The MODU operating manual serves as the primary onboard document and may incorporate the construction portfolio to provide readily available structural and design information to the crew.*

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**2. 2.5.7.2A2-78) What is the minimum required number of fire axes that must be carried on a mobile offshore drilling unit?**

- **2**
- 3
- 4
- 5

Note:

*46 CFR 108.499 mandates that mobile offshore drilling units carry a minimum of two fire axes.*

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**2. The helicopter deck on an offshore drilling unit is required to be fitted with perimeter lights in alternating colors of \_\_\_\_\_.**

- yellow and red
- yellow and white
- red and white
- **yellow and blue**

Note:

*U.S. regulations mandate alternating yellow and blue perimeter lights on offshore drilling unit helicopter decks to provide clear visual guidance for pilots. This requirement is specified in 46 CFR Part 108 and distinguishes the landing area, particularly in low visibility conditions; other color combinations are not compliant.*

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**3. What class of bulkhead is required around the galley on a MODU?**

- **Class A**
- Class B
- Class C
- Class D

Note:

*Class A bulkheads are required around galleys on MODUs due to the galley's designation as a high fire-risk service space. Class A bulkheads provide the necessary fire resistance to contain a fire and protect adjacent areas, exceeding the standards of Class B, C, and D divisions.*

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**4. On all mobile offshore drilling units, the deckhead of each accommodation space must be located above \_\_\_\_\_.**

- **the deepest load line**
- the operating draft
- the transit draft
- the survival draft

Note:

*Regulations require that the deckhead of each accommodation space on mobile offshore drilling units be located above the deepest load line to ensure living spaces remain above the highest permitted waterline in all loading conditions.*

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**5. If you observe any situation which presents a safety or pollution hazard during fuel transfer operations on a MODU, what action should you take FIRST?**

- Sound the fire alarm.
- **Shut down the transfer operation.**
- Notify the ballast control operator.
- Wait for the person in charge to act.

Note:

*Immediately stop the fuel transfer operation if a safety or pollution hazard is observed. This action directly addresses the source of the risk, minimizing potential spills and fire hazards, and aligns with regulatory requirements.*

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**6. The class of fire on which a blanketing effect is essential to extinguish the fire is \_\_\_\_\_.**

- class "A"
- **class "B"**
- class "C"
- class "D"

Note:

*A blanketing effect is essential for extinguishing Class B fires, which involve flammable liquids and gases. This technique separates the fuel from oxygen, suppressing vapors and preventing re-ignition.*

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**7. When fire pumps are used for other than firefighting services, each pipe connecting the other service (except for branch lines used for deck washing) must have which item to be in compliance with regulations?**

- **A shut off valve at a manifold near the pump**
- A check valve installed in the line
- A regulator in the line set at 125 psi
- A quick disconnect union within ten feet of the pump

Note:

*Regulations require a shutoff valve at a manifold near the pump to allow for the immediate isolation of non-firefighting services and ensure full pump capacity is available for firefighting; deck washing branch lines are typically exempt.*

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8. The size of fire hydrant hose connections on a cargo vessel must be either 1-1/2 inches or

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- 1 inch
  - **2-1/2 inches**
  - 3 inches
  - 3-1/2 inches

Note:

46 CFR regulations specify that fire hydrant hose connections on cargo vessels must be either 1-1/2 inches or 2-1/2 inches.

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10. What is LEAST likely to cause ignition of fuel vapors?

- **Explosion proof lights**
- An open running electric motor
- Static electricity
- Loose wiring

Note:

Explosion-proof lights are designed to prevent ignition of surrounding fuel vapors, making them the least likely ignition source compared to open electric motors, static electricity, or loose wiring.

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