

Demo PDF file. This file includes questions: 10 from 153. 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

Q434 - OIM: Bottom Bearing Units Underway

1. Why is electrical power preferred over mechanical power for driving heavy machinery on drilling rigs?

- Less maintenance
- Lighter
- **More flexible**
- More fuel efficient

Note:

Electrical power is preferred on drilling rigs due to its greater flexibility in equipment placement and control compared to mechanical power transmission.

2. The deck plating on a MODU is supported primarily by deck longitudinals and deck _____.

- frames
- **beams**
- girders
- stanchions

Note:

Deck plating is directly supported by deck longitudinals and transverse deck beams.

3. In MODU construction, beams are transverse girders which provide support to _____.

- vertical frames
- deckhouse structures
- **decks**
- bulkheads

Note:

Beams are transverse girders designed to support deck plating, therefore they provide support to decks.

4. Deck beams on a MODU are generally spaced at equal intervals and run _____.

- intermittently
- **transversely**
- longitudinally
- vertically

Note:

Deck beams on a MODU are part of the transverse framing system and are arranged across the unit from side to side.

5. In MODU construction, beam brackets are triangular plates that join the deck beam to a _____.

- bulkhead
- stanchion
- deck longitudinal
- **frame**

Note:

Beam brackets are triangular plates that connect deck beams to frames, providing structural support and stiffness at their intersection.

6. 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.

7. 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.

8. Where are self-closing doors required on a MODU?

- **In each stair tower**
- In the galley
- To each sleeping room
- To the engine room

Note:

Self-closing doors are required at stair tower entrances on MODUs to maintain the integrity of escape routes.

9. 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.

10. Repair of structures on a MODU in the vicinity of liquid mud handling areas presents what possible hazard?

- Liquid muds may flood adjoining spaces.
- Toxic gasses may be present.
- **Flammable gasses may be present.**
- An oxygen-deficient atmosphere may be present.

Note:

Liquid mud systems can release flammable gases that, if ignited by repair work, pose a fire or explosion hazard. Formation hydrocarbons entering the mud stream create gas-cut mud, which can accumulate in mud tanks and pits, especially with inadequate ventilation. Repair activities often involve ignition sources, making flammable gas presence the primary concern in these areas.
