

**The operator of each vessel subject to the pollution regulations is NOT required to keep written records of \_\_\_\_\_?**

Note: 33 CFR Part 155 – *OIL OR HAZARDOUS MATERIAL POLLUTION PREVENTION REGULATIONS FOR VESSELS*. These regulations apply to all vessels with exception of warships, naval auxiliary (or other vessels owned or operated by a country when engaged in non-commercial service), or vessels specifically excluded by MARPOL 73/78. There are four required written records: 1) the name of each person designated as a person in charge, 2) the date and results of the most recent equipment inspection, 3) hose information not marked on the hose, and 4) Declaration of Inspection.

**A. the name of each person designated as a person in charge**

Incorrect: This information is required to be made available during an inspection by the Captain of the Port (COTP) or Officer In Charge, Marine Inspection (OCMI) under *Subpart C – Transfer Personnel, Procedures Equipment, and Records, 155.820, Records*.

**B. the date and results of the most recent equipment inspection**

Incorrect: This information is required to be made available during an inspection by the COTP or OCMI under *Subpart C – Transfer Personnel, Procedures Equipment, and Records, 155.820, Records*.

**C. cargoes carried and dates delivered, including destinations**

Correct: This information is not required to be recorded.

**D. hose information not marked on the hose**

Incorrect: This information is required to be made available during an inspection by the COTP or OCMI under *Subpart C – Transfer Personnel, Procedures Equipment, and Records, 155.820, Records*.

110760-0

4-4189

**You are loading in the winter in Albany, N.Y., for a voyage to a port governed by the tropical load line mark. Which of the following statements is TRUE? (Hydrometer reading in Albany is 1.000)**

Note: A hydrometer measures the density of the water in which the ship is floating. This is required to calculate your Fresh Water Allowance (FWA), the amount in inches of draft the ship will rise/fall when transiting between fresh and salt water. A reading of 1.000 corresponds to fresh water, a reading of 1.025 corresponds to salt water, and anything in between is considered brackish (combination fresh and salt water). Since the vessel is loading in fresh water and on the Hudson River, the vessel can submerge its Winter mark by its FWA and the amount of fuel to be burned off to reach the sea.

**A. You may not exceed the winter load line mark when you finish loading except for the burnout to sea.**

Incorrect: Title 46 CFR 42.07-10 (c), *Submergence of load line marks*, the vessel in addition to the burnout to sea, exceed the winter mark by the fresh water allowance.

**B. The freshwater allowance and burnout to sea may be subtracted from the required freeboard in Albany.**

Correct Answer: Title 46 CFR 42.07-10 (c) and (d), *Submergence of load line marks*, you may exceed the winter mark by the fresh water allowance and burn out to sea.

**C. You may calculate the burnout necessary to reach the tropical zone and load extra cargo to compensate.**

Incorrect: Title 46 CFR 42.07-10, (d), only allows for burn out to sea, and not the burn out to the tropical zone.

**D. You may load to the winter mark less the freshwater allowance if you will be at the tropical mark upon arrival in the tropical zone.**

Incorrect: Title 46 CFR 42.07-10, (c), states the vessel load to the appropriate load line mark plus the freshwater allowance. Since the vessel is limited by the winter load line and loaded in fresh water, it would be impossible to arrive at the next port at or near the higher tropical mark as an allowance was not computed for the fresh water allowance and the draft would continue to decrease by the fuel burn off and other materials consumed during the transit.

110901-0

2-2524

**Which entry on a dangerous cargo manifest concerning the classification of cargo is NOT correct?**

Note: Any carrier who will transport hazardous material is required to prepare a Dangerous Cargo Manifest. The Manifest must list hazardous material in accordance with either the Hazardous Materials Table, 46 CFR 172.101 or by the International Maritime Dangerous Goods Code (IMDG).

**A. Class 8**

Incorrect: A Class 8 Hazardous Material Classification corresponds to Corrosives.

**B. Division 3.1**

Correct: There is no hazardous material that corresponds to Hazardous Material Classification Division 3.1. Numeric decimal numbers identify further subdivision of a classification and a Class 3 Hazardous Material Classification corresponds only to a broad Flammable Liquid classification.

**C. Division 2.3**

Incorrect: Division 2.3 Hazardous Material Classification corresponds to Poison Gas.

**D. All of the above are incorrect.**

Incorrect: This is false since answers A and C are proper Hazardous Material Classifications.

133287-4

4-1255

**The color of the signal flare sent up by a submarine indicating that a torpedo has been fired in a training exercise is \_\_\_\_\_.**

Note: U.S. submarines are equipped with signal ejectors which may be used to launch identification signals, including emergency signals. Two types of signals used are smoke floats and flares or stars. Submarine emergency identification signals can be found in the Coast Pilot.

**A. white**

Incorrect: Two white flares/smoke in succession indicates that the submarine is about to surface.

**B. green**

Correct: Used under training exercise conditions only, green or black is used to indicate that a torpedo has been fired, or that the firing of a torpedo has been simulated.

**C. yellow**

Incorrect: Yellow indicates that the submarine is about to rise to periscope depth

**D. red**

Incorrect: Red indicates an emergency condition within the submarine and that it will surface immediately, if possible.