
Q418 - Deck General

1. Which is usually the most gentle way of riding out a severe storm on a larger vessel?

- Rig a sea anchor
- Hove to
- Head into the seas at slow speeds
- **Running before the seas**

Note:
Running before the seas minimizes stress on a large vessel during a severe storm by reducing pitching, slamming, and maintaining steerage, making it the most gentle approach compared to other options like heaving to, heading into the seas, or using a sea anchor.

---

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. Cargo tanks on barges fitted with goose neck vents and flame screens are limited to carrying which grade of cargo?

- A and below
- B and below
- C and below
- **D and E only**

Note:
Barges equipped with goose neck vents and flame screens are limited to carrying Grades D and E cargo due to the basic level of protection these vents provide, which is insufficient for more volatile Grades A, B, and C.

---

4. Cargo tanks carrying grades D or E liquids on tank barges are required to be vented with which of the following?

- Forced draft blowers
- **Gooseneck vents and flame screens**
- Pressure-vacuum relief valves
- Branch vent lines and a vent header

Note:
Tank barges carrying grades D or E liquids require gooseneck vents with flame screens to safely disperse vapors and prevent flame entry, as regulations permit simpler atmospheric venting for these lower-volatility combustible liquids.

---

5. 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.

---

6. According to U.S. regulations what is the maximum allowable working pressure (MAWP) for each hose assembly used for transferring oil?

- At least 600 psi (4.14 MPa)
- At least four times the sum for the pressure of the relief valve setting
- More than the maximum pump pressure when a relief valve is not installed
- **At least 1030 kPa gauge (approx. 150 psig)**

Note:
U.S. regulations (33 CFR 154.500) mandate a minimum maximum allowable working pressure (MAWP) of 1030 kPa gauge (approximately 150 psig) for oil-transfer hose assemblies, irrespective of other system characteristics.

---

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

- Close the valves at the transfer manifold
- Notify the person in charge of the shore facility
- Sound the fire alarm
- **Shut down the transfer operation**

Note:
Immediately stopping the fuel transfer operation is the priority action to mitigate safety or pollution hazards, as it directly eliminates the source of the risk before any follow-up measures are taken. Regulations and established procedures mandate the ability to immediately halt fuel transfer in unsafe conditions, preventing further fuel movement and minimizing potential incidents like spills or fires. Subsequent actions, such as valve closures, notifications, or alarms, are secondary to this initial step of shutting down the transfer.

---

8. According to the U.S. regulations, what must be agreed upon by the person-in-charge of transfer operations, both ashore and on the vessel?

- **The identity of the product to be transferred**
- The status of the oily water separator
- The size of the slop tank required under 155.330
- Whether or not the transferring ship is a "Public Vessel of the United States"

Note:
Before initiating any oil or hazardous material transfer, the persons-in-charge ashore and on the vessel must agree on the identity of the product being transferred, as mandated by U.S. regulations.

---

9. Where should an application for a waiver of any requirements of the regulations for oil transfer operations be submitted?

- To the Commandant
- To the nearest Coast Guard office
- To the District Commander
- **To the Captain of the Port**

Note:
Waiver requests for oil transfer operation regulations must be submitted to the Captain of the Port, as specified in 33 CFR Part 156.

---

10. 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.
