

Demo PDF file. This file includes questions: 10 from 259. 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

Q150 - 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 of the following must be included in the "oil transfer procedures" required by U.S Pollution Prevention Regulations?

- The location, size, and barrel capacity of each tank that is capable of carrying oil
- The emergency cleanup and containment procedures to be followed in the event of an oil spill
- **Any special procedures inherent to that particular vessel for topping off tanks**
- All of the above

Note:

U.S. oil transfer procedures must detail any vessel-specific methods used for topping off tanks, not general tank data or spill cleanup steps.

3. 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.

4. 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.

5. During oil transfer operations, who is responsible for ensuring that the posted transfer procedures are followed?

- The tankerman
- **The designated person in charge**
- The oiler
- The senior able seaman

Note:

Regulations mandate that the designated person in charge is responsible for ensuring adherence to posted oil transfer procedures, not tankermen, oilers, or able seamen. This responsibility is defined by 33 CFR 155.700–155.730, which requires a designated person in charge for oil transfer operations and assigns them the duty of ensuring compliance with posted procedures and safety requirements.

6. Who has the authority to grant an alternate procedure for oil transfer operations?

- **The Captain of the Port**
- The Area Commander
- The Officer-in-Charge, Marine Inspection
- The nearest Coast Guard office

Note:

The Captain of the Port has the authority to approve alternate procedures for oil transfer operations, as specified in 33 CFR Part 156, provided the procedures maintain equivalent safety and environmental protection.

7. 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.

8. Which tanker discharge pattern would be the safest and most efficient?

- Empty the forward tanks and start working aft, emptying each tank in sequence
- Start pumping from midships and then work forward and aft simultaneously as the midships tank is emptied
- **Start discharging with most of the discharge coming from forward, but include some from midships and after tanks**
- Start pumping from forward, midships, and aft with the discharge distributed equally among the tanks

Note:

The safest and most efficient discharge pattern prioritizes reducing weight from one area while maintaining a balanced distribution to control trim, stability, and hull stresses.

9. You are on a tankship discharging oil. what happens to the remaining oil when all of the oil that the main cargo pumps can handle is pumped out of a tank?

- The remainder is stripped out and pumped directly ashore after all the tanks have been emptied by the main pumps
- The remainder is stripped out and pumped directly ashore into the mainline as the remaining cargo tanks are pumped out with the main pumps
- The remainder is gravitated to the centers from the wings and pumped out with the main pumps
- **The remainder is stripped to one tank and then pumped out with the main pumps**

Note:

After main cargo pumps exhaust a tank, the remaining oil is transferred to a single tank via a stripping system and subsequently discharged using the main cargo pumps.

10. You have orders to load cargoes of carbon disulfide, diisopropylamine and pyridine on your multi-product tankship. Which statement is TRUE?

- Pyridine and diisopropylamine may be carried in tanks having a common header vent.
- A tank of carbon disulfide may be used to separate a tank of pyridine from a tank of diisopropylamine.
- Carbon disulfide may be carried in NOS. 1 and 2 center tanks and diisopropylamine in NOS. 1 and 2 wing tanks.
- **Diisopropylamine must be separated from carbon disulfide by two barriers (cofferdams, voids, empty tanks, etc.)**

Note:

Diisopropylamine and carbon disulfide are incompatible and require separation by two barriers, as stated in answer D.
