
Q209 - Deck General

1. Which of the following is the pipe used to connect two separate piping systems on a tank vessel?

- **crossover**
- connection
- junction
- transfer

Note:
A crossover is the pipe that connects two separate piping systems on a tank vessel, enabling fluid transfer between them. This is the standard technical term, unlike 'connection,' 'junction,' or 'transfer,' which are generic. Understanding crossovers is crucial for safe cargo routing and equalization on tank vessels.

---

2. A vessel constructed after 1970, carrying grades A, B, C or D cargoes, has enclosed spaces where sources of vapor ignition are normally present. What is not required for the segregation of these spaces from cargo tanks?

- tanks used to carry liquids having a flash point of 150°F or above
- **galleys**
- cofferdams
- pump rooms

Note:
Galleys are spaces containing ignition sources and require segregation from cargo tanks; they cannot be used to provide that segregation.

---

3. 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.

---

4. What is required of the access to a cargo pumproom on a tank vessel carrying grades A, B, C or D liquid cargoes?

- isolated from any part of the vessel which normally contains sources of vapor ignition
- at least 13.1 feet away from the galleys, living quarters or navigation spaces
- **from the open deck**
- only from areas equipped with power ventilation systems

Note:
Access to cargo pumprooms on tank vessels carrying grades A–D liquid cargoes must be from the open deck to prevent flammable vapors from entering accommodation or machinery spaces, as mandated by 46 CFR.

---

5. The complete details of a crude oil washing system aboard your vessel, including the operating sequences and procedures, design characteristics, a description of the system, and required personnel will be found in the _____.

- Oil Transfer Procedures Manual
- Code of Federal Regulations
- **Crude Oil Washing Operations and Equipment Manual**
- Crude Oil Washing addendum to the Certificate of Inspection

Note:
The Crude Oil Washing Operations and Equipment Manual contains the vessel-specific details regarding the design, operation, and personnel requirements for the crude oil washing system.

---

6. According to Coast Guard Regulations (46 CFR), when loading, or discharging oil in bulk at a dock, which of the following signals must be displayed?

- **A red flag (day), red light (night)**
- A signal is not required for discharging oil, only gasoline
- A yellow flag (day), red light (night)
- A green flag (day), green light (night)

Note:
Coast Guard regulations (46 CFR) mandate a red flag during the day and a red light at night when loading or discharging oil in bulk at a dock.

---

7. 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.

---

8. 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.

---

9. 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.

---

10. 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.
