

**Demo PDF file. This file includes questions: 10 from 263. 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**

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## **Q160 - 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.*

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### **2. 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.*

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### **3. 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.*

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### **4. 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.*

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**5. In accordance with 33 CFR Subchapter O (Pollution), who makes the final decision of when oil transfer may begin?**

- The senior deck officer present
- **The designated person in charge**
- Any local Coast Guard representative
- The captain of the port

Note:

*Oil transfer operations, as per 33 CFR Subchapter O, may only begin when authorized by the designated person in charge, who ensures all required conditions are met.*

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**6. According to the regulations, what fire safety control feature is required in quick-closing shut off valves?**

- Electrical cut off switch
- **A fusible link**
- A water spray actuator
- Manual cut off switch

Note:

*Regulations require quick-closing fuel shutoff valves to include a fusible link, a heat-activated device that automatically closes the valve in a fire. This ensures automatic closure even without power or manual intervention, fulfilling regulatory standards for fire safety.*

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**7. While taking on fuel oil, the transfer hose leaks causing a sheen on the water. What action should you take?**

- Apply dispersants to the sheen
- **Shut down operations**
- Repair the leak with duct tape
- Reduce the rate of transfer

Note:

*A fuel oil transfer hose leak causing a sheen requires immediate cessation of operations to prevent further pollution. Regulations mandate stopping the source of any oil discharge; attempting repairs or reducing transfer rates is insufficient and may violate regulations. The priority is to secure the transfer and address the leak before any cleanup or reporting.*

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**8. What is the FIRST action to take if you detect oil around your tank vessel while discharging petroleum products?**

- **Shut down operations**
- Have the pumpman check the discharge piping
- Try to find out where the oil is coming from
- Call the Master

Note:

*Immediate cessation of operations is the priority when oil is detected during petroleum product discharge. Stopping the transfer prevents further spillage and aligns with regulatory requirements for spill response. Investigation, notification, and reporting follow after the source is secured.*

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**9. Your vessel is taking on bunkers from a shoreside facility. If oil begins flowing from one tank vent, which of the following actions should be taken FIRST?**

- Set out drip pans and sawdust and begin to mop up the spill.
- **Signal the shore control point to shut down.**
- Close the valve on the tank vent line.
- Open the intake valve to an adjacent tank.

Note:

*The immediate priority is to halt the bunkering operation by signaling the shore control point to shut down. This action directly addresses the source of the spill, preventing further overfilling and potential escalation of the situation; cleanup and other measures follow after the transfer is stopped.*

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**10. International Oil Pollution Prevention (IOPP) Certificates are required for each U.S. oil tanker at or above how many gross registered tons?**

- 100 gross registered tons
- **150 gross registered tons**
- 300 gross registered tons
- 400 gross registered tons

Note:

*International Oil Pollution Prevention (IOPP) Certificates are required for U.S. oil tankers of 150 gross registered tons or greater, as mandated by MARPOL Annex I and U.S. regulations (33 CFR part 151) for vessels engaged in international voyages.*

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