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Q347 - Deck General

1. 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.

2. 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.

3. 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.

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. 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.

6. Who completes the Declaration of Inspection before loading a tank vessel?

- The manager of the shore facility.
- **The designated person in charge.**
- The US Coast Guard.
- The American Bureau of Shipping.

Note:

The Declaration of Inspection is completed and signed by the designated person in charge, as mandated by 33 CFR 156.150. This regulation requires the person in charge to conduct a pre-transfer inspection and certify readiness for loading or discharging a tank vessel, confirming that hoses, valves, communications, and safety measures are prepared.

7. 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.

8. 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.

9. 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.

10. Which of the following is required to have a Shipboard Oil Pollution Emergency Plan?

- All vessels, regardless of size and commercial application
- **An oil tanker of 150 gross tons and above, or other ship of 400 gross tons and above**
- Any barge or ship constructed or operated in such a manner that no oil in any form can be carried aboard
- An oil tanker of 400 gross tons and above, or other ships of 150 gross tons and above

Note:

A Shipboard Oil Pollution Emergency Plan is required for oil tankers of 150 gross tons and above, or other ships of 400 gross tons and above, as mandated by MARPOL and U.S. regulations.
