

Demo PDF file. This file includes questions: 10 from 223. 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

Q340 - Deck General

1. According to U.S. regulations, what is required where cargo pump shafts on tankers pierce bulkheads?

- the glands are to be kept under continuous suction with power ventilation
- a pressure gauge or manometer shall be installed on the bulkhead to ensure the gastight seal is maintained
- compressed air shall be used as the primary means to discharge cargo
- **readily accessible gastight glands shall be provided**

Note:

U.S. regulations require readily accessible gastight glands where cargo pump shafts penetrate bulkheads to maintain the bulkhead's integrity and prevent vapor leakage.

2. Regulations require that cargo pumprooms handling grades D and/or E liquid cargo only shall be fitted with ducts extended to the weather deck. How many ducts are required?

- 1
- **2**
- 3
- 4

Note:

Regulations mandate two ducts extending to the weather deck for cargo pumprooms handling grades D and/or E liquid cargo to ensure adequate ventilation and safe vapor discharge.

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. 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. 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.

6. 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.

7. 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.

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 are the transfer procedures for oil products required to be posted or available during transfer operations?

- In the pilothouse of the vessel
- In the upper pumproom flat
- In the officer's and crew's lounges
- **Where they can be easily seen and accessible**

Note:

Oil transfer procedures must be posted or available where they are easily seen and accessible to those conducting the transfer, as regulations prioritize accessibility and visibility at the operational location rather than restricting placement to a specific compartment.

10. 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.
