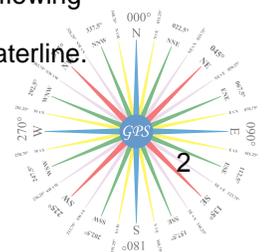
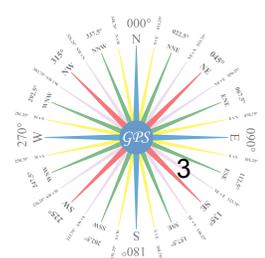




- 11 2526 Ref: Damage Control, Flooding A  
Your vessel has been damaged and is partially flooded. The first step to be taken in attempting to save the vessel is to \_\_\_\_\_.  
A. establish flooding boundaries and prevent further spread of flood water  
B. plug the hole(s) in the outer shell  
C. pump out the water inside the vessel  
D. calculate the free surface effect and lost buoyancy to determine the vessel's stability
- 12 1724 Ref: Damage Control, Gaskets B  
When patching holes in the hull, pillows, bedding, and other soft materials can be used as \_\_\_\_\_.  
A. shores C. strongbacks  
B. gaskets D. wedges
- 13 551 Ref: Damage Control, grounding C  
How do you determine the weight of the vessel that is supported by the ground when a vessel has run aground?  
A. This requires extensive calculation and is usually performed only by a naval architect not by a ship's officer.  
B. Determine the point where aground and the draft at that point, then calculate it using the grounding formula.  
C. Use the hydrostatic tables and enter with the mean draft before grounding and the mean draft after grounding.  
D. Use the inclining experiment formula and substitute the change of trim for the angle of list.
- 14 2531 Ref: Damage Control, Grounding A  
Your vessel has gone aground in waters where the tide is falling. The BEST action you can take is to \_\_\_\_\_.  
A. set out a kedge anchor  
B. shift the vessel's load aft and repeatedly surge the engine(s) astern  
C. shift the vessel's load forward and wait until the next high tide  
D. slowly bring the engine(s) to full speed astern
- 15 2532 Ref: Damage Control, Grounding C  
Your vessel has grounded on a bar. What should you do?  
A. If you cannot get clear immediately, lighten the ship by pumping all ballast overboard.  
B. Run the engine full astern to keep from being set further onto the bar.  
C. Switch to the high suction for condenser circulating water, if it is submerged.  
D. All of the above
- 16 2533 Ref: Damage Control, Grounding B  
Your vessel has run aground and is touching bottom for the first one-quarter of its length. What is the LEAST desirable method from the standpoint of stability to decrease the bottom pressure?  
A. Discharge forward deck cargo. C. Shift deck cargo aft.  
B. Pump out the forepeak tank. D. Flood an after double-bottom tank.
- 17 2534 Ref: Damage Control, Grounding C  
Your vessel has run hard aground in an area subject to heavy wave action. Backing full astern failed to free her. Which action should be taken next?  
A. Continue backing to scour out the bottom.  
B. Wait for high tide and then try backing.  
C. Flood empty tanks to increase bottom pressure and prevent inshore creep.  
D. Shift weight aft to reduce the forward draft.
- 18 2010 Ref: Damage Control, Holes in the Hull A  
Which statement about damage control is TRUE?  
A. A hole in the hull at the waterline is more dangerous than a hole below the inner bottom.  
B. The amount of water entering a ship through a hole varies inversely to the area of the hole.  
C. Water flowing into a lower compartment on a ship is more dangerous than water on deck or flowing into an upper compartment.  
D. Water flowing over the forecastle bulwark is more dangerous than a hole in the hull at the waterline.



- 19 352 Ref: Damage Control, Order of Importance A  
After an explosion, repair of emergency machinery and services should be accomplished \_\_\_\_\_.  
A. after control of fire, flooding, and structural repairs  
B. immediately, before the emergency is under control  
C. after control of fire, but before control of flooding  
D. after stability is restored
- 20 1127 Ref: Damage Control, Order of Importance D  
The order of importance in addressing damage control is \_\_\_\_\_.  
A. control flooding, control fire, repair structural damage  
B. restore vital services, control fire, control flooding  
C. control fire, restore vital services, control flooding  
D. control fire, control flooding, repair structural damage
- 21 336 Ref: Damage Control, Plugging A  
A wooden plug fitted tightly in the vent of a damaged tank may prevent the tank from \_\_\_\_\_.  
A. filling completely C. developing free surface moment  
B. developing free surface D. collapsing
- 22 662 Ref: Damage Control, Plugging D  
In plugging submerged holes; rags, wedges, and other materials should be used in conjunction with plugs to \_\_\_\_\_.  
A. reduce the water pressure on the hull C. prevent progressive flooding  
B. reduce the possibility of stress fractures D. reduce the water leaking around the plugs
- 23 1312 Ref: Damage Control, Plugging A  
The wooden plug inserted in the vent of a damaged tank should be removed if you are going to \_\_\_\_\_.  
A. pump from the damaged tank C. abandon ship  
B. fight a fire D. use the crossover system
- 24 1730 Ref: Damage Control, Plugging C  
When plugging holes below the waterline you should \_\_\_\_\_.  
A. eliminate all water entering the hole  
B. only plug holes in machinery or other vital spaces  
C. reduce the entry of water as much as possible  
D. plug the largest holes first
- 25 2528 Ref: Damage Control, Sagging D  
Your vessel has been loaded in a sagging condition. Enroute you encounter heavy weather and notice buckling in the amidships deck plating of your vessel. To relieve the strain you could \_\_\_\_\_.  
A. pump fuel oil from amidships to the ends of the vessel  
B. reduce speed  
C. take a course which most eases the vessel  
D. All of the above
- 26 478 Ref: Damage Control, Shoring A  
Damaged bulkheads often take a permanent set which is independent of the panting or bulge caused by water pressure. To control this, you should \_\_\_\_\_.  
A. install shoring so the shoring supports the damaged bulkheads without pushing on them  
B. install shoring so that it pushes on the damaged bulkhead while supporting it  
C. use jacks or chain falls to remove the set before installing shores  
D. place sandbags by the bulkhead without installing shores
- 27 854 Ref: Damage Control, Shoring D  
Strengthening damaged bulkheads by using wood or steel is called \_\_\_\_\_.  
A. bracing C. blocking  
B. battening D. shoring



- 28 1114 Ref: Damage Control, Shoring B  
The objective of shoring a damaged bulkhead is to \_\_\_\_\_.  
A. force the warped, bulged, or deformed sections back into place  
B. support and hold the area in the damaged position  
C. withstand subsequent additional damage  
D. make a watertight seal at the damaged area
- 29 1745 Ref: Damage Control, Shoring A  
When shoring a damaged bulkhead, effort should be taken to spread the pressure over the \_\_\_\_\_.  
A. maximum possible area C. nearest watertight door  
B. minimum possible area D. nearest longitudinal girder
- 30 2469 Ref: Damage Control, Shoring B  
You must shore up a bulkhead due to solid flooding forward. The bulkhead approximates a rectangle. The center of pressure of the shores on the bulkhead should be located \_\_\_\_\_.  
A. evenly over the surface of the bulkhead  
B. approximately one-third of the way up the bulkhead  
C. approximately halfway up the bulkhead  
D. at the bottom of the bulkhead
- 31 2470 Ref: Damage Control, Shoring C  
You must shore up the collision bulkhead due to solid flooding forward. The bulkhead approximates an inverted triangle. The center of pressure of the shores on the bulkhead should be located \_\_\_\_\_.  
A. evenly over the surface of the bulkhead  
B. approximately two-thirds of the way up the bulkhead  
C. approximately halfway up the bulkhead  
D. at the bottom of the bulkhead
- 32 2527 Ref: Damage Control, Shoring B  
Your vessel has been damaged and you must shore a bulkhead. You should cut the shore \_\_\_\_\_.  
A. approximately 1/2 inch longer than the measured length to allow for trimming  
B. approximately 1/2 inch shorter than the measured length to allow for wedges  
C. approximately 1/2 inch shorter per foot of shoring to allow for wet expansion  
D. to the same length as the measured length
- 33 2568 Ref: Damage Control, Stability B  
Your vessel was damaged and initially assumed a significant list and trim; however, further increase has been slow. Based on this data, what should you expect?  
A. The slowing is only temporary and the vessel will probably suddenly capsize or plunge from loss of stability due to change in the waterplane area.  
B. The vessel can probably be saved if further flooding can be stopped.  
C. The vessel will continue to slowly list and/or trim due to the free surface effect and free communication effect.  
D. The vessel will suddenly flop to the same or greater angle of list on the other side and may capsize.
- 34 1283 Ref: Damage Control, Underwater Hull Damage A  
The two courses of action if the underwater hull is severely damaged are to plug the openings or to \_\_\_\_\_.  
A. establish and maintain flooding boundaries C. secure power to the compartment  
B. dewater the compartment D. ballast to maintain even keel
- 35 1284 Ref: Damage Control, Underwater Hull Damage C  
The two factors which make underwater hull repair difficult are accessibility and the \_\_\_\_\_.  
A. availability of tools C. pressure exerted by the water  
B. shape of the hull D. threat of progressive flooding

