ASSIGNMENT 6

Textbook Assignment: "Voyage Planning," chapter 12, pages 12-1 through 12-26.

6-1. The collective title given to preplanned evolutions and events is

1. deployment considerations
2. voyage planning
3. operational assignments
4. geographic reassignments

6-2. Completing your ship's intended track on the proper chart format is determined by the

1. distance to be traveled
2. availability of classified charts
3. OPORD requirements
4. length of cruise

6-3. Which of the following statements concerning the drawing of great circle tracks is incorrect?

1. Great circles drawn on a gnomonic chart are straight lines
2. Great circle charts compared to small scale Mercator charts have minimal distortion
3. Great circle sailing is mandatory in all cases
4. Great circle sailings are initially plotted on gnomonic charts and then transferred to Mercator charts

6-4. Compared to plotting on the great circle chart, plotting around an obstacle on a Mercator chart will impact the most on the

1. departure
2. destination position
3. plotting instruments used
4. ship's total track distance

6-5. Your ship's great circle track across the Atlantic Ocean is divided into chords to enable you to transfer the track to Mercator charts. Each chord normally represents how many nautical miles?

1. 150
2. 200
3. 300
4. 450

6-6. Planned intended movement (PIM) moves along the ship's intended track at the

1. ship's present speed
2. SOA of each leg
3. speed desired by each OOD
4. speed determined by the OTSR reply

6-7. When labeling a PIM, what type of time is used?

1. LMT
2. GMT
3. ZT
4. UCT

6-8. How often are DR positions indicated on a PIM?

1. Every 6 hr
2. Every 2 hr
3. Every 8 hr
4. Every 4 hr

6-9. There is no difference between planning coastal tracks and great circle tracks.

1. True
2. False

6-10. Which of the following distances is the maximum range when planning a coastal navigation track?

1. 20 nmi
2. 25 nmi
3. 50 nmi
4. 60 nmi

6-11. What is the minimum distance a track may be permitted to pass a shoal?

1. 3 miles
2. 5 miles
3. 10 miles
4. 20 miles

6-12. When transferring a great circle to a coastal chart, what type of charts must be used?

1. Charts that show most detail
2. Charts that show best scale
3. Charts that show the largest scale
4. All of the above

6-13. What is the most critical track a navigator will lay out?

1. Great circle
2. Precision anchorage
3. Coastal track
4. Restricted water

6-14. How is a red sounding defined?

1. 10 feet beneath the keel
2. 15 feet beneath the keel
3. Any shoal water
4. Any depth deemed a danger by the CO

6-15. How is a yellow sounding defined?

1. Any depth deemed a danger by the CO
2. Any depth beneath the keel that indicates danger
3. Any depth beneath the keel that indicates potential danger
4. Any shoal water

6-16. Navigational aids may be marked using any color except red?

1. True
2. False

6-17. When should a slide bar be used?

1. Always
2. When turning 90°
3. When transiting a narrow river
4. Never in coastal waters

6-18. Your ship is left of track, when should you start the turn?

1. Early on the turn bearing
2. Late on the turn bearing
3. Early on the slide bar
4. Late on the slide bar

6-19. On larger vessels, how many knots of wind can equal 1 knot of current?

1. 1.0
2. 1.5
3. 5.0
4. 10.0

6-20. Who is responsible for selecting an anchorage in other than established ports?

1. The leading QM
2. The navigator
3. The operations officer
4. The commanding officer

6-21. Which of the following sites is NOT considered to be a good choice for an anchorage?

1. Shallow water
2. A mud bottom
3. A sand bottom
4. An area with no current

6-22. What is the major danger when you anchor in water that is too deep?

1. Type of bottom is unknown
2. The anchor may drag
3. Time required to anchor
4. Underwater hazards

6-23. What identifies specific anchorages on NOS charts?

1. Letters only
2. Numbers only
3. Letters and numbers
4. Roman numerals

IN ANSWERING QUESTIONS 6-24 THROUGH 6-27, SELECT THE ANCHORING TERM LISTED IN COLUMN B THAT MATCHES THE ANCHORING DESCRIPTION IN COLUMN A. NO RESPONSE MAY BE USED MORE THAN ONCE.

	A. ANCHORING DESCRIPTION	B. ANCHORING TERM
6-24.	Length varies according to ship size	1. Letting go circle
6-25.	A line that indicates relation to track	2. Range circle
6-26.	A distance that is equal to the length from the hawsepipe to the pelorus	3. Head bearing
6-27.	Measured from the letting go circle	4. Approach track

6-28. Which of the following circles is centered at the calculated position of the anchor and whose radius equals the ship's length plus the scope of chain?

1. Range circle
2. Letting go circle
3. Drag circle
4. Swing circle

6-29. What are two types of bearings associated with approaching an anchorage?

1. Head and letting go
2. Head and beam
3. Beam and letting go
4. Range and head

6-30. When laying out a head bearing for an anchorage, which factor(s) must be considered?

1. The lay of the land
2. Wind
3. Current
4. Wind and current

6-31. What is the purpose of an anchoring template?

1. To provide the most convenient plotting surface
2. To enable a ship to quickly shift to an alternate anchorage
3. To protect the chart from excessive wear
4. Both 2 and 3 above

6-32. When approaching an anchorage, when should the ship slow to 5 to 7 knots?

1. 1,000 yd
2. 1,250 yd
3. 1,500 yd
4. 1,750 yd

6-33. What effects the range from the letting go circle that engines should be stopped?

1. Wind only
2. Current only
3. Both 1 and 2 above
4. Engines are always stopped 300 yards from the letting go circle

6-34. What should the navigator do when the anchor is let go?

1. Sound the bottom
2. Record the ship's heading
3. Mark the head bearing
4. Check magnetic deviation

6-35. What is meant by the term "veering the anchor"?

1. Letting out chain
2. Swiveling the anchor
3. Setting the anchor
4. Taking in chain

6-36. What is the normal scope of chain used when anchoring?

1. Two to four times the depth of water
2. Three to five times the depth of water
3. Four to six times the depth of water
4. Five to seven times the depth of water

6-37. How is the term "setting the anchor" defined?

1. Anchor secured on deck
2. Anchor setting on the bottom
3. Anchor fluke dug into the bottom
4. Weight of the anchor chain holding the anchor in place

6-38. When is the second swing circle drawn?

1. At the same time the initial anchor circle is drawn
2. After veering the anchor chain
3. After the anchor chain is set
4. After the final position has been established

6-39. After the drag circle is drawn, all fixes should fall within the drag circle.

1. True
2. False

6-40. Why is it desirable to select lighted aids for fixing the ship's position at anchor?

1. Lighted aids are more prominent
2. The majority of aids are lighted
3. Lighted aids will be visible both by day and night
4. Unlighted aids are normally not properly charted

6-41. How often should the anchor bearing watch obtain a fix?

1. Every 15 min
2. Every 30 min
3. Every hour
4. When the ship's heading changes more than 15°

6-42. What should immediately be done if a fix falls outside the drag circle?

1. Take another fix
2. Inform the OOD
3. Inform the CDO
4. Watch the fixes more closely

6-43. What should you assume if a fix plots outside the drag circle?

1. The anchor was improperly plotted
2. The drag circle was improperly plotted
3. The tide has shifted
4. The anchor is dragging

6-44. What may cause a ship to drag anchor without any indication of movement?

1. High winds
2. High swells
3. High sea waves
4. Tidal shift

6-45. What action may be taken to prevent the anchor from dragging?

1. Veer the anchor chain
2. Shorten the chain
3. Shorten the chain's catenary
4. Put the main engines on the line

6-46. When anchored in high wind, what official is stationed on the bridge?

1. OOD
2. JOOD
3. Conning officer
4. Leading QM

6-47. Who is responsible for giving the navigation brief?

1. Leading QM
2. Navigator
3. Operations officer
4. Any of the above

6-48. Commander Naval Surface Forces Atlantic and Pacific require navigational briefings to be held prior to getting underway. The format can be found in COMNAVSURFINST 3530.2.

1. True
2. False

6-49. The navigation brief is given how many hours prior to getting under way?

1. 8 hr
2. 12 hr
3. 24 hr
4. 48 hr

6-50. Which of the following evolutions should be accomplished 8 hours prior to getting under way?

1. Verify tugs/pilot
2. Energize radar repeaters
3. Determine gyro error
4. Check navigation lights

6-51. The navigation brief is given how many hours prior to entering port?

1. 8 hr
2. 12 hr
3. 24 hr
4. No setting time

6-52. Prior to entering port, when is the ship's whistle tested?

1. 15 min
2. 30 min
3. 45 min
4. 1 hr

6-53. When should a steering test be conducted?

1. 30 minutes prior to sea detail
2. 30 minutes prior to approaching shoal water
3. Only if the steering is sluggish
4. 45 minutes prior to approaching shoal water

6-54. When should the OOD request permission to enter port?

1. 30 min
2. 45 min
3. 1 hr
4. Any time prior to arriving at sea buoy