# Boatswain’s Mate Petty Officer Second Class (BM2) Advancement Practice Exam (Sample)

## Study Guide

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# Questions

**1. What aircraft handling signal is indicated by a left arm horizontal in front of the body with a clenched fist and the right hand making an upward motion?**

**A. Land**

**B. Winch up**

**C. Go around**

**D. Start engines**

**2. What is the ONLY authorized synthetic line for use as a highline during personnel transfer?**

**A. 3-inch twisted nylon**

**B. 4-inch double-braided polyester**

**C. 5-inch polyethylene**

**D. 6-inch twisted polypropylene**

**3. What is the allowance of inflatable life rafts for in-service ships with total accommodations of less than 295?**

**A. 75%**

**B. 100%**

**C. 50%**

**D. 25%**

**4. What is the significance of conducting no-load tests on cranes?**

**A. To assess operator efficiency**

**B. To ensure safety without the risk of lifting loads**

**C. To measure environmental impact**

**D. To improve crane speed**

**5. How many size groups are there for flags and pennants?**

**A. 2 size groups**

**B. 3 size groups**

**C. 4 size groups**

**D. 5 size groups**

**6. Who is responsible for ensuring each command utilizes the 3-M System effectively?**

**A. Commanding Officers**

**B. Type Commanders and shore commands**

**C. Naval Inspectors**

**D. Logistics Officers**

**7. When must the INSURV team provide hull baseline information to the Regional Maintenance Center (RMC)?**

**A. 60 days**

**B. 90 days**

**C. 120 days**

**D. 180 days**

**8. What type of moor uses a large ring or collar that moves vertically with the tide?**

**A. Fluke moor**

**B. Bitt moor**

**C. Spud**

**D. Anchor moor**

**9. What situation requires a unique designation for an abandon ship boat?**

**A. Training exercises**

**B. Emergency evacuation drills**

**C. Marshaling life and recovering survivors**

**D. Ceremonial use**

**10. Which Navy Technical Publication addresses the display of the national ensign during ceremonial occasions?**

**A. NTP 10**

**B. NTP 12**

**C. NTP 13**

**D. NTP 14**

# Answers

1. B
2. B
3. B
4. B
5. C
6. B
7. B
8. C
9. C
10. C

# Explanations

## 1. What aircraft handling signal is indicated by a left arm horizontal in front of the body with a clenched fist and the right hand making an upward motion?

**A. Land**

**B. Winch up**

**C. Go around**

**D. Start engines**

**The signal described involves a left arm held horizontally in front of the body with a clenched fist while the right hand is making an upward motion. This specific configuration is associated with the action of "winching up." In aircraft handling, visual signals play a crucial role in ensuring clear communication between personnel, especially on the flight deck where noise levels can be high and traditional forms of communication might be ineffective. The left hand's clenched fist indicates a firm and steady action, signifying the need for a controlled and deliberate movement, while the upward motion of the right hand reinforces the directive to lift or raise an item, which in this case, refers to a load being winched. This combination of signals creates a clear and effective visual command for personnel to raise equipment or conduct winching operations, enhancing safety and efficiency on the flight deck. Understanding these signals is essential for Boatswain's Mates and other members of the deck crew as they play a vital role in maintaining operational readiness and safety during aircraft operations.**

## 2. What is the ONLY authorized synthetic line for use as a highline during personnel transfer?

**A. 3-inch twisted nylon**

**B. 4-inch double-braided polyester**

**C. 5-inch polyethylene**

**D. 6-inch twisted polypropylene**

**The proper choice for a highline used during personnel transfer is double-braided polyester. This type of synthetic line is specifically designed to handle the dynamic loads and the requirements of personnel transfer operations at sea. The double-braided construction provides excellent strength and durability, while also maintaining necessary flexibility. Polyester lines have low stretch characteristics, which is crucial for providing controlled and safe personnel transfer, minimizing the potential for hazards caused by sudden stretching or breaking. In contrast, other types of synthetic lines listed may lack the ideal properties for safe personnel transfer operations. Twisted nylon, for example, may not provide the same level of durability or resistance to abrasion compared to double-braided polyester. Polyethylene and polypropylene, while lightweight and buoyant, do not offer the necessary strength and can stretch excessively, which can compromise the safety of personnel during transfer. Thus, double-braided polyester stands out as the most appropriate choice for highline applications in this context.**

## 3. What is the allowance of inflatable life rafts for in-service ships with total accommodations of less than 295?

**A. 75%**

**B. 100%**

**C. 50%**

**D. 25%**

**The correct answer indicates that in-service ships with total accommodations of less than 295 personnel are required to have a full allowance of inflatable life rafts, which is 100%. This requirement is established to ensure the safety of all personnel on board, as the capacity of life rafts must be sufficient to accommodate everyone in case of an emergency. The regulation is intended to provide a means of evacuation that is both effective and adequate in terms of capacity, reflecting the principle of ensuring safety at sea. When the total accommodations are below a certain threshold, like 295, having a complete allowance of life rafts ensures that each crew member, as well as any passengers, can be safely evacuated. This is critical in maintaining compliance with safety regulations and ensuring that the vessel meets the standards set by the relevant maritime authorities. Other options suggest percentages that would not provide sufficient safety coverage for personnel onboard. Allowing for less than 100% of life raft capacity would compromise safety and violate maritime safety regulations, putting lives at risk during emergencies. The emphasis on full capacity is fundamental to life-saving measures in maritime operations.**

## 4. What is the significance of conducting no-load tests on cranes?

**A. To assess operator efficiency**

**B. To ensure safety without the risk of lifting loads**

**C. To measure environmental impact**

**D. To improve crane speed**

**Conducting no-load tests on cranes is essential for ensuring safety without the risk of lifting actual loads. These tests allow operators and maintenance personnel to evaluate the crane's fundamental operations, such as movement, controls, and braking systems, under safe conditions. During a no-load test, the crane's components can be inspected for wear and functionality, which helps to identify potential issues before they become significant problems during actual load-lifting scenarios. The absence of a load eliminates the risks associated with heavy lifting, allowing for comprehensive testing of the equipment's limits and performance. This process is crucial not only for the immediate safety of operating personnel but also for ensuring long-term operational reliability. By testing the crane in no-load conditions, operators can confidently prepare for future lifting operations, knowing the equipment operates as expected without the added complexities and dangers associated with handling actual loads.**

## 5. How many size groups are there for flags and pennants?

**A. 2 size groups**

**B. 3 size groups**

**C. 4 size groups**

**D. 5 size groups**

**The correct answer is based on the established classification of flags and pennants utilized in naval operations. There are four distinct size groups for flags and pennants, typically categorized to ensure proper visibility and functionality at sea. The classification considers the dimensions and uses of the flags, which include considerations for different vessels and specific maritime signaling requirements. Understanding these size groups is important for performance and compliance with naval standards. Each size serves a purpose, such as operational signaling, identification, or decoration, and selecting the appropriate size is critical to ensuring effective communication on the water.**

## 6. Who is responsible for ensuring each command utilizes the 3-M System effectively?

**A. Commanding Officers**

**B. Type Commanders and shore commands**

**C. Naval Inspectors**

**D. Logistics Officers**

**The responsibility for ensuring that each command utilizes the 3-M (Maintenance, Material Management) System effectively falls primarily on Type Commanders and shore commands. This is because Type Commanders are accountable for the oversight and management of the 3-M program across various units within their command, ensuring standardization and compliance with policies and procedures. They provide the necessary guidance, training, and support to commands, ensuring that the system is implemented effectively. Shore commands also play a critical role by supporting ships and other units in their maintenance efforts, thus reinforcing the 3-M System's application in readiness and performance. This collaborative effort ensures that all commands maintain consistency in the way they manage maintenance procedures, reporting, and material readiness. In contrast, while Commanding Officers do have a role in ensuring their specific units effectively use the 3-M System, the broader responsibility and authority to enforce and manage the system lies with Type Commanders and shore commands. Naval Inspectors primarily assess compliance rather than manage the implementation, and Logistics Officers focus on the logistical aspects of operations rather than the overarching management of the 3-M System.**

## 7. When must the INSURV team provide hull baseline information to the Regional Maintenance Center (RMC)?

**A. 60 days**

**B. 90 days**

**C. 120 days**

**D. 180 days**

**The INSURV (Inspection and Survey) team must provide hull baseline information to the Regional Maintenance Center (RMC) within 90 days following the completion of an INSURV inspection. This timeline is crucial as it ensures that the RMC has timely access to up-to-date and accurate information regarding the condition and maintenance needs of the vessel. This data helps in planning and coordinating maintenance activities effectively, which in turn supports the operational readiness of the fleet. Having this information available within the specified period allows for swift action on any necessary repairs or upgrades that were identified during the inspection, ultimately aiding in the sustainment and longevity of the ship's hull.**

## 8. What type of moor uses a large ring or collar that moves vertically with the tide?

**A. Fluke moor**

**B. Bitt moor**

**C. Spud**

**D. Anchor moor**

**The correct answer involves the type of mooring that utilizes a large ring or collar capable of moving vertically with the tide, which is characteristic of the spud. A spud is a vertical pole that is anchored to the seabed and adjustable, allowing it to accommodate changing water levels due to tides. This flexibility is crucial, especially in areas where tidal variations are significant, as it helps maintain stability and reduces the risk of the vessel becoming unmoored or misaligned. In contrast, other mooring types mentioned do not have this vertical movement feature. A fluke moor typically involves a more permanent anchoring system designed for stability without adjusting to tide changes. A bitt moor is used for securing lines or cables but does not involve the vertical movement of a collar or ring with the tide. Anchor moor refers to a stationary anchor system designed to keep the vessel in place, not accommodating vertical movement. Therefore, the spud's ability to adjust to tidal changes is why it is the correct answer.**

## 9. What situation requires a unique designation for an abandon ship boat?

**A. Training exercises**

**B. Emergency evacuation drills**

**C. Marshaling life and recovering survivors**

**D. Ceremonial use**

**In scenarios where marshaling life and recovering survivors is necessary, having a unique designation for an abandon ship boat is crucial. This designation aids crew members in identifying which boats are specifically equipped and designated for emergency rescue and recovery. In high-stress situations, such as during a real emergency involving abandon ship protocols, clear communication and identification can significantly enhance the effectiveness of rescue operations and improve the likelihood of saving lives. In these situations, the designated boats may be outfitted with specialized gear or personnel trained for search and recovery operations, distinguishing them from other types of boats used for training exercises, general drills, or ceremonial purposes. Therefore, the unique designation serves a practical function in ensuring that those involved in lifesaving activities are more effective in their roles, which is paramount during emergencies. This necessity contrasts with the other given choices, which do not inherently demand unique designations under emergency conditions. For instance, while training drills and exercises are important for preparedness, they do not typically require boats to be uniquely designated as part of a lifesaving operation. Similarly, ceremonial use, while important for traditions and honors, does not involve the critical function of rescuing individuals in distress.**

## 10. Which Navy Technical Publication addresses the display of the national ensign during ceremonial occasions?

**A. NTP 10**

**B. NTP 12**

**C. NTP 13**

**D. NTP 14**

**The Navy Technical Publication that addresses the display of the national ensign during ceremonial occasions is NTP 13. This publication provides specific guidelines and regulations on the proper handling, display, and respect required for the national ensign in various contexts, particularly during ceremonies. Understanding the standards outlined in NTP 13 is essential for ensuring that the national colors are presented appropriately, reflecting the honor and respect due to the flag and the nation it represents. Mastery of this material is important for anyone serving in the Navy, particularly for those in leadership roles, as it helps uphold naval traditions and operating procedures associated with ceremonial practices.**