

Name: _____ Date: _____

- 1 Put the following U.S. ports in order of highest to lowest value of shipments handled.
 - A Seattle
 - B Charleston
 - C Los Angeles
- 2 Used to mainly carry crude oil, what is the most common type of ship on the high seas?
 - A Cruiser
 - B Container
 - C Tanker
- 3 Sums of money granted by the government to assist an industry or business so that the price of a commodity or service may remain low or competitive
 - A Subsidies
 - B Payoffs
 - C Commodities
 - D Rebates
- 4 A merchant ship equipped to load, transport, and discharge van-type boxes containing general cargo
 - A Cargo ship
 - B Transport ship
 - C Box ship
 - D Containership
- 5 To which U.S. Department does the Navy's Military Sealift Command report?
 - A Transportation
 - B Labor
 - C Defense
 - D Commerce
- 6 Why does the U.S. need a strong merchant marine and trained mariners? (Input all that apply, then push the ENTER button.)
 - A commerce
 - B offense
 - C defense
 - D All of the above

- 7 What can the U.S. do to continue to develop a strong merchant marine program? (Input all that apply, then push the ENTER button.)
- A Cut shipbuilding costs
 - B Cut technology
 - C Reduce modular weapons installations
 - D Use containerhips to support the Naval fleet
- 8 Ships that can be transferred to Military Sealift Command (M.S.C.) to provide surge capability; they can be activated in four to twenty days.
- A Sailboat
 - B Destroyer
 - C Cruise Ship
 - D Ready Reserve Force (RRF) ships
- 9 What did the Jones Act of 1920 require?
- A The payment of construction and operating subsidies to American ship-owners so that they would consider expansion.
 - B That all domestic cargoes shipped between U.S. ports be carried in foreign-owned and operated vessels.
 - C That all international cargoes shipped from U.S. ports be carried in foreign-owned and operated vessels.
 - D That all domestic cargoes shipped between U.S. ports be carried in U.S.-owned and operated vessels.
- 10 Why don't U.S. shipbuilding facilities produce a large number of ships today?
- A Because of higher U.S. labor and construction costs.
 - B Because the U.S. lacks many of the raw materials necessary to produce ships in great numbers.
 - C Because they concentrate on Military vessel construction and do not have the time/capacity to do more.
 - D Actually, U.S. shipbuilders lead the world in the construction of ships.
- 11 What area of the world accounts for over 70 percent of the shipbuilding market?
- A Asia
 - B Africa
 - C South America
 - D Europe
 - E The United States

- 12 Why is it necessary to think of the world's resources in terms of a worldwide economy?
 - A Because there only so many resources to go around and so they must be shared
 - B Because the various raw materials of the world are sold on the world market rather than bought by individual countries
 - C Because the stock markets of the nations of the world are tied together
 - D Because so much of the world is dependent on imported raw materials
 - E Because every country in the world could get by on only its own resources if trade weren't established and maintained
- 13 World-wide, what is the preferred method of moving large quantities of primary products and manufactured trade goods?
 - A By long-haul trucks
 - B By pipeline
 - C By air
 - D By rail
 - E By water
- 14 What act of Congress, passed in 1936, provided for the payment of construction and operating subsidies so American ship-owners would consider expansion?
 - A The Waterborne Commerce Act
 - B The Jones Act
 - C The Maritime Subsidy Act
 - D The Freedom on the Seas Act
 - E The Merchant Marine Act
- 15 The Jones Act stated that the purpose of the U.S. Merchant Marine is to
 - A stimulate American shipbuilding and train merchant seamen.
 - B carry the greater portion of U.S. commerce and serve as a naval auxiliary in time of war.
 - C control the sea lanes of the world and carry the bulk of the world's commercial trade.
 - D bring in essential industrial raw materials and take out manufactured products for sale in the world markets.

- 16 The U.S. Merchant Marine is an important part of U.S. sea power because these ships
 - A contribute to the nation's economic well being by bringing in strategic materials and carrying out our manufactured products to world market.
 - B can help spread American ideals and ideas to foreign nations.
 - C provide a vital link between the fighting forces and the civilian industrial base during wartime.
 - D All of the above are correct statements.
- 17 Not since the Civil War has the American Merchant Marine been among the leaders in the world, except
 - A during the 1890s when the sea power philosophy of Mahan was adopted by President Theodore Roosevelt.
 - B during the Great Depression of the 1930s when many European shipping companies collapsed financially.
 - C during World War I and II when defense and military requirements demanded an all-out logistic effort.
 - D during the Korean and Vietnam wars when the Military Sealift Command had to expand greatly to meet military requirements.
- 18 During World War II, the U.S. shipbuilding industry went into high gear.
 - A True
 - B False
- 19 Merchant ships are not designed to be converted to fill combatant roles.
 - A True
 - B False
- 20 An auxiliary function of the U.S. Merchant Marine, of prime importance, is to aid in the national defense.
 - A True
 - B False

Answer Key: NS3-M1U1C2 - The U.S. Merchant Marine (Exam)

Question:	Answer
1	CBA
2	C
3	A
4	D
5	A
6	AC
7	AD
8	D
9	D
10	A
11	A
12	D
13	E
14	E
15	B
16	D
17	C
18	A
19	B
20	A