

Government Testbank

Government In America

Air raid on Bari

July 2011. "Liberty Ships – S". Mariners. Retrieved 6 November 2016. "Testbank (+ 1943)". Wrecksite. Archived from the original on 22 March 2012. Retrieved

The air raid on Bari (German: Luftangriff auf den Hafen von Bari, Italian: Bombardamento di Bari) was an air attack by German bombers on Allied forces and shipping in Bari, Italy, on 2 December 1943, during World War II. 105 German Junkers Ju 88 bombers of Luftflotte 2 surprised the port's defenders and bombed shipping and personnel operating in support of the Allied Italian Campaign, sinking 27 cargo

and transport ships, as well as a schooner, in Bari harbour.

The attack lasted a little more than an hour and put the port out of action until February 1944. The release of mustard gas from one of the wrecked cargo ships added to the loss of life. The British and US governments covered up the presence of mustard gas and its effects on victims of the raid.

Exam

peer-reviewed and time-tested. The instructor who chooses to use this testbank would only have to select a fixed number of test questions from this test

An examination (exam or evaluation) or test is an educational assessment intended to measure a test-taker's knowledge, skill, aptitude, physical fitness, or classification in many other topics (e.g., beliefs). A test may be administered verbally, on paper, on a computer, or in a predetermined area that requires a test taker to

demonstrate or perform a set of skills.

Tests vary in style, rigor and requirements. There is no general consensus or invariable standard for test formats and difficulty. Often, the format and difficulty of the test is dependent upon the educational philosophy of the instructor, subject matter, class size, policy of the educational institution, and requirements of accreditation or governing bodies.

A test may be administered formally or informally. An example of an informal...

USS Rogday

that month, however, she never was delivered to Russia and remained in North America. Rogday was at Sydney, Nova Scotia, Canada, on 15 November 1918 when

USS Rogday (ID-3538) was a United States Navy icebreaker and cargo

ship in commission from 1918 to 1919.

SS Mohamed Ali El-Kebir

renamed Mohamed Ali El-Kebir after a former Egyptian monarch. In 1940 the British Government requisitioned both liners and had them converted into troop

SS Mohamed Ali El-Kebir, formerly SS Teno, was one of a pair of steam turbine ocean liners built in Scotland in 1922 for the Chilean company CSAV. She and her sister ship Aconcagua ran between Valparaíso and New York via the Panama Canal until 1932, when CSAV was hit by the Great Depression and surrendered the two ships to the Scottish shipbuilder Lithgows to clear a debt.

In 1935 the Egyptian company KML bought and renamed both ships and put them on routes across the Mediterranean. Teno was renamed Mohamed Ali El-Kebir after a former Egyptian monarch. In 1940 the British Government requisitioned both liners and had them converted

into troop ships. Within months of being converted, Mohamed Ali El-Kebir was sunk in the Western Approaches by a German submarine with the loss of 96 people. However...

1962 New Year Honours

Pensions and National Insurance. Captain John George Betts, Master, MV Testbank, Andrew Weir & Co. Ltd., London. George William Bibb, Civil Defence Officer

The New Year Honours 1962 were appointments in many of the Commonwealth realms of Queen Elizabeth II to various orders and honours to reward and highlight good works by citizens of those countries. They were announced in supplements to the London Gazette of 29 December 1961 to celebrate the year passed and mark the beginning of 1962.

At this time honours for Australians were awarded both in the United Kingdom honours, on the advice of the premiers of Australian states,

and also in a separate Australia honours list.

The recipients of honours are displayed here as they were styled before their new honour, and arranged by honour, with classes (Knight, Knight Grand Cross, etc.) and then divisions (Military, Civil, etc.) as appropriate.

SS Volendam

part of the first generation of turbine-powered steamships in the Holland America Line (Nederlandsch-Amerikaansche Stoomvaart Maatschappij, or NASM) fleet

SS Volendam was a Dutch-owned transatlantic liner, launched in Scotland in 1922 and scrapped in the Netherlands in 1952. She was part of the first generation of turbine-powered steamships in the Holland America Line (Nederlandsch-Amerikaansche Stoomvaart Maatschappij, or NASM) fleet. Volendam and her sister ship Veendam were NASM's largest turbine steamships until the flagship Statendam

was completed in 1929.

In the 1920s and 30s, Volendam spent most of her career on scheduled services between Rotterdam and Hoboken, New Jersey. She also operated seasonal cruises: mostly to the Caribbean, but occasionally to the Mediterranean, and to Norway. In the Second World War, she evacuated refugees from Europe, including children from Britain, until in 1940 she was damaged by two torpedoes.

In 1941 she...

Japanese aircraft carrier Chūyō

cargo and passengers to Truk until she was torpedoed and sunk by an American submarine in late 1943 with heavy loss of life. When it went down, of over 1280

Chūyō (蒼鷹, "hawk which soars") was a Taiyō-class escort carrier originally built as Nitta Maru (日田丸), the first of her class of three

passenger-cargo liners built in Japan during the late 1930s. She was requisitioned by the Imperial Japanese Navy (IJN) in late 1941 and was converted into an escort carrier in 1942. She spent most of her service ferrying aircraft, cargo and passengers to Truk until she was torpedoed and sunk by an American submarine in late 1943 with heavy loss of life. When it went down, of over 1280 people on board, 161 were saved. The ship was carrying 21 American POW that had survived the sinking of the USS Sculpin (SS-191), and of them only one survived.

MV Mi Amigo

to install, repair or operate a radio station without government permission, under a law passed in 1930. Bon Jour was then sailed to Langelinie, Denmark

Mi Amigo (Spanish: My Friend) was originally a three-masted cargo schooner, that later gained international recognition as an offshore

radio station. She was built as the schooner Margarethe for German owners. A sale in 1927 saw her renamed Olga and she was lengthened in 1936. During the Second World War, she was requisitioned by the Kriegsmarine and served as an auxiliary ship between 1941 and 1943.

In 1953, the ship was again lengthened to 133 feet 9 inches (40.77 m).

In 1959, she was sold for conversion to a floating radio station and was renamed Bon Jour. Subsequently, she was renamed Magda Maria in 1961 and Mi Amigo in 1962. She served, intermittently, as a radio ship, until 1980, when she sank in a gale.

SS Leonardo da Vinci (1958)

did survive the war dated from the 1920s. In 1949 the company received subsidies from the Italian government to build two new liners of approximately 30

SS Leonardo da Vinci was an ocean liner built in 1960 by Ansaldo Shipyards, Italy for the Italian Line as a replacement for their SS Andrea Doria that had been lost in 1956. She was initially used in transatlantic service alongside SS Cristoforo Colombo, and primarily for cruising after the delivery of the new SS Michelangelo and SS Raffaello in 1965. In 1976 the Leonardo da Vinci became the last Italian Line passenger liner to be used in service across the North Atlantic. Between 1977 and 1978 she was used as a cruise ship by Italia Crociere but was laid up from 1978 onwards until 1982 when she was scrapped.

Named after the famous Italian inventor and artist Leonardo da Vinci, the ship featured numerous technological innovations, including provisions for conversion to run on nuclear power...

HMS Express (H61)

commissioned on 2 November 1934, at a total cost of £247,279,

*excluding government-furnished equipment like the armament.
Express and her sister ships were*

HMS Express was an E-class minelaying destroyer built for the Royal Navy in the early 1930s. Although assigned to the Home Fleet upon completion, the ship was attached to the Mediterranean Fleet in 1935–36 during the Abyssinia Crisis. During the Spanish Civil War of 1936–1939, she spent considerable time in Spanish waters, enforcing the arms blockade imposed by Britain and France on both sides of the conflict.

Express spent most of the first year of World War II laying minefields in British, Dutch and German waters. She participated in the evacuation of Allied soldiers from Dunkirk in May–June 1940, but resumed minelaying afterwards. The ship was one of five British destroyers that inadvertently entered a German minefield off the Dutch coast a few months later, leading to the sinking of two...

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