

第三版航海英语听力与会话

第 1 章

一、口述题

1. Please say something about your hometown.

- a) The geographical position, population, and features of your hometown.
- b) The environment and customs of your hometown.
- c) The specialties of your hometown.

My hometown is in JIANGSU(江苏), the south of CHANGJIANG (长江) river of China. The population in my hometown is about 500,000. There are many rivers in my hometown.

The environment of my hometown is very beautiful .The people of my hometown are kind-hearted. E.g. sometimes they will invite a new friend to their home to have dinner with their families.

The specialty in my hometown is that the people taste hot.

2. Please say something about yourself.

- a) Your name, age, rank, working experiences, hobbies.
- b) Your daily work.
- c) Your spare time activities.

My name is ... , I am ... years old. I come from FJ(福建) province of China. Now I am a senior student in Xiamen Jimei University. My hobbies are playing cards and listening music.

Because I am a student ,so my main task is study.

In my spare , I play cards and listen music, sometimes I play football or basketball.

3. Please say something about your family.

- a) Members of your family.
- b) Their occupations.
- C) Their hobbies and characteristics.

There are three members in my family, they are my parents and I.

My father is a worker , my mother is a teacher and I am a student.

My father likes to play cards and my mother likes to listen music. Both of my parents are kindly.

4. Your favorite port you have called at.

- a) A simple introduction of the port.
- c) Reasons why you like it.
- d) Anything special about it.

My favorite port I have called at is Shanghai. Shanghai port is the largest port in our country and Shanghai is a beautiful city. The NangJing road is widely, there are many shops. If you call the port, I think, you will go to Out Shore. At the Out Shore, you can look the WangPU river and visit WangPu park.

5. Please say something about your responsibilities on board.

- a) Your position on board.
- b) your daily work on board.
- c) Your duties on board.

I am the third officer working in the deck department.

As we know, the third officer is responsible to the master for the proper performance of his assigned bridge watchstanding and navigational duties.

On board, my first daily work is wathckeping from 8 to 12 and from 20 to 24. my second daily work is in charge of the maintance of the fire-fighting equipment and life-saving equipment. The

third , I am also responsible for fire and boat drills, I have to design a muster list and make crew to know the best escape route clearly.

1. what's your date of birth?

My date of birth is on 6th, August, 1987.

2. what's your seaman's book number?

My seaman's book number is 123456789.

3. where are you from?

I come from China.

4. What's your captain's nationality.

Our captain's nationality is China.

5. What do you think is the most important thing on board?

I think the most important thing on board is safety.

6. Which ports do you often call at?

We often call at Xiamen port.

7. What is your favorite TV program?

My favorite TV program is sport's new.

8. what is your favorite web site?

My favorite Web site is Yahoo.

9. what is your favorite day of the week? Why?

My favorite day of the week is today, because today is my birthday.

10. what is your favorite kind of movie?

My favorite kind of movie is loving story.

11. what is your favorite kind of music?

My favorite kind of music is popular music.

12. what is your favorite magazine?

My favorite magazine is Reader.

13. What is the population of your hometown?

The population of my hometown is 123456.

14. what is the population of your country?

The population of my country is 123456789.

15. what is the best thing about your hometown?

The best thing about my hometown is the clear rivers.

16. What is the worst thing about your hometown?

The worst thing about my hometown is the bad weather.

17. What's your hometown like?

My hometown is very beautiful.

18. Do you have many disasters in you country which are caused by weather?

No, there is a little disaster in my country.

19. What sports do you like to watch on TV?

I like to watch basketball on TV.

20. What do you think is the most popular sport in the world?

I think the football is the most popular sport in the world.

Charter two

1. Say something about how to apply for radio pratique.

a) Your ship's particulars and voyage briefs.

b) Crewmembers' health condition, cargo information and ship's sanitary condition at present.

c) Some certificates relating to quarantine inspection.

My ship's name is Untope. My call sign is ABCD. The length of my ship is 123 meters, the breadth is 23 meters and my draft is 9 meters. This voyage we will Shanghai.

There are 23 crewmembers and on passengers on board. They are all Chinese and in good health. In this we have loaded 12345 dry bulk cargoes. The sanitary of our ship is in good condition.

The quarantine officer will ask inoculation certificate, maritime declaration of health, deratting certificate and so on.

2. Describe the requirements on ship's seaworthiness in terms of certificates and papers which need to be carried on board.

a) List major certificates on board and describe their particulars.

b) Categorize those certificates (class certificates, statutory certificates).

c) The management of those certificates.

(1) Cargo Ship Safety Construction Certificate. This certificate shows that the condition of the structure, machinery, and equipment was satisfactory and the ship complied with the relevant requirements of the Convention. (2) Cargo Ship safety radio Certificate. This certificate shows the ship have complied with the requirements of radio installations. (3) Minimum Safety Manning Certificate. This is to certify that the ship will be considered to be safety manned provided that she has not less than numbers and grades of personnel shown in this certificate. (4) International Tonnage Certificate. This shows the ship's main dimensions, the gross tonnage and net tonnage. (5) International Load Line Certificate. This shows the freeboards have been assigned and load lines shown above have been marked in with the Convention.

3. Describe the shipboard customs formalities.

a) The main duties of the customs officers.

b) Preparations before customs officers.

c) Your experiences you have ever had with customs officers.

The main duties of the customs officers are to check all matters on board, cargoes, wine or spirits, cigarettes and notice that the port's rules.

Before the customs officers on board, the captain should prepare the following documents: the captain's declaration; the import cargo manifest, crew list, stores and provisions list, last port clearance and so on.

I have a little experiences with customs officers, when they come on board, all crewmembers shall stay on board, each crewmember can leave about 1 bottle of wine and 10 packets of cigarettes for consumption. The others must be sealed in the bonded store.

4. Describe the shipboard immigration formalities.

a) The main duties of the immigration officers.

b) Preparations before immigration officers.

c) Your experiences you have ever had with immigration officers.

The main duties of the immigration officers are to check the persons on board. They want to know how many crew members and passengers are on board. They also want to know where the ship come from and when she will leave.

To go through immigration formalities, the captain should prepare crew lists and passengers lists. The captain should muster all hands so that the officers can check up.

In my experiences, when the immigration officers come on board, we have been mustered in the saloon expect those crew on duty. They check us one by one, then they issue landing permits for us. On the back of the landing permits, the most important harbor regulations are printed. They also tell us to go the regulations before we go shore and to observe the rules.

5. Describe the shipboard quarantine formalities.

- a) The main duties of the quarantine officers.
- b) Preparations before quarantine officers.
- c) Your experiences you have ever had with quarantine officers.

The main duties of the quarantine officers are to check if there are any epidemic on board. They will ask where is our original port, when we leave home port, what is our last port of call. The quarantine officers will also ask inoculation certificate, maritime declaration of health, deratting certificate and so on.

Before the quarantine officers come on board, the captain should prepare ship's particulars and certificates. The crew members should keep ship clean and neat.

In my experiences, when the quarantine officers come on board, they will ask for crew's vaccination certificates, if there are any epidemic on board.

1. What's the validity of the Cargo Ship safety Equipment Certificate?

Five years.

2. What flag should be hoisted when a vessel requires quarantine inspection?

Q little flag should be hoisted.

3. Can a ship enter a foreign port before quarantine inspection?

No it can't.

4. Why must the customs officers seal the Bonded store?

In order to avoid smuggle.

5. Please list 5 ship's certificates?

(1) Cargo Ship Safety Construction Certificate. (2) Cargo Ship safety radio Certificate. (3)

Minimum Safety Manning Certificate. (4) International Tonnage Certificate. (5) International Load Line Certificate. (6) Cargo Ship Safety Equipment Certificate. (7) International Oil Pollution Prevention Certificate. (8) derating Certificate and so on.

6. Are cigarettes and liquor exempted from customs duties?

No, they are not.

7. How can the captain do with the shore passes before leaving a port?

To go clearance formalities.

8. Which certificate prescribes general requirements for the functions of radiotelegraphy installation for lifeboat on board?

The Safety Radio Certificate

9. Which certificate specifies the freeboard assignment?

International Load Line Certificate.

10. Which document demonstrates a ship being in a fit and efficient condition and classed?

Cargo Ship Safety Construction Certificate.

11. If your ship needs provisions and /or replenishment, how do you get them?

To sent a list of provisions and replenishment we need to our agent, he will buy them.

12. What documents should you show when you go through the customs formalities?

Stores and provisions list

13. Who issues the shore passes to the crewmembers wishing to go ashore?

The immigration officer.

Charter 3

1. Describe the responsibilities as a watch officer while the ship is at anchor?

- a) Regular operations for anchor watch.
- b) Emergency handing in case of dragging.
- c) Conclusion.

As a officer on watch at anchor, he should check the anchor position at regular, he should keep proper look-out too.

In case , if the watch officer finds the ship is dragging, he must drop another anchor or slack away chains and notify the captain inform .

When the ship is at anchor, the officer on watch should keep sharp look out at all time.

2. Describe the proper way of using VHF

- a) How to operate VHF?
- b) General rules of using VHF.
- c) Rules of suing VHF channel 16.

When you operate VHF, you should comply the radio regulations. If you want to speak, you should push the key, and if you want to listen, you should slack the key.

The general rules of using VHF are as follows: (1) calling on channel 16 for the purpose other than distress urgency and very brief safety communication; (2) communication not related to safety and navigation on port operation channels; (3)non- essential transmissions; (4) the important messages should be repeat; (5) the first 3 should be listening every half an hour.

3. Describe the procedures before arrival at a port.

- a)The preparations from the bridge.
- b)The preparations from the engine room.
- c) The preparations from the deck.

At the bridge, the OOW should turn on the radar and notify the captain. The quartermaster

should change the auto pilot to manual pilot under the officer. To communicate with the port by VHF and report the ship's ETA, if needs , require a pilot.

The engine room should stand by the main engine under the bridge order, check the bridge telegraph and rudder indicator with the bridge.

The deck hands should prepare pilot ladder, open the hatch covers, standby anchor and station on fore and aft.

4. Describe the procedures before leaving a port.

- a) The preparations from the bridge.
- b)The preparations from the engine room.
- c) The preparations from the deck.

At the bridge, the OOW should turn on the radar, open the doors and windows and notify the captain. The quartermaster should change turn the steering gear and set if on manual pilot under the officer. To communicate with the port by VHF and report the ship's ETD, if needs , require a pilot. Test the whistle and the main engine.

The engine room should stand by the main engine under the bridge order, check the bridge telegraph ,clock and rudder indicator with the bridge.

The deck hands should prepare pilot ladder, close the hatch covers, standby anchor and station on fore and aft.

5. Describe the procedures of pilot-age.

- a) The preparations from the bridge.
- b) The preparations from the engine room.
- c) The preparations from the deck.

At the bridge, the OOW should turn on the radar and notify the captain. The quartermaster

should change the auto pilot to manual pilot under the officer. To communicate with the pilot station by VHF and report the ship's ETA or ETD.

The engine room should stand by the main engine under the bridge order, check the bridge telegraph and rudder indicator with the bridge.

The deck hands should prepare pilot ladder, prepare a hand rope and a lifebuoy. In the evening, a light should be needed.

1. Can you list at least three mooring lines?

NO, I can't. / head line, spring line, aft line, breast line.

2. What should be prepared before the pilot comes on board?

A pilot ladder, a hand rope and a lifebuoy should be prepared before the pilot comes on board.

3. What is the maximum speed through the water that your ship can anchor without risking breaking the cable?

3 knots.

4. What flag should be hoist when a vessel requires a pilot?

The H letter flag should be hoist when a vessel requires a pilot.

5. How can a ship get in touch with a port before her arrival?

By VHF on channel 16.

6. What ship's particulars will pilot station usually ask for?

The ship's length, draft, tonnages and so on.

7. What should be reported to the pilot station?

The ship's position, ETA, length, draft.

8. What should be confirmed from the station?

When the pilot will come on board, which side the pilot ladder should be prepared.

9. When the vessel enters the VTS area, what is requested to report?

The ship's name, call sign, the purpose.

10. What does "foul anchor" mean?

The two anchor chain are crossing or one anchor's chain is crossing by other things.

11. If you are ordered "Stand by both engines!" how should you reply and report?

I will reply :Stand by both engines! And report: Both engines are stand by!

12. Can you list three famous canals in the world?

Yes, there are Panama-canal, suze- canal and geal- canal.

13. When you request the receiver to remain on channel 16 in VHF communication, what do you say?

Stand by on channel 16.

14. How do you rectify the mistake in marine VHF communication?

First speak: mistake, then speak right messages.

15. How do you emphasize the important part of a message in maritime VHF communication?

First speak: repeat, then speak the message again.

16. what does "abandon vessel" mean?

It means that the ship is in very dangerous condition and the crew and passengers must be leave the ship at once.

17. what does the abbreviation ETD stand for?

It is stand for Expected time of departure.

18. what does "dredging of an anchor" mean?

It is one of using manoeuvre anchoring, usually drop an anchor about 2-3shackles in water, then the ship will proceeding slow with the anchor.

19. what does “underway” mean?

It means that a vessel is not at anchor, or made fast to the shore, or aground.

20. what does “dragging of an anchor” mean?

After anchoring, but the anchor is not bring up and the ship moving.

Charter 4

1. Describe the procedures of carrying dangerous cargo on board.

- a) The acquisition of information about the dangerous cargo.
- b) Precaution on loading and discharging.
- c) Maintenance during the voyage.

What name, IMO-Class ,package of the dangerous cargoes are. These also should be noticed to stevedores. The chief officer should make a stowage plan according to the IMDG.

Before loading or discharging dangerous cargoes, the officers should tell stevedores how to stow or leave the cargoes, where they are stowed and how to segregation them. Hoisted letter B flag and approved by the harbor master. Near the spot ,notice NO SMOKING.

When a vessel carrying dangerous cargoes, the carrier should take care of the dangerous cargoes. To control the temperature and ventilate during the voyage.

2. Describe the precaution before entering an enclosed space.

- a) The potential dangers in an enclosed space.
- b) The normal procedures.
- c) The important precautions.

The potential dangers in an enclosed space are lack of oxide and having dangerous gas. The person who enters an enclosed space may loss his life or cause poison or other dangers.

When you want to enter an enclosed space, the first you should ventilate the space, the second you should notice chief officer or others, the third you should test the amount of the oxide and dangerous gas in the enclosed space. If any doubt, you should put on self-breath appliances.

The important precautions are ventilation, another crew standby.

3. Describe the procedures of cargo stowage.

- a) The acquisition of information about the cargo to be carried.
- b) The principles and considerations on navigation safety.
- c) The modification of stowage plan.

What name, IMO-Class, package of the dangerous cargoes are. These also should be noticed to stevedores. The chief officer also ask how many tons of dangerous cargoes will be carried.

Before loading or discharging dangerous cargoes, the officers should tell stevedores how to stow or leave the cargoes, where they are stowed and how to segregation them. Hoisted letter B flag and approved by the harbor master. Near the spot, notice NO SMOKING. The carrier should take care of the dangerous cargoes. To control the temperature and ventilate during the voyage.

When a vessel carrying dangerous cargoes, The chief officer should make a stowage plan according to the IMDG. If any modification of stowage plan, this must be noticed to the chief officer and be approved by the chief officer.

4. Describe the actions to be taken in case of an oil spill on board.

- a) The initial responses
- b) The actions following up according to the SOREP(船舶防止油污染应急计划)on board.
- c) The precautions to be taken.

The initial response in case of an oil spill is sent oil spilling signal, notice the termination not to pump oil.

According to the SOREP, the first step is stop pump oil, then close the valves and all deck drainages. The third is to handle the spilling oil with absorbent materials or other means.

To stop pump oil is an important matter. To close the valves and all deck drainages are must be done.

5. Describe how to ensure a proper stowage for general cargo.

- a) General factors to be taken into account in cargo stowage.
- b) Special considerations for cargo stowage.

The term stowage factor means the cargo's volume been divided by its weight. It is very important. From it, we can calculate how many cargoes can be carried. For example, if one ship's capacity is 12000 cubic meters and a kind of cargo's stowage factor is 1.5 cubic meters per ton, we calculate that ship can carry the cargo 8000 tons in weight. Of course, the ship's net dead weight is equal or bigger 8000 tons.

When we use cargo's stowage factor to calculate s ship's capacity, we must consider the broken space and ship's net dead weight. We also should consider that how many holds the ship has and the kinds of cargo. As us usually, we arrange these cargo, which has small stowage factor, in low hold, and those cargo, which has big stowage factor, in the tween-deck.

1. How many classes of dangerous goods are there according to the IMDG Code? Can you list some?

There are nine classes of dangerous goods according to the IMDG Code. They are Explosives, Gases, Inflammable liquids, Inflammable solids, Oxidizing substances and organic peroxides, Poisonous and infectious substances, Radioactive substances, Corrosive substances and Miscellaneous dangerous substances.

2. What kind of cargo is classified as flammable cargo?

If the cargo is easy to flame, for example, if one liquid's closed cup flash is less than 61 centigrade, we will class it as flammable cargo—inflammable liquids.

3. Please describe the general nature of general cargo.

The general cargo is usually packed and in different kinds. Each is small.

4. Please describe the general nature of bulk cargo?

The bulk cargo is usually unpacked and the ship carries one of bulk cargo in a voyage.

5. What kind of cargo is canvas (吊货帆布袋)sling suitable for lifting?

General cargo, e.g. bags of grain, rice, coffee

6. What kind of cargo is chain sling (吊货链)suitable for lifting?

Heavy slender articles e.g. iron rails, logs.

7. What kind of cargo is net sling (吊货网) suitable for lifting?

Small packages, mail

8. What does the abbreviation COW stand for?

COW stands for crude oil washing.

9. What does "jettison of cargo" mean?

Drop cargo out of ship's side from the deck.

10. What does "compatibility of goods (相容性货物)" mean?

If different kinds can be stow together and no damage, we will say they are compatibility.

11. What does the abbreviation SWL stand for?

SWL stand for safe working load.

12. What does "shifting cargo" mean?

Remove cargo from one place to another on a vessel.

13. What does "Union purchase" mean?

Using two derricks together to load or discharge cargoes.

14. What preparations shall be done before loading cargo?

Open hatch covers. In night prepare hatch lights.

15. What is the loading capacity of your vessel?

It express how many cargo can be carried in our vessel

16. What cargo handling gear and equipment does your vessel have?

Our vessel has three cranes and two union purchase.

17. What can be used to remove spillage (地脚货 , 溢出量) ?

Empty bags or hold to remove spillage.

18. What shall be ensured before entering the enclosed space?

Whether the enclosed space has enough oxide and no dangerous gas.

19. Please list some cargo papers?

Bill of lading, manifest, stowage plan, loading list, and so on.

20. What must you wear when you enter an enclosed space?

Self-breath appliance.

Charter 5

1. Describe the duties of watch-keeping when underway.

- a) General rules as to watch-keeping.
- b) Items to be checked and monitored each watch.
- c) Special attention for bridge watch-keeping.

When you are on watch-keeping, you will be responsible to the master for the proper performance of his assigned bridge watchstanding and navigational duties. When the ship is

underway ,the chief officer will be on duty during 4 to 8 and 16-20; the second officer will be on duty during 0-4 and 12-16; the third officer will be on duty during 8-12 and 20-24.

At each watch, the officers on watch should check the ship's positions at least 4 times, change the steering gear from auto-pilot to manual-pilot 1time. They also check ship's course, speed, and the weather condition, navigational equipments conditions.

The officers duty's spot is at the bridge, they should keep sharp look-out at all time. They can do nothing expect look-out and take proper avoiding actions. Usually they should patrol the whole ship once a watch at night for avoid fire or other unnormal things happened.

2. Describe the bridge shift change.

- a) The conditions which must be satisfied before taking over a bridge watch.
- b) The procedures for shift change.
- c) Special attention for shift change

Shifting change is very important for the safety of a ship. When a officer goes to the bridge for taking over for duty, he must know the present course, speed, position, and must be satisfied the situation of other very which are near.

The relieving officer should go to the bridge 15 minutes advance. Firstly, he should get habit to the sighting, especially in the night. Secondly , he should ask the relieved the officer something, such as ship's course, speed, position. Thirdly , he should go into the chart room to check the conditions. At night he should read and sign the night order.

The change of conn must be clearly stated and logged noting the actual time that it took place. The relieving officer must sign the night order book to indicate understanding of the master's orders.

3. Describe the differences between navigating in a narrow channel and in traffic separation

scheme.

- a) The rules in navigating in a narrow channel.
- b) The rules in navigating in a traffic separation scheme.
- c) The major differences in terms of technical navigation.

If you are a driven power vessel and you are proceeding along the course of a narrow channel, you shall keep as near to the outer limit of the channel which lies on your starboard side as is safe and practicable. You shall avoid cross a channel and anchor in a channel.

If you are a driven power vessel and you are using a traffic separation scheme, you shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane. You shall avoid cross lane and anchor in lane, traffic line or separation zone.

In traffic separation scheme, there are traffic line or separation zone, but in narrow channel not.

4. Describe advantage various tools or technologies for proper lookout.

- a) The features of radar observation.
- b) The advantages of visual lookout.
- c) The correct uses of various tools or technologies.

Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision,

The features of radar observation are as follows: (1) limitations of the radar equipment, small vessels, ice and other floating objects may not be detected by radar at an adequate range;; (2) imposed by the radar range scale in use; Weather and other sources of interference; (3) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

The advantages of visual lookout are as follows: (1) It is the based means of looking –out; (2) the situation can be readily apparent, and so on.

There are many tools and technologies to be used in look-out, for example, when you use a radar, you should switch the radar standby first, then you should proper adjust it ,include range, tuning, gain, contrast, anti-clutter sea, anti-clutter rain. You can detected the bearing and distance of a object with radar.

5. Describe the preparation to be done by the responsibility of prior to arrival.

- a) General introduction of the responsibility of deck department pre-arrival situation.
- b) Preparations to be done prior to arrival.

The chief officer is the head of the deck department. He is assisted by a second officer, a third officer, a bosun, a carpenter, and some AB. The chief is responsible for caring cargo , for example, making stowage planning, holds preparation, loading, stowage, discharging. The second officer is responsible for watch pertaining to navigation publications and equipment. The third officer is responsible for watch duties pertaining to fire-fighting appliances and life-saving appliances and maintenance. The are all assigned to bridge to be proper performance watchstanding and navigational duties.

The chief officer is responsible to the master for the operation , administration , and supervision of the deck department The chief officer, carpenter and 2-3 AB are assigned to the fore station. And the some time, the second, bosun and 2-3 AB are assigned to the aft station. They should prepare to mast fast lines. The third is at the bridge , his duty is to carry out the captain's or pilot's order

1. Why is it important to sound fog signals?

In fog, the visibility is poor, by sounding fog signals, you will hear other vessels or be hear by

other vessels vicinity.

2. When would you sound the general alarm?

When our ship is on fire, or spilling oil, or being drilling.

3. When should an OOW notify the master immediately for emergency ship-handling or complicated navigation? Please list some.

Poor Visibility , failure to make a landfall or navigational sighting at the expected time, anytime the watch officer is in doubt of the vessel's position, and so on.

4. How does the OOW assess risk of collision generally?

If the object's compass of an approaching vessel does not appreciably change, it will be deemed to exist such risk.

5. How should the relieving officer behave in case a bridge manoeuvre already took place but has not been over?

To report it to the captain immediately and logged.

6. List the main items to be updated on the pilot card(航路资料)?

Chart, pilot book, list of lights, tide table, mariner's handbook.

7. Besides the collision risks, what else should you monitor on watch in port?

Keep the ship on the course.

8. How do you know the VHF channels to be monitored when leaving port?

From the "Guide to Port Entry".

9. What should the master expect from the OOW on arriving at the bridge?

The ship's situation, speed, course and other safety conditions.

10. Who should be in attendance when a pilot is on the ladder?

The third officer and a sailor.

11. When would you instruct a lookout to assist you on the bridge?

When I am the first time as a officer on the bridge.

12. What effect will the general alarm have on all crew?

Bell alarm.

13. Why is record keeping a necessary part of watchkeeping?

Because watchkeeping is very important.

14. Apart from those navigation safety, what else should you do on an anchor watch?

Check the anchor position.

15. How would you conveniently(方便地), check the compass error in pilotage waters?

By compass flare, or communicate with the pilot station.

16. what's the name of your vessel and call sign?

My vessel's name is dongfanhong(东方红)色 , my call sign is ABCD.

17. What is your flag state?

China.

18. What is your position?

My position is at (bearing 123°, distance 5' from A lighthouse)

19. What is your present course and speed?

Course on 123°, speed at 15'.

20. What is your ETA at pilot station?

1234 local time.

21. What is your ETD from the port?

1234 local time.

22. What is your draft fore and aft?

My draft is fore 8 meters, and aft 9 meters.

23. What is your freeboard?

My freeboard is 2 meters.

24. What is your air draft?

My air draft is 15 meters.

25. Are you underway.

Yes, I am underway.

26. What is your full speed?

My full speed is 15'.

27. do you carry any dangerous cargo?

No, I don't carry any dangerous cargo.

28. Do you have any list?

Yes, I am listing to starboard side.

29. Are you on even keel?

No, I am trimmed by stern.

30. How was your position obtained?

From radar and GPS.

31. Is your radar in operation?

Yes, my radar is in operation.

Charter 6

1. Describe the formalities before carrying out a ship's repair.

a) The necessity of carrying out a ship's repair.

b) The formalities before a ship's repair begin.

c) Special attention paid to the repair.

The reasons of carrying out a ship's repair are as follows. (1) The most of sea vessels are made of steel, they are easy deteriorated and corroded. (2) The deck equipments may be damaged. (3) The vessels should be ensured maintain outward presentable appearance. (3) In order to ensure that the vessels are in seaworthiness, safety and proper to take in cargo.

Before a ship's repair begins, the chief officer should make a repair plan. In the repair plan, he should state what should be repaired, how to repair them. Of course, the repair plan must be allowed by the captain and the company.

A ship's repair is divided into kinds. For example, it is divided into minor repair and major repair; self repair and dock repair; voyage repair and annual repair; periodical repair and intermediate repair. The special attention is paid to the repair are as follows: (1) What can be put into voyage repair, self repair. (2) Where plates should be changed. (3) What materials should be needed. (4) How to complete the repair.

2. Describe the procedures of carrying out hull maintenance.

a) The preparations before carrying out hull maintenance.

b) The contents of hull maintenance.

c) The cautions to be taken while carrying out hull maintenance.

After a vessel leaves her building yard to go into operation, she will need to be kept at all times in a well-maintained condition. The hull is one of the main vessel's part, it is easy deteriorated and corroded. Because some of hull is below the water line, so it need dock repair. Before being dock, the follows should be prepared; (1) shore electric power to be furnished; (2) cooling water for refrigerators to be connected; (3) fresh water to be furnished as required; (4) fire line to be

connected; (5) daily garbage to be disposed.

The hull maintenance is include ; (1) hull cleaning; (2) metal plates de-rusting; (3) metal plates painting or changed.

The cautions should be taken while carrying out hull maintenance are as follows: (1) shore electric power to be furnished; (2) cooling water for refrigerators to be connected; (3) fresh water to be furnished as required; (4) fire line to be connected; (5) daily garbage to be disposed.

3. Describes the procedures of carrying out an overhaul (大修 , major repair) for navigational aids.

- a) The necessity of carrying out overhaul of navigations aids.
- b) The contents of the overhaul.
- c) The cautions to be taken.

Some of equipment may be seriously damaged during operation and which will effect a ship's safety. In order to keep the ship in seaworthiness, it is necessity to carry out overhaul for navigational aids.

The contents of the overhaul is include: (1) to check the hull throughout; (2) to repair some of damaged equipments or renewed. (3) hull cleaning, especially the parts below the water line; (4) de-rusting, or changing metal plates.

The cost of overhaul is very expensive. The chief officer should make the repair list carefully. If one program can be repaired by himself , do not put in into overhaul repair plan. After overhaul repair, the chief officer should check them.

4. Describer the procedures of carrying out the maintenance of riggings (舾装设备 , 索具) .

- a) The preparations of carrying out the maintenance of riggings.
- b) The contents of the maintenance of riggings.
- c) Tthe cautions to be taken while carrying out the maintenance .

There are many riggings on a vessel. They will be damaged during operation. In order to ensure equipments in good condition, the damaged riggings should be repaired. When you carry out maintenance of riggings, first you should be make a plan, then to prepare materials and organize hands to do it.

The contents of the maintenance of riggings is as follows; (1) check them and decide what should be repair, or renew; (2) make a plan to do it; (3) prepare materials; (4) oil and test them.

1. Why does a ship need maintenance?

To ensure the ship in seaworthiness.

2. Who is in charge of the maintenance work?

The chief officer

3. Can you list some types of repair?

Yes, for example: minor repair and major repair; self repair and dock repair; voyage repair and annual repair; periodical repair and intermediate repair.

4. What is a voyage repair?

The repairing work is been done between two voyages.

5. What is an annual repair?

According to rules times to repair, it is a whole, system repair.

6. What is major repair?

To repair the ship's hull and main equipments.

7. What is a repair list?

A paper is to list what should be repair, how to be repair.

8. What special attention should be paid to when writing a repair list?

In a repair list , it is must be record that how to repair them.

9. Can you list at least five kinds of paint?

Yes, primer, anti-corrosive paint, anti-fouling paint, bitumastic, solution, varnish.

(红丹--防锈漆, 防腐漆, 防污漆, 舱底沥青漆, 沥青清漆—水罗松, 清漆—凡士林)

10. Can you list some classification societies in the world?

Yes, the Lloyd's, CCS

11. What kind of paint is usually given to the places such as radiator, pipes and funnels?

The heat-resistant paint.

12. What kind of paint is usually given to the ship's bottom?

The anti-fouling paint.

13. What kind of coating is usually applied to anchors and chains?

The anti-fouling paint.

14. What is the difference between "repair list" and "repair bill"?

The repair list is known as what should be repaired and how to repair. The repair bill is known as the costs of repairing work should be paid.

15. What is used to measure the thickness of hull plates?

X-ray.

16. Could you list some different kinds of ship's survey?

Yes, marine survey, cargo survey.

17. What should be done before applying a priming coat of paint?

Cleaning and de-rusting.

18. What kind of coating is usually applied in the double bottom tanks?

The anti-corrosive paint.

Charter 7

1. Describe the procedures in handling fire on board.

- a) The alarm.
- b) The measures taken after the fire has been extinguished.
- c) Your position and functions during fire-fighting.

Switch on fire alarm immediately while finding fire. The fire alarm is bell for one minute, and one long blast is indicating fore; two long blasts is indicating aft; three long blasts is indicating middle, or bridge; four long blasts is indicating the engine room.

After the fire has been extinguished, crew should check the fire area every 10 minutes for avoiding the fire re-ignition, send men for keeping and report. After making sure the fire is not re-ignition, the crew can cancel the fire alarm, and the chief officer should enter the event into the log-book.

Because I am a chief officer, according to the muster list, I am in command of the fire party at spot during fire-fighting.

2. Describe the emergency procedures in handling ship-borne oil pollution.

- a) The alarm.
- b) Typical and detailed procedures.
- c) Your position and functions during fire-fighting.

When ship-borne oil pollution occurs, switch on alarm immediately. The alarm is bell for three short blasts and one long blast for one minute.

All crewmembers should be standby for meeting emergency. The first is to close the valve, to detect the reason of oil pollution; formulate an emergency plan. At the same time, report this event to near country, and require shore side assistance, if it is necessary. The second is to control the oil

pollution scope and to use absorbent materials. The oil the clearance team start oil clearance under the command of the second officer. The third officer is in charge of recycling spilling oil. After these work have been finished , the master will cancel the alarm and enter the event into the log-book.

Because I am the chief officer, according to the muster list, I am on the spot to command during fire-fighting.

3. Describe briefly one of the cases that you have experienced or heard of as collision, fire, flooding, or grounding.

- a) The brief introduction to the story.
- b) Your comments on the successes of the measures.
- c) Your comments on the improperness of the measures.

One day, when I am watch TV, I heard one explosive voice. I rush out and saw the hatch NO 3 was on fire, and at the same time, I heard the fire alarm. All crew run to the spot and extinguished the fire according the muster list.

In this event, I was in charge of commanding at the spot. Our crew could be in the spot in one minute, they detected the reason of the fire and checked the surrounding near the fire. They took proper actions to extinguish the fire. All thing was based of drilling.

In this event, we did not take care the cargo well. We did not ventilate in proper means. The temperature in hatch NO3 is too high to explosive, and causing the fire.

4. Describe the procedures in re-floating ship aground.

- a) The different situations of being aground.
- b) The measures taken to re-float the ship aground.
- c) Special attention paid to re-float the ship.

When a ship is being aground , it may be to list, or trim. According to the different situations, you

can decide where is being aground.

If your vessel is aground, I advice you to take actions as follows: (1) de-ballast or jettison cargo, it can make your vessel re-float by reducing its displacement; (2) require tugs' assistance, tugs can pull or push your vessel from the shallow to deep water; (3) waiting the tide, the depth of water will raise when the tide is rising, so your vessel may re-float. (4) shifting cargoes or liquid, adjusting vessel's list, trim, to make the vessel's grounded part clear of the bottom, and then you will be re-float.

When you pay to re-float your vessel, you should take some special attention, the first thing is to decide where is ground and the situation. The second is to decide that the vessel is making water or not.

5. Describe the procedures in handling cargo damage.

- a) Descriptions on different cargo damages.
- b) The general procedures for handling cargo damages.
- c) Special attention paid to the handling of damages.

The cargo damages can be divided into original and working damaged. If the damaged is found before loading or discharging, it is known as original damaged, and if the damaged is found during loading or discharging, it is known as working. Except for original damaged before discharging, others is not been responsible by the carrier.

According to the charter party, the damaged cargo must be surveyed on the spot. When you handle cargo damaged, you had better submit the case to the cargo survey and call him aboard to ascertain the extent of the damaged cargo, so as to determine who will be held responsible. The chief can only sign a list that conforms to the cargo survey's report.

1. What is your purpose to prepare the confirmation of collision occurrence to the captain of the

other vessel?

To certify the fact of the collision.

2. What shall be usually attached to the report on the collision accident?

When the collision accident is happened, and what has been damaged, and the ship's names.

3. When should a sea protest be submitted to and endorsed by the authorities concerned?

When you meet a storm during a voyage, you should submit a sea protest.

4. Generally speaking, which is responsible for the damage after a collision between a vessel moored and a vessel underway?

The vessel is underway.

5. What is sound signal to warn a vessel of the immediate danger of collision?

One long blast.

6. What action will you take after a collision with another vessel?

Stop engine and communicate with the another vessel.

7. As a chief officer, what is your responsibility in danger control operation?

In charge of command.

8. What does "SOPEP" MEAN?

The ship oil pollution emergency plan.

9. Whom shall be reported to in case of an oil pollution incident?

The near country port control .

10. What's the first step in handling the cargo damage caused by the stevedores?

To keep the spot.

11. What anti-stowaway precautions should you take before the vessel sails from a port?

Patrol the ship from stern to stern..

12. What is your first response when you detect a fire?

Call another crew on the spot and put on self-apparatus.

13. What can be used to handle an oil spill?

Absorbent materials

14. What are the ways to re-float a grounded vessel?

De-ballast water, shift cargo or liquid, jettison cargo, and so on.

15. Can you list some ways of correcting listing?

Yes, ballast water, de-ballast water, shifting cargo or liquid.

16. What will you first do if you find some oil near your vessel while bunkering?

To notify the terminal and closed the valves.

17. What will you do first if a crewmember was seriously injured?

To take first aids.

18. What will you do first if your vessel is under attack by pirates?

Sound alarm and sent MAYDAY messengers

Charter eight

1. Describe fire precaution on board.

a) Fire protection equipment to be checked.

b) procedures of a fire drill.

c) Summary.

The third officer is in charge of fire-fighting equipments and life-saving equipments. In order to ensure the fire-fighting equipments can be used in the time when the vessel is on fire, the third officer should check the fire equipments on board regularly. For example, to check the CO₂

extinguishers by weighting.

The procedures of a fire drill is as follows: (1) sound fire alarm ; (2) crew connecting at the station.; (3) the chief officer numbers the crew and ask someone what is his duties on a fire-fighting; (4) to drill how to use some of the extinguisher ; (5) summary the fire dill; (6) cancel the alarm,

2. Describe damage control on board.

- a) Equipment to be checked.
- b) Damage control activities.
- c) Summary.

Vessels may be making water after collision, ground or other marine's accident. The third officer should check damaged control equipments regularly. He should check water-proof blanket, blocking mats, blocking planks, blocking cases, blocking screws and other damage control.

After a vessel is damaged and is making water, the conditions of damaged and the position of damaged must be investigated immediately. Then estimating the threaten which is caused by the damaged. According to the fact , taking proper activities to control flooding and pump out flooding-water.

The distinct kinds of control making water should be taken to relate different damaged position, e.g. below water line and above water line.

3. Describe the measures taken on board if aground.

- a) Particulars to be clarified.
- b) Actions to be taken in different situations.
- c) Summary.

When a ship is being aground , it may be to list, or trim. According to the different situations, you can decide where is being aground.

If your vessel is aground, I advise you to take actions as follows: (1) de-ballast or jettison cargo, it can make your vessel re-float by reducing its displacement; (2) require tugs' assistance, tugs can pull or push your vessel from the shallow to deep water; (3) waiting the tide, the depth of water will raise when the tide is rising, so your vessel may re-float. (4) shifting cargoes or liquid, adjusting vessel's list, trim, to make the vessel's grounded part clear of the bottom, and then you will be re-float.

When you pay to re-float your vessel, you should take some special attention, the first thing is to decide where is ground and the situation. The second is to decide that the vessel is making water or not.

4. Describe the measures taken on board if on fire.

- a) Particulars to be clarified.
- b) Actions to be taken in different situations.
- c) Summary.

Switch on fire alarm immediately while finding fire. The fire alarm is belling for one minute, and one long blast is indicating fore; two long blasts is indicating aft; three long blasts is indicating middle, or bridge; four long blasts is indicating the engine room.

After the fire has been extinguished, crew should check the fire area every 10 minutes for avoiding the fire re-ignition , sent men for keeping and report. After making sure the fire is not re-ignition, the crew can cancel the fire alarm, and the chief officer should enter the event into the log-book.

You should foam extinguisher to fighting an oil-fire, dry power extinguishers to fighting an electric fire. The carbon dioxide extinguisher will be caused the least damaged in fire-fighting.

1.What kind of the fire extinguishers can you use for an electric fire?

The dry power extinguishers.

2. What cannot be used for an electric fire?

The foam extinguishers.

3. What are the three components of fire?

Flammable materials, oxide and energy.

4. How often is a fire drill required to be carried out on cargo ships?

Once in one month

5. What must you do first if you find a fire on board

Sound the fire alarm.

6. What does the muster list show?

At each every of accommodations.

7. What will you first do if you see a person fall overboard?

Drop out a lifebuoy, sound man overboard alarm, stop engine, keep sight to the man.

8. How often is a boat drill required to be carried out on board a cargo ship?

Once in three months.

9. Can you list at least three different kinds of fire extinguishers?

Yes, dry power extinguish, carbon dioxide, foam extinguisher.

10. In general, what parties are involved in a fire drill?

The fire team, the first aids team , rescue team. .

11. Where should fire control plan be located?

At the Corridor, or passageway.

12. How often will the lifeboat be launched into water?

In three months.

13. What does "retreat signal" mean?

Cancel the alarm.

14. What is "general alarm signal"? (一般的报警信号)

The fire alarm.

15. What does "fire patrol" mean?

Checking the whole vessel to avoid fire on board.

16. What is "damage control team"?

To control flooding and re-floating the vessel.

17. What is on fire?

Some materials are burning and the burning does not want.

18. Is smoke toxic?

Yes, the smoke is toxic.

19. Is fire under control.

Yes, the fire is under control.

20. Is the fire extinguished?

Yes, the fire has been extinguished.

21. Has flooding stopped?

Yes, the flooding has been stopped.

22. How much water is in the vessel?

About 1234 tons water is in the vessel.

23. Is danger imminent?

No, it is not.

24. What is the nature of sea bottom?

The nature of sea bottom is mud.

25. What is the sea state?

The sea is rough.

Charter nine

1. Describe the procedures of search and rescue operations.

- a) The ways to transmit distress alerts.
- b) The procedures for emergency responding.
- c) The patterns of search and the ways to implement a SAR mission.

The distress alerts can be transmitted by VHF, DSC, 2182, RADIO, GMDSS equipments, EPIRB, NBDP, and so on.

Distress alerting is the rapid and successful reporting of a distress incident to a unit which can provide assistance. This would be another ship in the vicinity or a rescue co-ordination centre (RCC). When an alert is received by an RCC, normally via a coast station, the RCC will relay the alert to SAR units and to ships in the vicinity of the distress incident. A distress alert should indicate the identification and position of the distress and, where practicable, its nature and other information which could be used for rescue operation.

To implement a SAR mission, the ways have : Single turn, double turn , Williamson turn, Scharnow turn, the patterns of search have : expanding square search, sector search, parallel search, ship/aircraft coordinated search..

2. Describe the responses when a person falls overboard.

- a) The responses of the officer on watch.
- b) The ship manoeuvres available to man overboard responding.

c) Attention to be paid in such operation.

When a person falls overboard, the officer on watch should sound alarm signals of man overboard. He also reports it to captain at once. If it possible, he should drop a lifebuoy to the overboard man, turn on the search light to the man.

At the same time, the officer on watch should stop the engine, and operate a hard rudder to the side which man overboard. During the ship turning, the officer on watch and the watch man should keep sharp lookout to search the overboard man. They should report the conditions to captain in time.

In emergency of man overboard operation, the officer on watch should avoid the man is injured by the propeller. So he should stop the engine at once. In any case, if it is possible, the watch men should keep the overboard in sight.

3. Describe briefly the GMDSS.

a) Main objectives of GMDSS.

b) The components of GMDSS.

c) Main functions of GMDSS.

The GMDSS means “Global Maritime Distress and Safety System”. The basic concept of the system is that search and rescue authorities ashore, as well as shipping in the immediate vicinity of the ship in distress, will be rapidly alerted to a distress incident so they can assist in a coordinated search and rescue operation with the minimum delay.

The GMDSS is composed by satellites, shore-station, ship-station. Usually the shore-station is the RCC. The equipments of the GMDSS is includes as follows: VHF, DSC, 2182, EPIRB, NBDP and so on.

The main functions of GMDSS are as follows:(1) alerting; (2)coordinating communications;(3) on-

scene communications;(4) dissemination of maritime safety information; (5) general communications.

4. Describe briefly the DSC distress alert.

- a) The function of DSC.
- b) The format of a distress alert.
- c) summary.

The term of DSC means “digital selective calling”. It can be used to see or to activate a distress call.

When you use DSC to send a distress alert, you are advised to select group calling. The format of a distress alert as follows : MAYDYA, MAYDAY, MAYDAY, This is M.V. ABCD, I am on fire. My position is at , I need fire fighting assistance , over.

When using DSC, you should select type of call, notice the priority and proper to use it.

1. What does “initial course” mean in search and rescue operation?

The first course.

2. What does “jettison of cargo” mean?

To drop cargo overboard.

3. What is the difference between “heel ” and “list”?

The heel is caused by inherent force , and the list is caused by out force.

4. What does “EPIRB” stand for ?

It stands for emergency position indicating radio beacons

5. What does SAR stand for?

It stands for search and rescue.

6. What is INMARSAT short for ?

It is short for international maritime satellite organization.

7. What does UTC stand for?

Coordinated universal time.

8. What does RCC stand for?

It is stand for rescue coordination center.

9. What is SART?

It is stand for search and rescue transponder.

10. Can you list three or more search patterns?

Yes, there are expanding square search, sector search, parallel search, ship/aircraft coordinated search..

11. What does a "hampered vessel" mean ?

It is mean vessel restricted in her ability to manoeuvre.

12. What does MMSI stand for?

It is stand for maritime mobile service identities.

13. What is "muster list"?

It is a plan for emergency conditions.

14. What does OSC stand for?

Offences of ship-crew (船员不法行为)。 On scene commander (现场指挥人员)

15. What does VHF stand for?

Very high frequency.

16. What is the result of search?

Founding nothing.

17. Will you abandon vessel?

No, we will stay on the vessel.

18. How many persons will stay on board?

All crewmembers of us will stay on board.

19. How many lifeboats will you launch?

We will launch two lifeboats into water surface.

20. Can you proceed to distress position?

Yes, now I am proceeding to distress position.

21. What is your ETA at distress position?

At 1234 local time.

22. What kind of assistance is required?

I need fire fighting assistance.

Charter ten

1. sand a Mayday message according to the information.

a) Ship's name :Blue Whale

b) Call-sign: WXCP

c) distress position:47°04'N, 50°08'W.

d) Nature of distress suffered: being on fire after explosion in the engine room.

e) Assistance required: fire-fighting assistance.

Mayday, Mayday, Mayday. This is M.V. Blue Whale, Blue Whale, Blue Whale. Mayday, this is M.V. Blue Whale. My call-sign is Whiskey, X-ray, Charlie, Papa.

Position: latiatude47 degrees 04 minutes north, longitude 50 degrees 08 minutes west. I am on fire in engine room after explosion. I require immediate fire fighting assistance, over.

2. Sand a Mayday message according to the given information.

- a) Ship's name :South Pacific
- b) Call-sign: NOPE
- c) distress position:22⁰⁰4'N, 127⁰⁰8'E.
- d) Nature of distress suffered: Grounded on the bow.
- e) Assistance required: tug assistance.

Mayday, Mayday, Mayday. This is M.V. South Pacific, South Pacific, South Pacific. Mayday, this is M.V. South Pacific. My call-sign is November, Oscar, Papa, Echo..

Position: latitude 22 degrees 04 minutes north, longitude 127 degrees 08 minutes east. I am Grounded on the bow. I require immediate tug assistance, over.

3. Send a PAN-PAN message according to the given information.

- a) Ship's name :White Snow
- b) Call-sign: ALMI
- c) distress position:22⁰⁰4'N, 127⁰⁰8'E.
- d) Nature of distress suffered: Breakdown of main engine.
- e) Assistance required: tug assistance.

PAN-PAN, PAN-PAN, PAN-PAN. This is M.V. White Snow , White Snow , White Snow ,. PAN-PAN, this is M.V. White Snow. My call-sign is Alfa, Lima, Mike, India..

Position: latitude 22 degrees 04 minutes north, longitude 127 degrees 08 minutes east. I am Breakdown of main engine. I require immediate tug assistance, over.

4. Send a PAN-PAN message according to the given information.

- a) Ship's name :Blue Sea.
- b) Call-sign: BERN
- c) distress position:22⁰⁰4'N, 127⁰⁰8'E.

d) Nature of distress suffered: Breakdown of steering gears.

e) Assistance required: tug assistance.

PAN-PAN, PAN-PAN, PAN-PAN. This is M.V. Blue Sea, Blue Sea, Blue Sea,. PAN-PAN, this is M.V. Blue Sea. My call-sign is Bravo, Echo, Romeo, November.

Position: latitude 22 degrees 04 minutes north, longitude 127 degrees 08 minutes east. I am Breakdown of steering gears. I require immediate tug assistance, over.

5. Give instructions on how to embark and behave in lifeboats or life-rafts.

a) Attention to be paid before entering.

b) Attention to be paid while entering.

c) Attention to be paid after entering.

When hearing the signal of abandoning vessel, all crew and passengers should be on the embarkation deck in 2 minutes. As a chief officer, he should number and check his members. If no double, they can enter a lifeboat.

While entering a lifeboat, everybody should be carefully. The first 2 men should be lift life ropes, close ship's bottom block, let go gripes. Then others can lower the lifeboat to embarkation deck, and enter the lifeboat.

After entering a lifeboat, lower the lifeboat to the water , release the bow-sing tackles, and sail away form the vessel as soon as possible.

1. What does MAYDAY calling mean in marine communications?

It means that the vessel is in distress and requires assistance immediately.

2. What should be included in MAYDAY messages?

It should be included: Ship's name ; Call-sign; distress position; Nature of distress suffered; and assistance required.

3. What does PAN-PAN calling mean in marine communications?

It means that the calling station will send an urgent message to transit concern with the safety to others.

4. What does SECURITE calling mean in marine communications?

It means that the calling station will send an safety message to transit containing an important navigational or meteorological warning.

5. What are passengers advised to put on while abandoning the vessel?

To put on lifejackets.

6. What is the general emergency alarm?

Sounding the bell for 1 minute for fire-fighting.

7. Can you give a briefing on how to put on lifejackets?

Yes, first you put lifejacket like jacket, and then security it.

8. What can be used to attract attention after abandoning the vessel?

The different kinds of life-signals.

9. Where is the fire?

In hatch NO:2.

10. What kind of assistance is required?

Fire-fighting is required.

11. What problems do you have?

I am on fire.

12. Where is the damaged?

The fore peak tank has been damaged.

13. What part of your vessel is aground?

Almost the whole vessel is aground.

14. When do you expect to re-float?

Waiting the tide is rising.

15. Are you ready for helicopter?

Yes, we are ready for helicopter.

16. Report injured persons?

Report, two persons is injured.

17. Is the fire under control?

Yes, the fire is under control.

18. Where is flooding?

At the NO1 double bottom tank.

19. Can you proceed without assistance?

No, I must require tug assistance to proceed.

20. What is the visibility in your position?

The visibility in our position is poor.

21. What is the wind direction and force?

The wind direction is north and force is 5.

Charter eleven

1. Please describe the outline of Port State control.

- a) The typical procedures.
- b) The actions to be takes when deficiencies are found.
- c) Attention to be paid during inspections.

The typical procedures of PSC inspections are embarkation, checking, taking measurement to correct deficiencies, and/or banning of a ship.

During inspecting, if the PSCO find deficiencies, he must record the deficiencies. If the deficiencies is general ones, he would ask the crew to take some correction measurements. If the deficiencies is threaten the ship's safety, he would take detaining actions to the vessel until they are eliminated.

While a ship is being inspections of PSC, the first thing is to keep clean and tidy. It can give a good surface impression to the PSCO. The second is to prepare carefully.

2. Please describe the preparatory work or the daily maintenance work to be done by you before a PSC inspection.

- A) Your daily maintenance work.
- B) Preparatory work before PSC inspection.
- c) some successful experiences.

I am a chief officer, my daily work is to lead deck hands to maintain deck equipments besides keeping on watch. Every day, from Monday to Friday, I sent deck maintenance tasks to the Bosun in the morning. Every month, I make a repair list and sent to the captain. Every voyage, I make a repair report to the company.

Before PSC inspection, I should sent deck hands to wash deck from stern to stern, oil all moving gears and check them. Of course, I should prepare some papers.

I have many experiences to face PSC. As my words, to keeping clean and tidy is very important, because it can give a good surface impression to the PSCO.

3. Please describe a story of your success in passing though PSC inspection.

- a) The general scenario (方案 , 情景) .

- b) The actions taken by you.
- c) Some successful experiences.

同 2。

4 . Make a comparison between different ports in different states.(about PSC inspection)

- a) The difference in procedure.
- b) The difference in assessing risks or targeting factors.
- c) The difference in key inspection items.

The typical procedures of PSC inspections are embarkation, checking, taking measurement to correct deficiencies, and/or to detain. The difference in procedure is the orders of checking. The first step is some to inquire, some to test at spot, some to check papers or certificates, and so on.

There are indifference in assessing risks or targeting factors. The PSCO do it according to the Rules.

But the key inspection items are difference in difference ports in difference states. Some of PSCO pay attention in life-saving equipments, some think highly of fire-fighting equipments, some take the certificates 's valid seriously, and some do attach much weight to the drill.

5. Describe ISM inspection based on the PSC inspection regime.

- a) The typical procedures.
- b) Particular items to be checked in PSC inspection.
- c) Attention to be paid during inspections.

The typical procedures of ISM inspection based on the PSC inspections are embarkation, checking, taking measurement to correct deficiencies, and/or banning of a ship.

The particular items to be checked in ISM inspection based on the PSC inspection are checking the valid of the certificate, the PSCO would check ship's DOC, SMC, SMM, SMC, and inquire crew

if they familiar their duties.

While a ship is being inspections of PSC, the first thing is to keep clean and tidy. It can give a good surface impression to the PSCO. The second is to prepare carefully and keep all certificates in valid..

1. Can you list some items to be checked for load line requirements in PSC inspections?

Yes, I can. For example, the valid of the load line certificate, whether the water is immersion.

2. Can you list some items to be checked for navigational equipment in PSC inspections?

Yes, radar, GPS, echo-sound.

3. Can you list some items to be checked for life-saving appliances in PSC inspections?

Yes, lifeboat, liferaft, lifejacket.

4. Can you list some items to be checked for fire-fighting arrangement in PSC inspections?

Yes, the muster list, the fire party.

5. Can you list some items to be checked for radio equipment in PSC inspections?

Yes, VHF, radio-station, GMDSS

6. Can you list some items to be checked for accommodation in PSC inspections?

Yes, the condition of the crew, the water-tight door.

7. Can you list some items to be checked for MARPOL& chemical in PSC inspections?

Yes, the absorb material, ventilation.

8. Can you list some items to be checked for hull, machinery & cargo gear in PSC inspections?

Yes, the condition of hull's plates, the capacity of the machinery, and derricks.

9. How do you describe the influences of "banning of a ship"

The ship is banned because its highly deficiencies.

10. How do you describe the influences of detention 扣留?

There are some of deficiencies which will not be safe influences to the ship.

11. Do you have some strategies to avoid your vessel to be targeted or detained?

Do the best, and check self before inspecting.

12. What are the key items to be checked within your duties onboard?

The key items are life-saving equipments and fire-fighting equipments.

Charter twelve

1. Please describe the main responsibilities of a ship security officer onboard?

- a) The responsibilities while staying in the port.
- b) The responsibilities while handling security emergencies at sea.
- c) The responsibilities while conducting a security drill.

The responsibilities of a ship security officer onboard while staying in the port are to detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade.

The responsibilities while handling security emergencies at sea are to ensure the early and efficient collection and exchange of security related information, and to provide a methodology for security assessments so as to have in place plans and procedures to react to changing security levels.

The responsibilities while conducting a security drill are to ensure confidence that adequate and proportionate marine security measures.

2. Please describe something about Automatic Identification System.

- a) The basic concept of AIS.
- b) The main information of receiving or transmitting of AIS.

c) The roles of AIS in ship security.

The basic concept of AIS is Automatic Identification System. With AIS, we can easily know ship's positions and situations, include in TCPA and DCPA.

AIS can be connected with VTS. It can receive and transmit all movable targets' information, include in ship's name, speed, course, position and situation.

AIS can help to enhance the marine human life security , navigate the security and the efficiency as well as the protection marine environment. AIS can receive and transmit messages between ship to ship stations, ship to shore stations.

3. Please describe Ship Security Alert System (SSAS , 船舶保安报警系统) onboard.

a) General introduction to the SSAS.

b) The roles of SSAS.

c) Summary.

All cargo ships shall be provided with a ship security alert system on or after 1 July 2004. The ship security alert system activation points shall be designed so as to prevent the inadvertent initiation of the ship security alert.

The AIS can initiate and transmit a ship-to-shore security alert to a competent authority, so as to identify the ship, its location. The AIS can indicate the security of the ship is under threat or it has been compromised.

AIS can be capable of being activated from the navigation bridge and in at least one other location. AIS can conform to performance standards not inferior to those adopted by the organization.

4. Please describe something about ship security training and drills.

a) The time or interval of such security training and drills to be conducted onboard.

b) The persons involved in ship security training and drills?

c) The main procedures and requirements of ship security training and drills.

Each 18 months, the ship security training and drills should be exercised. On 08th, August, 2007, we were coming drill of encountering pirates and armed attacks. At that time, we were proceeding to one of India ports.

We were divided into two groups, one was lead by the master, and the other was lead by our SSO(ship security officer)—the chief officer. The simulated drill was organized in turn and more than half of our crew took part into this exercise.

The main procedures and requirements of the security training and drill are as follows: (1) organizers introduce to the crew members drilled the general requirements for emergency counter-measures to be taken when encountering pirate and armed attacks. (2) simulate the drill as the master is assumed to be kidnapped by pirates and / or armed personnel; (3) emergency response when retreating the crew member; (4) Group discussion.

1. What does SSO stand for?

It is stand for Ship security officer.

2. What does SSP stand for?

It is stand for Ship Security Plan.

3. What does DOC stand for?

It is stand for Document Certificate.

4. What does SSAS stand for?

It is stand for Ship Security Alert System.

5. What does CSO stand for?

It is stand for Company Security officer

6. What does ISSC stand for?

It is stand for International Ship Security Certificate.

7. What does CSR stand for?

It is stand for Continuous Synopsis Record.

8. Can you list some restricted areas onboard?

Yes, the bridge, the engine room, the steering gear room.

9. Can you list some responsibilities of a ship security officer?

Yes, undertaking regular security inspections, maintaining and supervising the implementation of the ship security plan, enhancing security awareness and vigilance on board.

10. Can you list some main ship security equipments?

Yes, AIS, SSAS.

11. Can you describe the general arrangements or responses to security level 1 as a ship security officer?

Yes, he should take minimum protective security measures at all time.

12. Can you describe the general arrangements or responses to security level 2 as a ship security officer?

Yes, he should take additional protective security measures according to the SSP.

13. Can you describe the general arrangements or responses to security level 3 as a ship security officer?

Yes, he should take further specific protective security measures according to the SSP.

14. Can you list some information relating to security that AIS can receive or transmit?

Yes, the ship is location, the ship's speed, course.

15. How do you control the unauthorized boarding at gangway?

Keeping on watch at gangway and inquire anybody who want come on board, and refuse any unauthorized man boarding.

16. What procedures or control do you use to ensure security onboard before departure?

We should keep security level 1.

17. What are the typical problems identified in security drill?

To control the access to the ship, to encounter pirates or armed attacks, to search for dangerous stuffs, stowaways and treatment.

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