

航海英语听力与会话-11 规则英语评估 1-12 章标准答案

Unit 1 Familiarisation on board

I Warming-up

deck, bridge, galley, hospital, cabin, office, corridor

II Reading Aloud

1. What is the captain doing?

---He is making an announcement to the passengers.

2. How should the passengers do in case of emergency?

---They should obey the orders given on the public address system.

3. Can you memorise all the spaces that safety regulations do not permit passengers to enter?

---Yes, I can. Such as navigating bridge, engine room, maneuvering areas, cargo rooms and compartments, service rooms, all areas and spaces marked "crew only", all closed, sealed or roped off areas, spaces and rooms and car decks.

IV Speaking

Part A Read and Learn

Fine, like my new job, vessel, Chief Officer, a list of jobs, play chess, read a book, another cadet, listen to music

Get up, 0700, breakfast, 0730, bridge, take over the watch from the Chief, 0750, drink coffee, 1030, hand over to the 2nd Officer, noon, lunch, 1215, listen to music, 1300, sleep, 1400, everything, fine

Part B

Prompt card 1

1. What's your date of birth?

---My date of birth is August 1st, 1992.

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

---My seaman's book number is L 396767.

3. How many members are there in your family? What are their occupations (What do they do)?

---3. They are my father, my mother and I. (They are my wife, my son/daughter and I.)

---My father and my mother are farmers/ workers. My wife is a teacher. I am a seaman.

4. What's your daily work?

---There are many works, such as keep the watch, check the equipment on the bridge, take charge of the

life-saving and fire-fighting equipment and so on.

5. What are your spare time activities?

---Play basketball, play chess, listen to the music and so on.

Prompt card2

16. What's your favorite port you have ever called at?

---My favorite port is Dalian/I like Dalian best.

17. What's your favorite TV program?

---My favorite TV program is CCTV-news.

18. What's your favorite website?

---My favorite website is sina.com / baidu.com.

19. What's your favorite sport?

---My favorite sport is playing basketball.

20. What's your favorite food?

---My favorite food is bread/rice/meat.

Part C Presentation

five decks, engine room below first deck, first deck, laundry, galley, storeroom, second deck, hospital, ratings' messroom, office, third deck, pilot's cabin, Chief Officer's cabin, officer's messroom, fourth deck, radio room, master's cabin, Chief Engineer's cabin

Unit 2 Ship Orders

I Warming-up

11. Can you list some ship orders?

---Yes, I can. Such as the wheel orders, engine orders, anchoring orders, mooring orders and so on.

12. What should you do when you are given a specific ship's order?

---Firstly, repeat the order. Secondly, carry out the order correctly. Thirdly, report.

3. Describe briefly the following pictures in relation to ship's various orders.

---In the first picture we can see an officer giving the wheel order; the second picture shows the telegraph order; The third picture is the anchor order and the fourth is the mooring order.

II Reading Aloud

1. What is the main idea of this short passage?

---How to respond and carry out the wheel orders correctly.

2. What should be the helmsman do if the vessel does not answer the wheel?

---He should report immediately.

IV Speaking**Part A Listening—Based Speaking Tasks**

Task 1: Listen to the dialogue and answer the questions below:

8.What is this dialogue about?

---It is about anchoring operation.

9.What did the captain ask the chief officer to do in the beginning of the dialogue?

---Go with the bosun to the forward station and standby the port anchor for letting go.

10.How is the cable leading in the end of the dialogue?

---Ten o'clock.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---The procedures of anchoring are as following:

- 1) Standby the port anchor for letting go.
- 2) Walk back the anchor to just above the water and hold it on the brake.
- 3) Use engine.
- 4) Take the sounding.
- 5) Let go port anchor.
- 6) Lead the cable to ten o'clock, medium weight.
- 7) Five shackles in the water.
- 8) Bring it up.
- 9) Hoist anchor signal.

Task 3: Suppose you were the captain or chief mate, retell the dialogue in the form of a monologue.

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Part B Work-place Communication Task**Prompt card 1**

---Midships.

---Midships. Wheel's amidships.(Wheel's port five. Wheel's port twenty. Wheel hard- a-port. Course steady. Engine full ahead. Engine half ahead. Engine slow ahead. Port engine dead slow ahead. Engines stopped. Engine standby.)

Prompt card2

同上

Part C Topic Presentation Tasks**Task1: Ship's orders****A. the basic ship's orders****B. common ship's orders in each category****C. caution in executing the orders**

There are four kinds of ship's orders, such as wheel orders, engine orders, anchoring orders, mooring orders.

Wheel orders involve Midships, Port five, Steady and so on. Engine orders involve Full ahead, Stop engines, Standby engine and so on. Anchoring orders involve Standby port anchor for letting go, Let go port anchor, How is the cable leading and so on. Mooring orders involve Heave on headline, Stop heaving, Let go headline and so on.

Please note: All these ship's orders should be repeated, carried out and reported correctly and immediately.

Task 2: Ship's Anchoring Operation**21. responsibilities of the crew involved****22. basic anchoring orders and meanings****C any other relevant information pertaining to anchoring**

In anchoring operation the captain gives the orders. The chief officer and carpenter carry out the orders on the spot and report accordingly.

There are many anchoring orders, for example, Stand by port/starboard/both anchors for letting go. It means stand by relevant anchors for letting go. Let go port/starboard/both anchors. It means "Drop the relevant anchors accordingly." Stand by for heaving up. It means "Get ready to pick up the anchor."

The length of the anchor cable should be five to seven times the depth of water. The operators should hoist the anchor signals according to the COLREG.

Task3: Ship's Mooring and Unmooring Operation**A. responsibilities of the crew involved****B. basic mooring and unmooring orders****C. safety and other relevant information relating to mooring and unmooring operation**

The captain gives the order. The chief officer and the second officer carry out the orders and report

accordingly.

There are many mooring and unmooring orders, for example, Send out the headlines; Make fast fore and aft ; Stop heaving; and so on.

The operators should check the lines regularly and ensure that they are in good condition. The crew members should put on the gloves, helmet, safety shoes and so on.

Unit 3 Pilotage

I Warming-up

1. Can you describe the details of the construction of Pilot Ladder according to the following diagram?

---The pilot ladder consists of 3 parts: steps, spreaders, side ropes. The length of each step is 48cms and its thickness is 11.5cms. The space between the steps is 30-38cms. The minimum length of the spreader is 180cms. The diameter of the side rope is 18mms. The pilot ladder is always used with a manrope. The diameter of the manrope is 28mms.

2. What equipment should be ready when pilot is boarding?

---The pilot ladder and manropes.

II Reading Aloud

1. What is the main idea of the passage?

---It is about the preparations of entering a port and receiving the pilot.

2. What should you prepare when your vessel is ready to receive pilot?

---The pilot ladder, manropes, boat rope, heaving line and lights.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Entering Port (1)

Task 1: Listen carefully and answer the following questions:

1. How has the pilot ladder been rigged?

---It has been rigged on the starboard side, one meter above the waterline.

2. What time will the pilot arrive?

---The pilot will arrive at 0920.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---This is a dialogue between Pilot Station and officers on ship. They were speaking on Channel 06. The

pilot would be on station 0920 and ask the vessel to rig the pilot ladder on starboard side, one meter above the waterline.

Dialogue 2 Entering Port (2)

Task 1: Listen carefully and answer the following questions:

1. What did the captain tell the pilot?

---He told the pilot the engine speed and ship's course..

2. What did the pilot hope?

---The pilot hoped the fishing boats wouldn't cross the route.

3. What berthing information will the Third Mate inform the Chief Mate of?

---Bring the ship to berth on starboard side and prepare the flags.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---This is a dialogue between pilot and captain. The vessel was entering port under pilot's order. There were many fishing boats around. The pilot asked the vessel to hoist flags and berth on the starboard alongside.

Dialogue 3 Station on the Bridge for Leaving Port

Task 1: Listen carefully and answer the following questions:

1. Why should the anchor be prepared according to the pilot's order?

---Because it can be dropped to slacken the speed in case of emergency.

2. Please describe the details of unmooring operation according to the dialogue.

---First, fore and aft, single up with the head line and stern line. Then, let go all lines.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---The captain asked officers to single up with headline and stern line under pilot's order. The officers carried out the orders given and stood by starboard anchor in case of emergency.

Part B Work-place Communication Task

1.---What is your ship's name, call sign, type, flag, gross tonnage and LOA?

---My ship's name is Dahlia, call sign VRCP7, type container ship, flag Hongkong, gross tonnage 28927 tons and LOA 220ms.

2.---Which VHF Channel do you work on?

---CH 12.

3.---What is your ETA at Singapore Pilot Station?

---24/05/2011 1230 LT.

4.---What is your draught fore and aft?

---My draft is 11.5m forward 12.0m aft.

5.---What is your last port and next port of call?

---Hong Kong, Jeddah.

6.---How is the pilot ladder rigged?

---It is rigged on starboard side, 2 meters above water.

7.---Which side will the pilot boat get alongside?

---Port side.

Part C Topic Presentation Tasks

Task1: Describe the procedures of pilotage.

A. the general procedures for pilot request

B. the preparations for receiving the pilot

C. the general rules for pilotage

Before arrival at a port, contact the pilot station directly or through your agent in advance, making sure about the embarking time and embarkation place of the pilot.

prepare the pilot ladder or gangway and take some safety measures. Get the throwing line and life buoy ready and put them beside the pilot ladder, and

ensure to have sufficient lights at night

When the pilot arrives at the boarding place, you will make a lee side for the pilot boat. The duty officer should wait for receiving the pilot on board. The captain should tell the ship's particulars to the pilot.

Task 2: Describe the proper way of using VHF

A How to operate VHF set proper

B general rules of using VHF

C rules of using VHF Channel 16

First you will pick up the receiver and set the calling channel, and then press the button on the receiver handle and speak. If the channel is not chosen when VHF is turned on, it will automatically turn to channel 16. VHF should be used correctly and properly, and according to the Radio Regulations the following should be avoided:

19. Non-essential transmissions.

20. Transmitting without correct identification.

21. Use of offensive language etc.

You must remember that Channel 16 is publicly used for calling by all the relative parties. If there is an emergency, all other uses of channel 16 must stop. Before calling on channel 16 you should make a careful check that no Mayday emergency exists.

In short, VHF procedure at sea always be conducted as follows: 1) keep a listening watch at all times on channel 16; 2) Use a dual-watch facility to listen on any other required channel. 3) Use channel 16 to establish contact only and as soon as the contact is established, turn to another channel as requested at once.

Unit 4 Berthing and Unberthing

I Warming-up

Can you tell your partner about all the lines shown below? And write down in full the orders that match with the diagrams A-D.

---Yes, I can. They are headlines, fore to aft spring, breast line, aft to fore spring and stern lines.

- A. single up fore and aft
- B. Let go forward.
- C. Single up aft to stern line.
- D. Let go all lines.

II Reading Aloud

1. What is the main idea of the passage?

---It is about the importance of proper use of VHF channels and limitation factors in determining range.

2. What can cause the transmission and receiving range of VHF signals greater?

---High pressure and increased humidity.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Talking in the VHF Radio before Entering Port

Task 1: Listen to the dialogue and answer the questions below:

1. Why did MV. Shinzan Maru reduce her speed?

---Due to traffic.

2. How long will it take to enter the Uraga Traffic Route entrance at the speed of 10 knots?

---Two hours.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---The vessel reduces her speed from 12 knots to 10 knots because she will arrive earlier than her ETA. An hour later, the vessel calls Tokyo MARTIS on VHF , her present position is 10 miles from No.1 buoy, her ETA is 0930.

Dialogue 2 Preparing the Mooring Lines

Task 1: Listen to the dialogue and answer the questions below:

1. Who was responsible for operating winches?

---Sailor Ramos.

2. Who was directing the operation of preparing the mooring lines?

---Bosun.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---Bosun was directing the operation of preparing the mooring lines. Sailor Ramos was standing by the winch. The rest of the sailors, Avarro and Perez were manning the ropes.

Dialogue 3 Station on the Bridge for Leaving Port

Task 1: Listen to the dialogue and answer the questions below:

1. What did the pilot want to check on the bridge?

---The engine.

2. What should the officer on watch pay attention to before testing engine in harbour?

---The gangway should be clear.

3. What details should be included in the pilot card?

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---The officers on the bridge tested the engine for leaving port. The pilot came to the bridge to show how to unmoor and unberth.

Part B Work-place Communication Task

Chief: Which side is alongside?

Captain: Port side.

Chief: Which is the first line to be made fast?

Captain: Spring.

Chief: Where will the tug be made fast?

Captain: Starboard bow.

Chief: Is the ship positioned?

Captain: No, please shift 5 meters forward.

Chief: Heave/Slack away forward line?

Captain: Heave/Slack.

Part C Topic Presentation Tasks

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

- A. Regular operations for anchor watch.**
- B. Emergency handling in case of dragging**
- C. conclusion**

As regular operations, someone is arranged on anchor watch.

At night the watchman will check up on the anchoring situation every hour, and we post someone on anchor watch in bad weather.

the watchman will conduct the duties as follow

Have visual inspections to see if the vessel is dragging.

If dragging occur immediate action the following:

- 1) Turn on the GPS, VHF channel 16, the electronic depth sounder, wind instruments, boat speed indicator, the radar and take EBL and Range on two landmarks and write them down
- 2) Get some fenders ready for use and check up on the ground tackle. Stand by engine and steer out of the anchorage if necessary.

In general, keep a sharp lookout for other vessels' positions in the vicinity of our vessel; and keep an eye on the depth, wind speed and direction as well as speed indicators. If any dragging situations occur, alert everyone on board the vessel and take immediate action efficiently.

Task 2: Describe the proper way of using VHF

- A. How to operate VHF set proper**
- B. general rules of using VHF**
- C. rules of using VHF Channel 16 (重题)**

Task3: 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

Before arrival at a port, the captain should inform every department to do the preparatory work for entering port, such as arranging relative persons to check and test the navigation equipment, emergency equipment, anchor and steering gear etc. Autopilot should be changed to manual pilot, and a listening watch should kept on VHF channel 16.

For the engine room, everything must also be well prepared for standing by engine.

The deck crew members should stand by anchor and get heaving line and mooring lines ready for berthing, and also get ready for the pilot ladder and life buoy for the pilot's safe embarkation. Meanwhile hoist the flags and signals as required.

Unit 5 Loading and Unloading

I Warming-up

II Reading Aloud

1. What equipment is used to load and discharge cargo?

---Cranes on the quay or the ship's derricks.

2. Can you draw a sketch according to the passage?

---Yes, I can. The main structure of the ship is the hull, within the hull are the tween decks or platform. The derricks are fitted to masts. The front part of a ship is called the bow and the rear part is called the stern. The engine is fitted near the bottom of the ship. The right side of a ship facing the bow is called the starboard side and the other side is the port side.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Talk with the Foreman on Deck

Task 1: Listen to the dialogue and answer the questions below:

1. What's the matter with the No.6 hold as the foreman said?

---Seawater is leaking from the topside tank in Hold No.6.

2. How does the third mate go down into the hold?

---He will use aft spiral ladder to go down inside.

3. What damage happened to the hold?

---The bottom part of the spiral ladder is broken.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---Foreman told the third officer that seawater was leaking from the topside in Hold No.6. It didn't seem to be leaking very much. The third officer would use aft spiral ladder to go down inside. He found the bottom part of the spiral ladder was broken.

Dialogue 2 Complaining to the Driver of the Cargo Loader

Task 1: Listen to the dialogue and answer the questions below:

1. What is the matter with the ship?

---The ship is listing to starboard side.

2. How would the driver deal with the matter?

---He will load on the port side..

3. What would the third officer do if he finds the driver does not do a good job?

---He will have the Chief Officer file a complaint.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---The ship was listing to starboard because No.3 hatch was overloaded by the driver. So the third officer asked the foreman to warn the driver. The driver would load on the port side. Otherwise, the third officer would have the Chief officer file a complaint.

Dialogue 3 Lashing down the cargo on a Container ship

Task 1: Listen to the dialogue and answer the questions below:

1. What 's the matter in Bay No.3?

---The lashing bars in Bay No.3 were loose.

2. Why didn't the worker want to do the job?

---Because he didn't think it was his job.

3. What would the worker do?

---He would tighten up the lashing bars.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

--- The lashing bars in Bay No.3 were loose. The third officer asked the worker to tighten them up, but he didn't think it was his job. After disputing, the worker had to do it according to third officer's order.

Part B Work-place Communication Task

Duty officer: What is this reefer container location?

Foreman: It is 220282.

Duty officer: Is reefer motor aft or forward/

Foreman: Aft.

Duty officer: How about lashing condition?

Foreman: Some lashing bars are loosened. Some twistlocks are unlocked.

Unit 6 Navigation

I Warming-up

3 13 1 11 4 15 8 7 12 9 16 5 14 6 2 10

II Reading Aloud

22. What is the main idea of this passage?

--- The officer orders the helmsman to turn the wheel and the helmsman should repeat all orders given to him. Then, the helmsman should report the course and counter the swing of the ship.

2. What should the helmsman do when he completed his turn at the wheel?

--- He should state clearly the course to be steered to the relieving helmsman and repeats the course to the officer of the watch when reporting that he has been relieved.

3. What can cause the ship heading to change when the ship is on voyage?

--- The wind and waves, as well as the action of the propeller, tend to cause the ship heading to change.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Navigation in a Narrow Channel

Task 1: Listen to the dialogue and answer the questions below:

23. Why did the ship reduce her speed?

--- Because she was getting closer to the ship ahead.

24. What should the Master expect from the OOW on arriving at the bridge?

--- the course and speed of the ship ahead.

25. What is the original course and speed?

---The course is 236 degrees, the speed is 12 knots.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---Our ship reduced speed because the ship ahead reduced hers and we are getting closer. The driftwood was found by port bow. The boat safely passed it according to the captain's wheel orders.

Dialogue 2 Bad visibility

Task 1: Listen to the dialogue and answer the questions below:

1. What condition is it around the ship?

---In poor visibility there is a vessel ahead off our starboard bow with the same speed as us.

2. Why is it important to sound fog signals?

---Give warning of her position.

Task 2: Listen again and discuss with your partner the following topics:

13. When should an OOW notify the master immediately to the bridge? Please list some.

---Bad visibility, other ships in the vicinity, a ship approaching and so on.

14. What action should be taken by OOW in poor visibility?

---Reduce speed, Sound fog signals, Watching the radar and so on.

Dialogue 3 An engine problem

Task 1: Listen to the dialogue and answer the questions below:

1. What problem has happened in the engine room?

---The main engine has a slight problem.

2. Why did the master come up to the bridge?

---He directed the third officer to stop engine to repair the fuel valves.

Task 2: Listen again and discuss with your partner the following topics:

1. What signals should be displayed in day time and in night time when your ship is not under command?

--- Two black balls in day time, two red lights in night time.

Part B Work-place Communication Task

A. We had been warned about these waters and soon found out that we deviate from steering course: we went aground.

B. We had been warned about these waters and soon found out that present tide height is below prediction: we went aground.

C. We had been warned about these waters and soon found out that the depth indicated in the chart were by no

means to be trusted: we went aground.

D. We had been warned about these waters and soon found out that the chart we used is obsolete: we went aground.

E. We had been warned about these waters and soon found out that we are running into shoals: we went aground.

F. We had been warned about these waters and soon found out that we misread the echo-sounder data: we went aground.

G. We had been warned about these waters and soon found out that the draught of our vessel is too deep: we went aground.

H. We had been warned about these waters and soon found out that the echo-sounder is not functioning: we went aground.

I. We had been warned about these waters and soon found out that we are lack of local knowledge: we went aground.

J. We had been warned about these waters and soon found out that sea state,swell and wind are too strong: we went aground.

Part C Topic Presentation tasks

Task 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

The officer in charge of the navigational watch shall:

- 1) keep the watch on the bridge
- 2)in no circumstances leave the bridge until properly relieved
- 3) continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood; and
- 4) notify the master when in any doubt as to what action to take in the interest of safety.

During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planed course.

The officer in charge of navigational watch shall have full knowledge of the safety and navigational equipment on board and make effective use of them. A proper lookout and security watch shall be kept and a record shall be maintained.

Task 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.

The officer in charge of the bridge watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is not capable of carrying out the watch-keeping duties effectively, in which case the master shall be notified.

The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light condition.

Prior to taking over the watch relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.

If at any time the officer in charge of bridge watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

Task 3: Describe the differences between navigating in a narrow channel and in a 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

a.) A vessel proceeding along the course of a narrow channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable.

b.) A vessel using a traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and so far as practicable keep clear of a traffic separation line or separation zone.

c.) Navigating in narrow channel requires great skill. Since it might be crowded with heavy traffic, a sharp look-out shall always be kept. Before entering the narrow channel, duty officer shall familiarize themselves by consulting relevant sailing directions and other nautical publications.

While navigating in traffic separation scheme, we have to proceed in the proper lane, because the traffic lane is adopted by IMO and is compulsory for vessel to proceed.

Task 4: Describe advantages of 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.

a.) If radar is fitted and operational, including long-range scanning, we can obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects. Though it is very efficient, it does have such limitations as: 1) the constraints imposed by the radar range scale in use; 2) the possibility that small vessels, ice and other floating objects may not be detected; 3) the effect on radar of sea state, weather and other sources of interference, etc.

b.) The visual lookout has the following advantages: It is reliable and sensitive to color. It is easy to assess heading using human brain. It is easy to identify small targets. The visual lookout is able to see light configurations, figure out types of ship, identify flashing lights, see changing weather patterns, see effect of sea on vessel, affected by blind sector (if observer moves according to the observing position).

c.) Proper use of radar, ARPAR and other technologies should be made during watch-keeping. The working of Radar or other apparatus does not relieve the watch officers of his duty to maintain a proper lookout at all time. Mariners cannot depend on machines too much. Lookout (bridge watch) is always very important, especially in some passages, inside the port and in some dangerous sailing areas. Delayed actions will possibly give rise to big accidents.

Unit 7 Communication at Sea

I Warming-up

1. What does communication at sea mean?

Communication between vessels and coast-stations, intership communication and intraship communication.

2. Can you list some means of communication at sea?

Radio Telephony, Satellite, DSC and Radio-Telex.

3. Do you know what “priorities” means in the context of communication at sea?

Categories of messages, including distress, urgency, safety and routine messages.

II Reading Aloud

1. When is VHF used?

It is used to bridge short distances.

2. What does “simplex” mean here?

Speaking and listening cannot be done simultaneously.

3. What are the disadvantages of VHF as mentioned in the passage?

Reception of radio signals will not always be of high quality, and coverage will not always extend to the desired areas.

IV Speaking

Part A Listening—Based Speaking Tasks

Task 1: Listen to the dialogue and answer the questions below:

1. Who sent the mayday message?

Blue Whale.

2. How many crew members are seriously injured?

One crewmember.

3. What does MV Blue Whale require?

A boat.

4. Where will they meet?

In position 50N,04W.

5. When will the boat expect to arrive?

1315 UTC.

6. What does MAYDAY calling mean in marine communications? What about PAN-PAN and SECURITE?

MAYDAY calling means there is serious and immediate danger for vessel, crew and passengers.

PAN-PAN calling means there is serious danger for vessel, crew and passengers.

SECURITE calling means there is imminent risk for navigation.

Task 2: Listen again and discuss with your partner the following topics:

What can you find from the dialogue about the ways to transmit distress alerts? And what else do you know about?

---Radio Telephony.

---Satellite, DSC and Radio-Telex.

Part B Work-place Communication Task

MAYDAY, MAYDAY, MAYDAY, this is Blue Whale, Blue Whale, Blue Whale, WXCP, WXCP, WXCP. I'm in position 47 04'N,50 08'W. I'm on fire after explosion in the engine room. I require fire-fighting assistance. Over.

Part C Topic Presentation Tasks

Task 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.**

There are several ways for vessel in distress to transmit distress alerts. The vessel in distress may transmit distress alerts by radio equipments or through INMARSAT A or C, or by EPIRB.

When receiving a distress alert from other vessel, my vessel should do like the following:

- ① Transmit message of acknowledgement and Mayday relay.
- ② Advise the vessel in distress of the intent of my vessel.
- ③ Keep a listening watch on communication frequency VHF channel 16.
- ④ Maintain a proper lookout by sight and hearing as well as by all other available means appropriate to the prevailing circumstances.

Generally speaking, there are four patterns of search. They are: expanding square search, sector search, parallel search and ship/aircraft coordinated search. Which pattern should be chosen depends on the situation.

Task 2: Describe briefly the GMDSS.

- a) **Main objectives of GMDSS.**
- b) **The components of GMDSS.**

c) Main functions of GMDSS.

GMDSS is the short form for Global Maritime Distress and Safety System. Its main objectives are: To satisfy the need of search and rescue and to satisfy the need of communication at sea.

GMDSS includes NAVTEX, EPIRB, DSC, NBDP, INMARSAT A, B, C, F and other equipment.

The main function of GMDSS is to provide emergency and safety communication and to broadcast safety information at sea.

Task 3: Describe briefly the DSC distress alert.

a) The function of DSC.

b) The format of a distress alert.

c) Summary.

DSC is short form of digital selective calling. It is used to carry out distress alert and distress watch. It takes the place of the function of 500 KHZ and 2182 KHZ distress alert and distress watch. And it increases the possibility of distress alert being received successfully.

The DSC equipment is equipped with VHF CH70, DSC watching machine and MF/HF according to vessel's sailing area. The DSC watching machine is keeping a 24 hours watch.

The DSC distress alert can carry out distress alert from ship to ship, ship to shore and shore to ship at any sea area.

Unit 8 Dealing with Piracy and Armed Attack at Sea

I Warming-up

1. Are ships and her crew subject to marine accidents?

Yes, sometimes.

2. What are the major causes of the marine accidents?

Human factors and natural disasters.

3. Can you list some common marine accidents or sea perils?

Yes, I can. Such as fire, grounding, crew injury or death, collision, oil pollution, pirates, terrorism, etc.

4. What should be done to minimize those accidents or perils?

Navigating with caution, keeping proper lookout, keeping communications with authorities concerned, etc.

5. Describe the following pictures briefly.

The first picture shows the terrorism.

The second picture shows pirates boarding on ship.

The third picture shows a vessel on fire.

The fourth picture shows oil pollution.

6. According to the diagram 1, the pirate infested waters can be divided into five areas: the highest threat areas is East Africa, then South China Sea and Indian Ocean, the other areas are Arabian Sea and West Africa.

According to the diagram 2, the parts of the ship raided by piracy or armed robbery in South China Sea can be divided into five areas: the most raided part is storm rooms, then accommodation area, the last engine room. 19% of the ship is not boarded and 19% is not stated.

II Reading Aloud

Answer the following questions according to the passage you've read.

1. What is this passage about?

Piracy off the coast of Somalia has been a threat to international shipping.

2. What negative effects do the Somalia pirates bring forth?

The Somalia pirates has impeded the delivery of shipments and increased shipping expenses, costing an estimated 10 billion pounds a year in global trade..

3. Can you list an example of the hijacked vessels by the pirates?

Yes, I can. Such as Panega and Samho Jewelry.

IV Speaking

Part A

Task 1: Listen to the passage and answer the questions below:

1. What is this passage mainly about?

The measurements for counter-piracy.

2. What percentage of the vessels transiting pirate infested waters is adequately prepared for piracy?

About 25%.

3. What counter-piracy measures are mentioned in the passage?

Having a secure area, adequate training, reporting their position regularly, ensuring receipt of up-to-date intelligence, convoying using extra lookouts, evasive maneuvering and piracy resistance equipment.

Task 2:

1. Do you think improved planning or training is very effective in dealing with the threats of piracy?

Why?

Yes, it is effective. Because some vessels and crews survived piracy attacks successfully.

2. What can be done during the stage of planning?

Reporting regularly ship's position to concerned authorities and ensuring receipt of up-to-date intelligence about pirate activity.

3. What other good practice can you think about to fight against piracy?

We can increase speed to a maximum and start fire pumps to fight against piracy.

Part B Work-place Communication task.

Table 1:

S1: Could you tell me your ship's name, type, flag, gross tonnage, IMO number?

S2: My ship' name is SILVAPLANA, a tanker, the flag state is Greece, with a gross tonnage of 62216 tons, and the IMO number is 8261325.

S1: What did it happen exactly?

S2: At 00:30 LT, on the 24th of June, 2011.

S1: What's the position of the incident?

S2: In position 06°08.59'N 002°28.26'E, West Africa around 12 NM off Cotonou Benin.

S1: Can you tell the details about the incident?

S2: Sure. Four robbers in a speed boat boarded the ship during ship-to-ship operations.

S1: What did the pirates do to the ship?

S2: The master and 2nd engineer taken hostage and beaten. Ship's and crew's personal belongings stolen.

S1: What action did you take?

S2: The master gave up himself to the robbers to protect the life of 2nd engineer. The crew hid themselves in the citadel.

S1: Was the incident reported to the coastal authorities? Which one?

S2: Yes, Port control and Benin Navy.

Table 2

S1: Could you tell me your ship's name, type, flag, gross tonnage, IMO number?

S2: My ship' name is TAI SHUN HAI, a bulk carrier, the flag state is China, with a gross tonnage of 27958, and the IMO number is 8919568

S1: What did it happen exactly?

S2: At 11:35 UTC, on the 10th of June, 2011.

S1: What's the position of the incident?

S2: In position 13°29.00'N 042°37.00'E, East Africa around 30NM north of Assab Eritrea, Red Sea.

S1: Can you tell the details about the incident?

S2: Sure. Six pirates in one skiff chased the ship underway.

S1: What did the pirates do to the ship?

S2: Pirates fired at the ship.

S1: What action did you take?

S2: We increased speed, took evasive manoeuvres and contacted Coalition Forces.

S1: Was the incident reported to the coastal authorities? Which one?

S2: Yes, UKMTO and Coalition Forces.

Part C Topic Presentation Tasks

Make a presentation on the given topics based on the outlines.

Task 1: Piracy and Maritime Industry

- a) Piracy Impacts on the Maritime Industry
- b) Pirate infested waters
- c) International anti-piracy efforts

Task 2: Anti-piracy Measures

- a) Preparation work before transiting high threat areas
- b) Countermeasures to avoid pirates boarding
- c) Rules of engagement on pirates

Task 3: Terrorism and ISPS Code

- a) Terrorism influence on the ISPS Code
- b) Basic function of ISPS Code
- c) Personal experience on ISPS inspection if applicable

Unit 9 Rescue and Survival at Sea

I Warming-up

Choose the correct words from the block to match the following pictures.

1. fire extinguisher
2. breathing apparatus
3. life jacket
4. life buoy
5. first-aid box
6. self-igniting light
7. lifeboat
8. liferaft
9. anti-exposure suit
10. line-throwing appliances
11. hand flare
12. rocket parachute flares
13. sprinkler system
14. smoke detector
15. respirators

II Reading Aloud

1. When you see smoke coming out of a closed door, will you open the door and check? Why or why

not?

No, because opening the door could cause the fire to flare up and spread rapidly making it impossible to close the door.

2. In what circumstances will you open the door?

It is believed that there may be someone trapped inside and the door is not hot.

3. Do you have a safer action?

Yes, I do. If there is someone inside, the door should only be opened after first feeling it make sure it is not hot, and then keeping low and opening it very carefully. If the compartment is unoccupied, it is much safer to keep it closed.

IV Speaking

Part A Listening—Based Speaking Tasks

Task 1: Listen to the dialogue and answer the questions below:

1. What happened to M.V.Blue Whale?

---A man fell overboard.

2. From which side did the man fall overboard?

---Starboard side

3. What are the instructions from the Captain?

---Prepare to lower the rescue boat.

---Lower the rescue boat.

Task 2: Listen again and discuss with your partner the following topics:

1. What will you do if you see a person fall overboard? State it in different circumstances.

1). The officer on board should sound the alarm, stop engine, steer hard helm, arrange for someone to keep the man overboard in sight, notice the master and stand by engine.

2). The rescue ship should take maneuverings like: single turning, Williamson turning or Scharnow turning.

2. What will you do if you unluckily fall overboard?

--- Call for help and swim away from the propeller quickly.

Part C Topic Presentation Tasks

1. Task 1: Describe fire precautions on board.

a) Fire-protection equipment to be checked.

b) Procedures of a fire drill.

c) Summary.

Fire precautions should be taken on board to prevent fire. There are many kinds of fire protection equipment, such as: fire mains, extinguishers, fire detectors, fire alarms, fire doors, firemen's outfit and the communication equipment etc. They should be checked and maintained regularly. Smoking is restricted. Preventive measures should be taken when working with naked fire.

According to the SOLAS, the fire-fighting drill should be carried out once a month under the command of master. C/O is in charge of it on the spot. If the engine room is on fire, the chief engineer is the spot commander. The procedures of a fire drill are: Sound the alarm. All the crew muster at their station within 2 minutes. Carry out fire fighting. After that, the spot commander reports to the master. At the end of the drill, the master will make some comments on the drill. 2/O will make some entries in the logbook accordingly.

The purpose of the fire drill is to check the crew's responses, ability and skills for fighting against fires.

3. Task 2: Describe the measures taken on board if aground.

a) Particulars to be clarified.

b) Actions to be taken in different situations.

c) Summary.

When aground, 1) First, sound the depth of water around the ship, and locate the part aground. 2) Arrange the carpenter to sound relative tanks to confirm whether there is any leakage, if any, take some blocking measures. 3) If there is no leakage, the captain should ascertain which part of the ship aground. If the ship is aground full length, you can refloat her by the spring tide. If the ship runs aground with bow in, transfer the cargo or bunker or ballast water afterwards, and vice versa. 4) If you can't refloat the ship by your own means, you should ask for tug assistance or jettison some cargoes. 5) While taking measures, you should report the grounding to the authority concerned and ship owner, and make entries in detail in logbook as well.

Task 3: Describe the measures to be taken on board if on fire.

a) Particulars to be clarified.

b) Actions to be taken in different situations.

c) Summary.

If there is a fire on board, 1) Report to the bridge about fire. 2) The bridge should sound the fire alarm by whistle or by public broadcasting. 3) All the crew should muster at their station. 4) Cut off the oil supply and power, secure/shut all the ventilation and outlets, and separate the inflammable materials. 5) Firemen should detect the source of the fire. If the fire takes place in the engine room, after evacuating the engine room, release CO2 fire-fighting system. 6) After extinguishing the fire, fully ventilate the spot and send out the watchman. 7) If the fire takes place in the cargo holds, all holds concerned can not be opened until the vessel gets alongside. 8) While

fire-fighting, the ship should report to the authority concerned and the ship owner. 9) The duty officer should make entries in the logbook in detail.

Unit 10 Ship Repair and Maintenance

I Warming-up

1. Can you list some names of paints?

---Yes, I can, such as deck red (甲板红漆), green boot topping (水线绿漆), hold aluminum (货舱银漆) and so on.

2. And what are they used for?

---Deck red is used to paint the deck, green boot topping is used to paint the waterline, hold aluminum is used to paint the holds.

II Reading Aloud

1. What safety and maintenance procedures for chains and hooks are introduced in the passage?

---Responsible personnel should inspect chains, including the hooks, at least once a month. Chains that are used for heavy and continuous loading require more frequent inspections.

2. In what conditions should the hook be replaced?

---Those hooks that show any of these weakness must be replaced.

3. What condition indicates the hook has been overloaded?

---Any deviation from the original inner arc indicated that the hook has been overloaded.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Work Schedule Meeting at the General Office

Task 1: Listen to the dialogue and answer the questions below:

1. What will the Bosun most probably do as per chief officer's plan?

---Stripping and painting the pipeline on the upper deck and cranes.

2. What will the Third Mate do?

---He will overhaul the draft gauges.

3. How is the weather expected to be?

---The weather won't be so bad.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---This is a dialogue among chief officer, bosun and third officer. The chief officer gave the bosun a draft of

stripping and painting the pipeline and cranes, and the bosun agreed to do so in a good weather. Then the chief officer advised the third officer to overhaul the draft gauges, and the third officer agreed to finish it in one day.

Dialogue 2 Painting

Task 1: Listen to the dialogue and answer the questions below:

1. Why does the Third Officer think it's a good day for painting?

---Because the sun's shining and there's no chance of rain.

2. How much error of the ratio for adding the hardener to the base does the manufacturer allow for?

---A plus or minus 10 percent margin of error..

3. How long does it take for the paint to dry?

---It depends on the weather, but one hour is usually enough.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---Because of the good weather, the third officer wanted to paint, the chief officer told him that the ratio of hardener and base is one to ten and denatured epoxy could prevent corrosion. I would take about one hour for the paint to dry.

Dialogue 3 Greasing up

Task 1: Listen to the dialogue and answer the questions below:

1. Why must the back of the winch be greased?

---Because it will get damaged by sea and salt.

2. Why did too much grease applied to somewhere result in waste? If it happened, how to deal with it?

---Because it will just end up on the deck. We can wipe it up.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

---Bosun asked Ramos to grease the back of the winch to avoid being damaged by sea and salt. Ramos changed the grease nipple because it didn't accept the grease. Remember, too much grease applied to the nipple would lead to waste.

Part B Work-place Communication Task

Part C Topic Presentation Tasks

Task 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 begins.**C special attention paid to the repair**

- 1). Carrying out the ship's repair is to ensure the safety of equipment and ship itself to avoid accidents and improve the ship's productivity.
- 2). Before the ship repair begins, various formalities must be completed such as pipe plan, general arrangement plan, capacity plan, and ship's drawing, etc. And the items to be repaired must be determined and ships documents concerned must be got ready.
- 3). During and after the repair, special attention must be paid to the quality of all the repaired items to see whether they are up to the required standards.

Task 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**

- 1). The hull is to be maintained according to the annual maintenance plan in the company as per the ISM Code. It's very important to safeguard the safety of navigation.
- 2). The person concerned is to inspect the extent of corrosion and choose the proper tools for different deficiencies and decide measures to be taken. Besides, person in charge of the maintenance is to be appointed.
- 3). The rusty part must be sandblasted, painted, cut and welded, if necessary, mostly over the shell plate above the water.
- 4). Cautions shall be taken when carrying out the hull maintenance, (e.g.) for example putting on life jackets, helmet and other safety measures for outboard operation.
Finally, remember to enter relevant records.

Task 3: Describe the procedures of carrying out an overhaul for navigational aids.**A the necessity of carrying out overhaul of navigational aids****B the contents of the overhaul****C the cautions to be exercised**

- 1). Navigational aids are critical in safeguarding the life and property at sea, which should be inspected or overhauled periodically.

2. Generally, radar, VHF, GPS, GMDSS, echo sounder, etc. are to be checked and overhauled whenever necessary by qualified technicians.

3. When undergoing the overhaul, the technician should be assisted by a crewmember and the procedure must strictly comply with the Manual and the notice of the aids being overhauled is to be posted.

Task 4: Describe the procedures of carrying out the maintenance of riggings

A the preparations before carrying out the maintenance of riggings

B the contents of the maintenance of riggings

C the cautions to be taken while carrying out the maintenance

1. Before the rigging maintenance, count and check all the riggings and arrange them out on deck. Get the tools ready accordingly.

2. Grease, measure, derust, clean or renew the riggings if necessary. Upon completion of maintenance put them in place and test after reassembling and replacing them well. Records are to be kept as well.

3. Protective work is to be done, such as putting on the gloves, protective suits, helmet, goggles, etc.

Unit 11 PSC Inspection

I Warming-up

1. What is Port State Control?

---PSC is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.

2. What is the purpose of establishing PSC inspection?

---It is used to ensure that ships meet IMO requirements.

3. What does PSC inspection usually focus on?

---It usually focuses on checks of documents, certificates, vessels' structural integrity, machinery, pollution prevention, maintenance programs, crew proficiency and so on.

4. Describe briefly the following pictures relating to PSC inspections.

---The first picture is about the inspection of fireman's outfits.

The second picture is about the inspection of the winch.

The third picture is about the inspection of

The fourth picture is about the lifting and launching of the lifeboat.

5. Look at the following two Figures and discuss with a partner, then describe what you can learn from

them.

---During inspection, we found that the deficiencies of life saving appliances were 12.28%, the deficiencies of fire safety measures were 17.74%, stability, structure and relevant equipment 7.67%, load lines 6.86%, safety of navigation 17.35%, ISM related deficiencies 3.54%, other deficiencies 34.55%.

---During inspection, we found many deficiencies. The most frequent detainable deficiencies were as following:

the times of lifeboats detainable deficiencies were up to 198;

the times of oil filtering equipment detainable deficiencies were up to 173;

the times of emergency fire pump detainable deficiencies were up to 163;

the times of maintenance of the ship and equipment detainable deficiencies were up to 133;

the times of fire-dampers detainable deficiencies were up to 128;

the times of ventilators, air pipes, casings detainable deficiencies were up to 101;

the times of means of control detainable deficiencies were up to 91;

the times of fire prevention detainable deficiencies were up to 80;

the times of ventilation detainable deficiencies were up to 78;

the times of jacked piping system for high pressure fuel lines detainable deficiencies were up to 72.

II Reading Aloud

1. What ships are targeted for PSC inspection?

---Foreign ships in national ports.

2. Where is PSC inspection conducted?

---Foreign ports.

3. Why is the regional cooperation important for PSC inspection?

---Because as many ships as possible are inspected but at the same time prevents ships being delayed by unnecessary inspections.

IV Speaking

Part A Listening—Based Speaking Tasks

Task 1: Listen to the passage and answer the questions below:

4. What is this passage mainly about?

---It is about SMS and its inspection.

2. What do DOC and SMC stand for respectively?

---DoC stands for Document of Compliance. SMC stands for Safety Management Certificate .

3. Can you list the most common SMS-related certificates and documents inspected by the PSCO?

---Yes, I can, such as DoC with the endorsements for annual verifications, SMC, Minimum Safe Manning Certificate, Medical Fitness Certificate, all ISM manuals, procedures and instructions and so on.

4. What else will be often inspected by the PSCO relating to SMS?

---Whether the Master's Review are carried out as required and problems are addressed; whether internal/external audits are held as required and reports are available on board; whether procedures for reporting, analysis and follow-up are implemented and so on.

Task 2: Listen to the last two paragraphs again, note down the main idea and try to make up a dialogue using the information you've got with a partner.

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Part B Work-place Communication Task

Part C Topic Presentation Tasks

Task 1: PSC Inspection on the Equipment

A Brief comment on the equipment inspection

B key inspection items on the life-saving appliances and fire-fighting equipment

C ways to pass the inspection successfully

Task 2: PSC inspection on the anti-pollution

A brief comment on the pollution prevention inspection

B key items to be inspected on the anti-pollution inspection

C how to pass this inspection

Task 3: PSC inspection on SMS

A brief introduction and comment on the SMS and its inspection

B major items to be examined in this inspection

C the key to pass the inspection

Unit 12 Ship Security

I Warming-up

1. What does ISPS stand for?

----International Ship and Port Facility Security code.

2. Can you spell out the full names of the following abbreviations? ISSC, IISSC, SSA, SSP, DoC, DoS, SSO, CSO, CSP, PFSO, PFSP, SSAS

Yes, I can.

----ISSC: International Ship Security Certificate

----IISSC: Interim International Ship Security Certificate

----SSA: Ship Security Assessment

----SSP: Ship Security Plan

----DoC: Documents of Compliance

----DoS: Declaration of Security

----SSO: Ship Security Officer

----CSO: Company Security Officer

----CSP: Company Security Plan

----PFSO: Port Facility Security Officer

----PFSP: Port Facility Security Plan

----SSAS: Ship Security Alert System

3. Describe the following pictures briefly relating to ISPS measures and equipment.

The first picture shows the signs prohibiting access to areas next to ships.

The second picture shows the fences preventing access to the ship under the ISPS Code.

The third picture the onboard installation about Ship Security Alert System.

II Reading Aloud

1. How is ISPS code implemented?

Through Chapter XI-2 Special measures to enhance maritime security in the SOLAS, 1974.

2. How many parts are there in the ISPS code? What are they?

Two parts, they are mandatory part and recommendatory part.

3. What is the purpose of the ISPS code?

To provide a standardised, consistent framework for evaluating risk, enabling Governments to offset changes in threat with changes in vulnerability for ships and port facilities through determination of appropriate security levels and corresponding security measures.

IV Speaking

Part A Listening—Based Speaking Tasks

Task 1: Listen to the passage and answer the questions below orally:

1. What is this passage mainly about?

The three security levels of ISPS code and the measures against the security incidents.

2. How are the security levels classified according to the ISPS code?

The ISPA code contains three security levels, they are security level 1, security level 2 and security level 3.

3. For ship security, what activities shall be carried out at security level 1?

Ensuring the performance of all ship security duties; monitoring restricted areas to ensure that only authorized persons have access; monitoring of deck areas and areas sounding the ship; supervising the handling of cargo and ship's stores; and ensuring that security communication is readily available.

4. What shall be conducted at security levels 2 and 3?

At security level 2 and 3, the protective measures, specified in the ship security plan, shall be implemented for each activity, taking into account the guidance given in Part B of this Code.

5. The passage listed some access points to the ship, what are they?

They are access ladders, gangways, ramps, doors, side scuttles, windows, ports, mooring lines, anchor chains, cranes, hoisting gear and so on.

Task 2: Listen to the passage again, note down the main idea and try to make up a dialogue using the information you've heard with a partner.

There are three security levels in the ISPS code, they are security level 1, security level 2 and security level 3,

that is, the normal level, the heightened level and the exceptional level. There are protective measures for each security level. In Part B of the Code there are various safeguards for different levels. In general, higher levels impose additional and further specific protective measures and requirements to enhance maritime safety.

Part B Work-place Communication Task

Visitor: Good morning!

AB: Good morning. What can I do for you, please?

Visitor: My name is Susan, I want to see the Chief Officer, he is my friend, but I do not have appointment with him. Can you help me to look for him?

AB: May I have your ID card? I must report to the captain first, then tell Chief Officer. Ok, everything is fine. Now you may board our ship to visit him.

Visitor: Thank you.

AB: Excuse me, I have to check your backpack before your boarding. Our ship is operating on security level two, we have to search the visitors and their personal effects.

Visitor: Ok, I understand.

AB: There are no prohibited articles in it. Here is your backpack and welcome aboard.

Visitor: Thanks again.

AB: You are welcome. Please register your details here.

Visitor: Ok.

Part C Topic Presentation Tasks

Task 1: Gangway Watch Security Inspection

- a) Brief comment on the importance of gangway watch security inspection.**
- b) Different measures need to be taken at different levels.**
- c) Attention need to be called when conducting searches (co-operation with the port authorities, non-intrusive manner, preserve the basic human dignity, etc)**

Task 2: Security Equipment and Safe Operation

- a) Common security equipment on board.
- b) Ways to keep them function well.
- c) Specific requirements for SSAS, its function, location, in particular the requirements in the SSP.

Task 3: Security Levels and Its Operation

- a) Basic introduction of the three different security levels
- b) How to operationalize at each specific level
- c) Brief summary

There are three security levels in the ISPS code, they are security level 1, security level 2, security level 3. Security level 1 is the normal level, it means the level for which minimum appropriate protective security measures shall be maintained at all times. Security level 2 is the heightened level, it means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident. Security level 3 is the exceptional level, it means the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

At security level 1, the following activities shall be carried out on all ships: ensuring the performance of all ship security duties; controlling access to the ship; controlling the embarkation of persons and their effects; monitoring restricted areas to ensure that only authorized persons have access; monitoring of deck areas surrounding the ship; supervising the handling of cargo and ship's stores; and ensuring that security

communication is readily available. At security level 2, the additional protective measures shall be implemented for each activity. At security level 3, further specific protective measures shall be implemented for each activity.

In general, higher levels impose additional, and further specific protective measures and requirements to enhance maritime safety.

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