

最新 11 规则航海英语听力与会话口述题 (30 个)**Content**

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Unit 2 Ship Orders**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 common ship's orders, such as wheel orders, engine orders, anchoring orders, mooring orders.

The common wheel orders include Midships, Port five, Steady and so on.

The common engine orders include Full ahead, Stop engines, Standby engine and so on.

The common anchoring orders include Standby port anchor for letting go, Let go port anchor, Anchor is aweigh and so on.

The common mooring orders include Heave on headline, Single up headline, Let go headline and so on.

The caution in executing the orders is that: All these ship's orders should be given clearly, repeated, carried out and reported correctly and immediately.

Task 2:Ship's Anchoring Operation

1. responsibilities of the crew involved
2. basic anchoring orders and meanings
3. 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

19. responsibilities of the crew involved

20. basic mooring and unmooring orders

21. safety and other relevant information relating to mooring and unmooring operation

The captain gives the mooring and unmooring 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; Single up headline 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

Task1: Describe the procedures of pilotage.

1. the general procedures for pilot request

2. the preparations for receiving the pilot

3. the general rules for pilotage

If a vessel requires pilotage in a port,

She can ask her agent to arrange the pilotage 24 hours in advance.

The vessel should provide the pilot station with the following information:

Ship's name, call sign, gross tonnage, maximum draft, cargo, ETA and so on.

The vessel should inquire/ask the pilot station about the time for pilot to embark and the place to pick up pilot.

An Officer and a sailor should be appointed to stand by at pilot ladder when pilot embarks.

Lifebuoy, heaving line, manropes should be prepared beside the pilot ladder.

The pilot ladder should be clean and in good condition.

The pilot ladder should be rigged on leeward side, clear of outlets.

The Master of the ship has the final responsibility on the ship even when the pilot is on the bridge.

Task 2: Describe the proper way of using VHF

A How to operate VHF set properly

B general rules of using VHF

C rules of using VHF Channel 16

VHF stands for very high frequency.

It is very important on board. VHF 是重要的设备。

It is used to communicate with other ships and the port. 用于船舶之间通讯。

First, turn on the power. 开电源。

Then, choose a correct channel. 选择正确的频道。

Press the transmitting button to speak. 按下发送按钮。

Speak slowly and clearly. 慢速且清晰

Use the IMO Standard Marine Communication Phrases. 使用国际海事组织的《标准航海通信用语》

Do not make non-essential transmissions. 不要做无关重要的对话。

Do not use offensive language. 不要用不文明的语言。

Do not occupy channel 16 too long unless emergency. 除非遇险情况下，否则不要使用 16 频道呼叫。

Unit 4 Berthing and Unberthing

Task1: 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

If I am the officer on duty while the ship is at anchor.

The regular operations for anchor watch are as follows:

I shall keep a proper lookout.

I shall make inspections round the ship regularly. □ (from time to time)

I shall take the anchor position from time to time.

I shall check the situation of the anchor chains.

And I shall pay attention to the movement of other ships nearby.

I shall pay attention to the change of wind direction and speed, tide and seas.

In case of dragging anchor, I will inform the Master immediately.

And take emergency measures according to the Master's orders.

During the anchor watch, we must be very responsible.

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 a vessel arrives at a port, some preparation work must be done.

Inform the agent at the port about the ship's ETA.

Ask the agent to arrange berthing, pilot, tug and so on.

Prepare the documents and certificates required for inspections.

Test and record all navigational equipment.

Gather/collect detailed information of the port such as fairway, tides and currents.

Inform the engine room about ETA.

The engine room should prepare for standing by engine.

Stand by anchor and get heaving line and mooring lines ready for berthing.

Stand by the pilot ladder and life buoy for the pilot.

Hoist the flags and signals as required.

Remind the crew to obey the port rules and regulations.

Unit 6 Navigation

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**

When the vessel is underway, the OOW shall ensure safe navigation of the ship.

He must not leave the bridge during the watch.

He must call the captain when in any doubt or in restricted visibility or congested waterways.

During the watch, the items to be checked are ship's position, speed, and course.

He must monitor the status of navigational equipment and the movement of other vessels nearby.

Arrange proper lookout when necessary.

Make proper records during the watch.

Pay special attention to avoid collision, stranding/grounding and other dangers to navigation.

Pay attention to the weather, traffic and so on.

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.**

During bridge shift change, the relieved officer shall ensure that the relieving officer is able to perform his duty. 确保接班驾驶员能履行职责

At night time, he shall ensure that the relieving officer's vision is fully adjusted to the night condition. 夜间换班, 确保接班

驾驶员的视觉已完全习惯夜间状态

The procedures for shift change are that:

The relieved officer shall tell the relieving officer about the ship's navigation status, such as

交班驾驶员应当告知接班驾驶员船舶的航行状态，如：

The ship's position, course, speed, or any danger to navigation.

He shall ensure that the relieving officer fully understand all standing orders or the Master's night orders.

The relieving officer shall check the ship's position, course and speed;

be aware of the tides, currents, weather, visibility;

note the status of all bridge equipment;

note the movement of other vessels nearby.

special attention for shift change is to make sure everything is clearly stated and understood.

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

Rule 9 of COLREG/collision regulations specifies/states rules for vessel navigating in a narrow channel.

In a narrow channel, a vessel shall proceed near to the starboard limit of the channel if it is safe and possible.

A vessel shall avoid crossing a narrow channel. 在狭水道沿航道右缘行驶, 要避免穿越狭水道。

Any vessel shall, if the circumstances of the case admit, (如果情况容许) avoid anchoring in a narrow channel.

Rule 10 of COLREG specifies rules for vessel navigating in a traffic separation scheme.

In a traffic separation scheme a vessel shall proceed in the general direction of the traffic flow of that traffic lane. 沿船舶总流方向行驶

But usually she will proceed along the centerline of the traffic lane and shall keep clear of a traffic separation line or separation zone. 沿着航道中间线行驶, 远离通航分隔线或通航分隔带

This is different from narrow channel navigation.

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.

There are various/different kinds of tools or technologies for keeping a proper lookout at sea.

Radar can detect the presence of an object within its working range in various weather conditions.

各种天气下, 在量程范围内可探测到物标的出现

The bearing and distance of the object are noted and plotted. 可记录和标绘物标的方位和距离

But radar cannot tell the shape, size or height of the object. 无法呈现物标的形状、大小和高低

Besides, radar has blind sectors, so we cannot rely totally on the detection of radar. 有盲区

Visual lookout can discover object and find out its shape, size and height.

But this can only be possible within a certain distance in favorable weather conditions.

Therefore, in some circumstances/cases, lookout should be stationed even when radar is in operation.

Different tools or technologies have their respective advantages and disadvantages, so we should use all available means to keep a proper lookout in order to ensure safe navigation.

Unit 7 Communication at Sea

Task 1: Describe the procedures of search and rescue operations.

8. The ways to transmit distress alerts.

9. The procedures for emergency responding.

10. The patterns of search and the ways to implement a SAR mission.

If a ship is in distress, transmit a distress alert with the master's permission.

遇险时发送遇险警报之前必须征得船长同意

Distress-alerts can be transmitted through satellite or using DSC.

遇险警报可通过卫星传送或者使用数字选择呼叫

A ship receiving a distress alert should permit coast stations to acknowledge first.

收到警报的船舶应先由岸台确定其收到

If no response from any coast station, any ship nearby should answer the distress vessel and proceed with all speed to the assistance of the persons in distress.

假如岸台没有任何回应，现场附近的任何船舶应当作已确认收到并且应全速去帮助遇险人员。

The patterns of search for the persons in distress include sector search, expanding square search and others. 搜寻遇险人员的模式有扇形搜寻，方形扩展搜寻和其他。

To carry out a SAR mission, we need good on scene co-ordination.

为了搜救行动成功需要良好的现场协调。

Task 2: Describe briefly the GMDSS.

■ **Main objectives of GMDSS.**

■ **The components of GMDSS.**

■ **Main functions of GMDSS.**

The main objectives of GMDSS are to alert a RCC that a vessel is in imminent danger and to enable the RCC to coordinate search and rescue operations.

GMDSS uses two communication systems. 使用两种通信系统，卫星通信和地面通信

One is satellite communication system.

The other is terrestrial/ground communication system.

GMDSS has the following main functions: 遇险警报，定位，海上安全信息发布

- 1) distress alerting;
- 2) search and rescue coordinating communication;
- 3) SAR on-scene communication;

- 4) Locating;
- 5) MSI broadcasting; (maritime safety information)
- 6) General public communication;
- 7) Bridge-to-bridge communication. (ship-to-ship)

Task 3: Describe briefly the DSC distress alert.

A. The function of DSC.

B. The format of a distress alert.

C. Summary.

The DSC is used in the GMDSS for transmitting distress alerts from ships and from coast stations. It is also used for relaying distress alerts from either ships or coast stations.

The form of a DSC distress alert is as follows:

- DISTRESS
- 9 digit MMSI of the transmitting station
- nature of distress
- distress co-ordinates including the position of the ship in distress
- time
- type of subsequent/follow-up communication.

The DSC system plays an important role in the GMDSS.

Unit 8 Dealing with Piracy and Armed Attack at Sea

Task 1: Piracy and Maritime Industry

a) Piracy Impacts on the Maritime Industry

b) Pirate infested waters

c) International anti-piracy efforts

Piracy activities have been bringing great impacts on the maritime industry, which are:

Threatening the safety of seafarers;

Threatening the marine environment;

Adding additional costs to shipping companies;

Causing ships to alter from the traditional trading routes.

The common pirate infested waters are: the Gulf of Aden, the Red Sea, the Arabian Sea, the Indian Ocean, and off the coast of Oman and so on.

The international anti-piracy efforts include:

IMO works with other international organizations to work out anti-piracy measures;

the UN Security Council authorized countries to send navy force to the infested waters.

Add piracy reporting centers in the pirate infested regions.

Task 2: Anti-piracy Measures

- ① **Preparation work before transiting high threat areas**
- ② **Countermeasures to avoid pirates boarding**
- ③ **Rules of engagement on pirates**

The preparation work to be done by ship's crew before transiting high threat areas are:

- carry out a security assessment;
- prepare the ship security plan or emergency response procedures;
- enhance surveillance;
- arrange additional watches.

The countermeasures to avoid pirates boarding are:

- increase ship's speed and maintain it at the maximum level;
- employ evasive manoeuvres;
- use netting, wire, electric fencing to deter the pirates;
- use water hoses to delay pirates' boarding;
- use lighting to dazzle the pirates at night.

In fighting against the pirates, remember that the most important thing is to keep the crew's lives.

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**

The ISPS entered into force on July 1, 2004 due to the 9/11 terrorism attacks in the U.S. and the continuous pirate attacks on ships.

The basic function of ISPS Code are:

- to establish an international framework to detect security threats and take preventive measures against security incidents;
- to establish the respective roles and responsibilities of the relevant parties;
- to ensure the early and efficient collection and exchange of security-related information;
- to provide a methodology for security assessments;
- to ensure confidence that adequate and proportionate maritime security measures are in place.

My ship has received several ISPS inspections.

The inspections focus on SSP, SSAS and the crew's reaction to security incidents.

Unit 9 Rescue and Survival at Sea

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 on board are very important. 船上防火非常重要

Fire-fighting equipment should be checked regularly 要经常定期检查消防设施

Fire extinguishers should be charged in good time 灭火器要及时充满

Cargo ships should have a fire drill every month. 每个月要进行一次消防演习

The drills should be conducted as if there were an actual fire. 演习必须当作真实发生火灾一样来进行。

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.

Drill details should be entered into the logbook. 演习的详情必须记录在航海日志上

The better we're prepared, the safer the ship will be. 准备越充分，船就越安全

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.

After the ship is aground, take the following measures:

- (1) Stop your ship.
- (2) Sound the general alarm to alert the crew.
- (3) Close watertight doors.

The ship may be listing, or trimmed.

According to the different situations, you can decide which part is aground.

Take actions as follows:

- (1) de-ballast or jettison cargo;
- (2) require tugs' assistance;
- (3) wait for the tide.
- (4) shift cargoes
- (5) If a leak is found, try to stop the leak.

Proper measures taken will help to prevent heavy loss of life and property.

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 fire on board , first we should judge the situation .
We should find out where the fire is, what is on fire, fire degree, extent and so on .
If the fire is in cargo holds, close all openings and switch off the ventilation, and then use fixed CO2 system .
If the fire is on deck ,we can first use foam then use dry chemical or other agents .
If the fire is in the engine room, we will usually use fixed extinguishing system.
Different situations should be dealt with differently.
Effective action will help to save the ship and crew.

Unit 10 Ship Repair and Maintenance

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

After a period of operation, a ship as well as its equipment needs repairing in order to keep it in an efficient state. Usually the Company will inform the Captain of ship repair three months in advance. Then the Captain will instruct the Chief Officer and the Chief Engineer to compile repair lists with relevant personnel. If any replacement is necessary and no corresponding spare is on board, spare order lists should also be compiled. The repair lists, spare order lists and store lists for ship repair will be sent to the Company for approval. Preparations including fire-protection preparations should be made before the ship repair. 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

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. 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. The rusty part must be sandblasted, painted, cut and welded, if necessary, mostly over the shell plate above the water. 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**

Navigational aids play an important role in ensuring the ship's safety navigation.

It is very necessary to carry out periodical overhaul for them.

Important navigational aids include radar, compass, GPS, AIS, GMDSS and so on.

The contents of the overhaul normally include:

Checking the effective operation of these aids;

Checking the important parts of the navigational aids,

Repairing or replacing the faulty parts.

In overhauling, the cautions to be taken are safety prevention and relevant procedures must be strictly complied with.

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**

It is very necessary to carry out the maintenance of riggings on board ship.

Some preparations must be done before the maintenance.

Prepare necessary tools and materials.

The contents of the maintenance of riggings include:

Finding out any rust marks on the wire rope and fittings;

Replace any broken items/parts;

Adjust the tension of the wires properly.

In overhauling, the cautions to be taken are safety prevention and relevant procedures must be strictly complied with.

Unit 11 PSC Inspection

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**

In PSC inspection, ship's equipments are the major items to be inspected.

The PSC officer will inspect:

-whether the equipments are functioning well or not;

-whether the ship's crew are familiar with the operation of these equipments or not;

The key inspection items on the life-saving appliances are:

-lifebuoy, lifejacket, lifeboat, liferaft and so on.

The key inspection items on the fire-fighting equipment are:

-fire pump, fire main, fire door, fire extinguishers and so on.

The ways to pass the inspection successfully are:

- Do a good preparation work;
- keep good records all the time;
- Do self-inspection from time to time.

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

In PSC inspection, ship's anti-pollution equipments are the major items to be inspected.

The PSC officer will inspect:

-The oily water separator, incinerator and sewage treating system.

The officer will find out:

- whether these equipments function well or not;
- whether good records are kept or not.

The officer will also inspect relevant certificates and documents such as:

-IOPP, SOPEP, oil record book, garbage record book and so on.

In order to pass the inspection, ship's crew should strictly obey relevant conventions such as MARPOL.

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

In PSC inspection, SMS inspection is very important. 安全管理体系

The PSC officer will inspect:

The SMS procedures to find out the ship's maintenance status.

The PSC officer will inspect:

-all kinds of certificates on board, such as safety certificate.

And then they go to the bridge or the engine room to inspect the equipment.

They also examine the SMS reports on fire-fighting and life-saving equipment.

In order to pass the inspection, ship's crew should strictly obey the SMS requirements.

Unit 12 Ship Security

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)

Gangway watch is very important in security inspection.

It helps to identify the visitors and their purpose of visiting the ship, and to prevent some security incidents.

A gangway watch is required at all security levels.

At level 1, require visitors to log their names.

At level 2, partly search on the visitors' baggage.

At level 3, stop visiting and leaving the ship.

When conducting searches, remember to be polite, avoid non-intrusive manner and 避免人身侵权行为

preserve the basic human dignity of the person being searched.保持被搜身的人员最基本的尊严

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.

The common security equipment on board include:

-SSAS, AIS, general alarm, radar, lighting and so on.

In order to keep them function well, ship's crew should:

-Check them from time to time;

-repair or replace the faulty parts.

All ships over 500 gross tons are required to be equipped with a SSAS.

SSAS can be activated from the bridge and from one more location.

It is capable of raising the alarm to the relevant authorities.

Also, it is capable of tracking the vessel if the vessel is in threat.

The ship security alert can be sent to a competent authority ashore but not to other ships nearby.

The roles of SSAS are to protect ports and international shipping against terrorism and piracy.

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 3 security levels in the ISPS code, they are level 1, level 2, level 3.

Level 1 is low threat situation.

Level 2 is medium threat situation.

Level 3 is high threat situation.

The ship carries out different security measures at different levels.

At security level 1:

- Arrange guards or patrols; 安排守卫或巡逻
- Lock or secure access points to restricted areas. 锁牢限制区域的入口

At level 2:

- Increase the security patrol frequency; 增加保安巡逻次数
- Make overall or partial search to the ship; 局部或全部搜查船舶
- Escort visitors on the ship. 陪同到访者

At level 3:

- close all access to the ships; 关闭所有入口
- Stop boarding and leaving ship; 禁止上下船舶
- Stop handling cargo. 停止装卸货物

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