

**IMO Certificates of Competency (CoC)**  
**CoC for Masters and Chief Mates on ships of 3000 gross tonnage or more**

**Maritime English Exam**  
***for***  
**Master's and Chief Mate's Certificates of Competence**

**(IMO STCW 1976/1995/2010)**  
**(Masters and Chief Mates on ships of 3000 gross tonnage or more)**

**A. WRITTEN EXAM**

**Part 1.:** Maritime English test (Maritime English and 2001)

**Part 2.:** Summarising of a text on a maritime topic  
(text sources: MARS Reports, MAIB Reports, etc.)

**B. ORAL EXAM**

**Part 1.:** The candidate presents, discusses and comments on the contents of the text (using the notes taken of the text from Part 2 of written exam)

**Part 2.:** Discussion of one of the topics below

Topics for Part 2 of oral exam:

1. COLREGS 1972
2. Recent developments in navigation and NAVAIDS
3. Procedures on ship's arrival in a port, port information
4. Procedures on ship's departure from a port
5. Communications – (Distress, Urgency, Safety)
6. Protection of the marine environment
7. Charter Parties, Notice of Readiness, Note of Sea Protest

**Contents:**

- 1. Reading, note-taking and summarising a text  
on a maritime-related subject ..... p. 3**
- 2. Test on Maritime English and IMO SMCP 2001 ..... p. 6**
- 3. Key to Test on Maritime English and IMO SMCP 2001 ..... p. 20**

## 1. Reading, note-taking and summarising a text on a maritime-related subject

### WRITTEN EXAM

#### INSTRUCTIONS

- (a) **Reading phase**: read the text below for gist first (2 minutes skimming the text to get the main idea) and then after reading it for the second time (10 minutes for more specific information).
- (b) Then read it slowly and carefully for the third time (10 minutes) and write down an **outline of the text** consisting of the headings (*natuknice*) and sub-headings (*podnatuknice*) of your choice. (You will be allowed to use your 'outline' as a memo for the first question in the oral exam, i.e. oral presentation of the text in the MARS or MAIB Report); if appropriate, make a drawing showing the situation described in the MARS report (altogether 22 minutes). After you have taken your notes the original text will be removed by the examiner.
- (c) Then, using your notes (but without using the original text) **summarize the text in writing on not more than one page; (20 minutes)** – Please note that you will be expected to use these notes when presenting this accident on in the oral exam
- (d) If appropriate, when completing your summary, **make your comments** based on your experience and knowledge (5 minutes)
- (e) If appropriate, write down the **the possible text of the VHF exchanges** (following the rules of ITU/IMO VHF communications and ), which the vessels had transmitted by VHF radiotelephone – add any data as you think appropriate in the message

NOTE: Do not rewrite the text (!!!) because such work will not be accepted as your written exam.

## **Report on the investigation of the grounding of the *Muros*, Haisborough Sand, North Sea, 3 December 2016<sup>At</sup>**

*At 0248 (UTC+1) on 3 December 2016, the bulk carrier Muros ran aground on Haisborough Sand on the east coast of the United Kingdom. Attempts to manoeuvre clear of the shallows were unsuccessful but the vessel was re-floated 6 days later with tug assistance. There were no injuries and no pollution, but damage to Muros's rudder necessitated the vessel being towed to Rotterdam, Netherlands, for repair.*

### **Grounding**

*During the evening of 2 December 2016, the Spain registered bulk carrier Muros was on passage between Teesport, UK and Rochefort, France, loaded with fertiliser. It was dark, the visibility was good and the wind was south-easterly between 6 and 15 knots (kts).*

*The master was in charge of the bridge navigation watch and was accompanied by the bosun and the deck cadet. The vessel's electronic navigation equipment, which included the electronic chart display and information system (ECDIS)<sup>1</sup>, radar and the bridge navigational watch alarm system (BNWAS), were functioning correctly, but the echo sounder had been switched off shortly after leaving Teesport. The BNWAS was set to alert at 3-minute intervals.*

*At 2350, the second officer (2/O) arrived on the bridge to take over the navigational watch. An able seaman also arrived to take over as lookout. Muros was following a track displayed on the ECDIS and was making good a course of 146° in autopilot steering at a speed of 11.2kts<sup>2</sup> (**Figure 1**). During the watch handover, the master instructed the 2/O to amend the passage plan to route via the Sunk traffic separation scheme (TSS) instead of via the North Hinder Junction. At about 0010 the following morning, the master, bosun and the deck cadet left the bridge.*

*The 2/O amended the passage plan on the ECDIS at the starboard bridge conning position (**Figure 2**) and at 0025 she adjusted the vessel's heading set on the autopilot to 140° to follow the revised track (**Figure 3**). The 2/O then sat in the starboard chair. The lookout alternated between standing on the bridge's port side and sitting in the port chair. He routinely reset the BNWAS.*

*Over the next 1½ hours, the bridge watch remained very quiet with only a few other vessels in the vicinity. At 0208, Muros was 600m to the north-east of the revised track and was making good a speed of 10.1kts when the 2/O adjusted Muros's heading to 146° towards waypoint 'Happisburg' to the south of Haisborough Sand (**Figure 4**).*

*At 0220 (**Figure 5**), the 2/O noticed that Muros's speed shown on the ECDIS display had reduced to 9.1kts. She thought this was unusual as there had been no change in the wind or sea conditions. At 0248 (**Figure 6**), the 2/O felt a change in the vessel's motion and saw its speed quickly reduce. In response, she selected manual steering. The 2/O also called the master and informed him that the vessel's speed was only 0.8kt, but that she did not know why. The master told the 2/O to inform the chief engineer.*

### **Post-grounding**

*Within 1 minute of being called by the 2/O, Muros's master and chief engineer arrived on the bridge. Meanwhile, the 2/O had zoomed in the ECDIS display and changed the chart view from 'standard' to 'all'<sup>3</sup>, which showed more detailed depth information (**Figure 7**). The master realised that the vessel was aground and put the engine telegraph control to stop.*

*Over the next 2 to 3 minutes, the remainder of Muros's crew, apart from the cadet, arrived on the bridge, where the 2/O had started to go through the grounding checklist. The general alarm was not sounded and the cadet remained asleep in her cabin. The chief officer soon left the bridge to see if there was any water ingress in the ballast tanks, while the chief engineer carried out checks in the engine room. No water ingress or other damage was found.*

The master used the engines and rudder to try to manoeuvre Muros clear of the shallows. The vessel initially moved astern but, by 0330, it was firmly aground on a heading of 190°. The master checked the tidal information and saw that low water was at 0350. Meanwhile, the chief officer sounded around the vessel with a lead line.

At 0357, Muros's master called Humber Coastguard on very high frequency radio channel 16. He informed the coastguard that the vessel was aground but that there was no pollution. The master also contacted the vessel's designated person ashore.

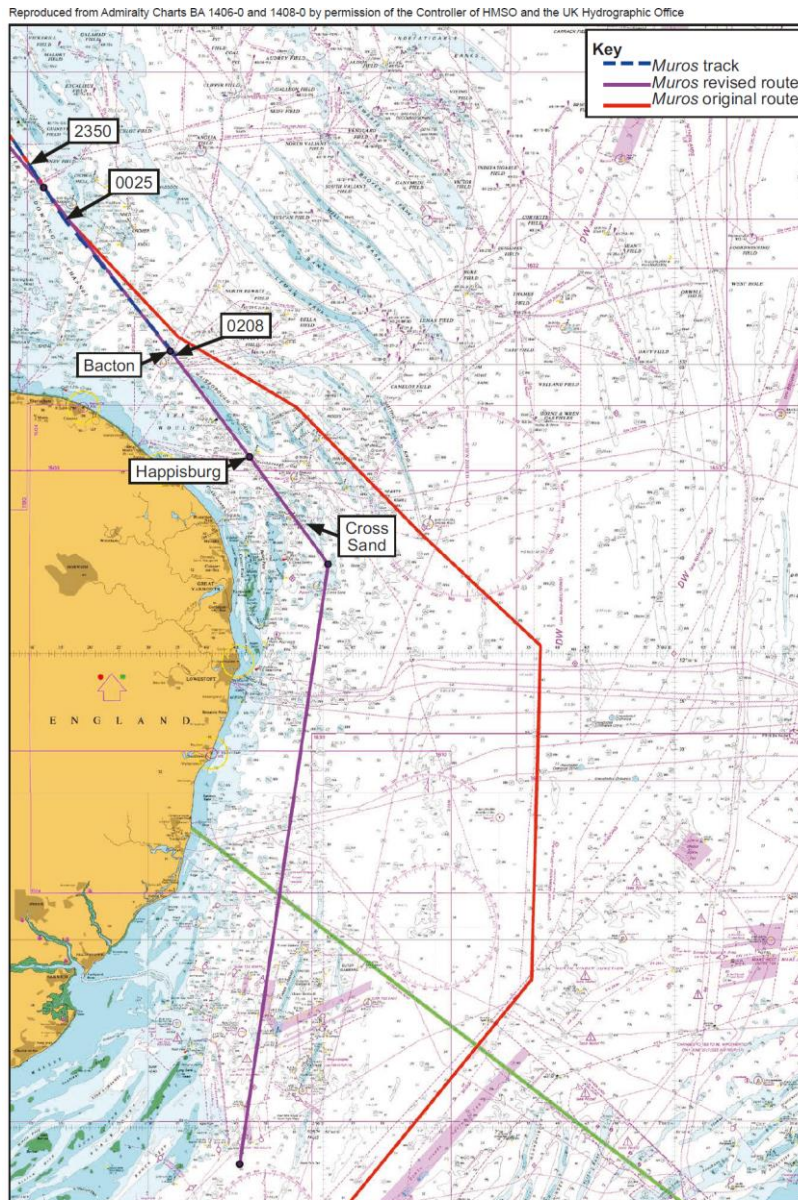


Figure 1: Extract of original and revised passage plans  
(note: all times UTC+1)

**Test on Maritime English and IMO SMCP 2001 (example 1)**

**IMO Certificates of Competency (CoC)**

**CoC for Masters and Chief Mates on ships of 3000 gross tonnage or more**

**WRITTEN EXAM – PART 2**

**MARITIME ENGLISH AND SMCP 2001**

**Rijeka, \_\_\_\_\_**

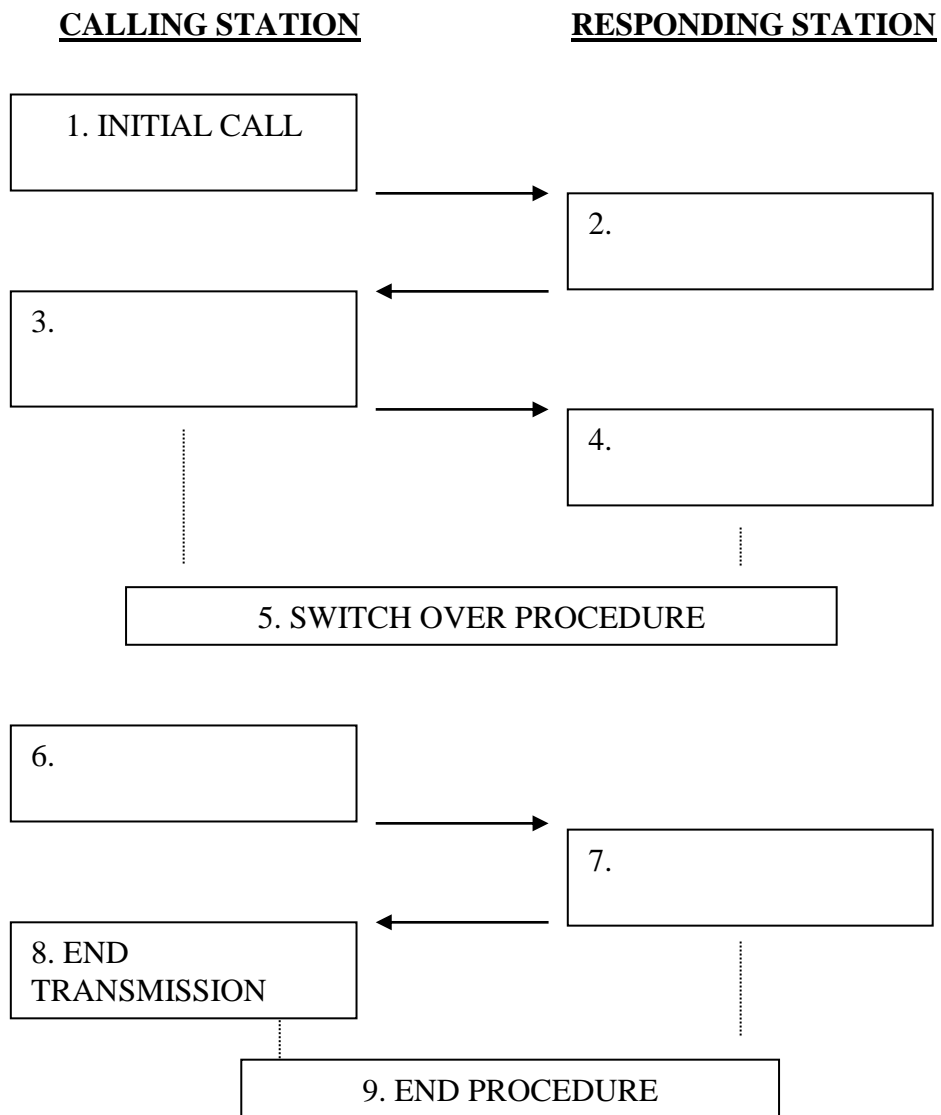
## 1. VHF PROCEDURES

### **EXCHANGE PROCEDURE:**

1.1 The three main stages in the exchange procedure are:

1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. **TERMINATE**

1.2 Here is a 9-step outline diagram of a full exchange procedure between two stations (between two ships or a ship and a shore station): 2



6

\_\_\_/8

**MAKING CONTACT**

7

2.1 Which phrase is used to identify your own station?

- in English: \_\_\_\_\_ 2

2.2 In identifying an unknown station (unless you know the ship's MMSI) you will normally use the following to help identification:

- ship type \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_ 2

2.3 Establish a VHF contact in the following situation:

*M/V STAR VOYAGER to PORT SAID RADIO*

Calling station: \_\_\_\_\_

Responding station: \_\_\_\_\_

4

2.4 Establish a VHF contact in the following situation:

*M/V STAR VOYAGER, BRTV5 to M/V ELINDA, YR5E*

Calling station: \_\_\_\_\_

Responding station: \_\_\_\_\_ 4

2.5 M/T EVENING STAR is trying to call unknown ship of RO-RO type with blue hull near the North Point Buoy.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ 4

2.6 Coast Station RIJEKA RADIO is trying to call a car-ferry in the area Rijeka Bay Approach, bearing 011 degrees, distance 0.9 NM from Galiola Isle.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ 4

\_\_\_/20



**INDICATING (AGREEING TO / DISAGREEING WITH) WORKING CHANNEL**

2.7 Which of the phrases used to indicate the working channel is acceptable in SMCP? (Underline the right answer):

- a) Switch to channel....
- b) Go to channel ... -
- c) Change to channel.... 1

2.8 How will you respond to the following sentence: 1  
Switch to channel two four.

\_\_\_\_\_ . 1

2.9. What is the answer if your channel 2 – 4 is not available? \_\_\_\_\_/3  
\_\_\_\_\_  
\_\_\_\_\_ .

**MESSAGE TRANSMISSION**

2.11 Why is the MESSAGE the main part of any exchange or conversation at sea?: \_\_\_\_\_1

**END TRANSMISSION**

2.12 The end transmission normally consists of the following steps:

- a) \_\_\_\_\_
- b) \_\_\_\_\_
- c) Thank you (or any expression of thanking or gratitude)
- d) \_\_\_\_\_ (to indicate that the exchange is finished) 3

2.13 Give examples of greetings or expressions of thankfulness used at the end of an exchange:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_3

**END PROCEDURE**

2.14 After the end procedure both station switch to channel 16, which is also called:

- \_\_\_\_\_ or watchkeeping channel 1  
**\_\_\_/11**

2.15 Use the model below to write down the complete exchange on a single topic:

- Calling station: M/T SALI, call sign HR6T7
- Responding station: NEWHAVEN PORT CONTROL
- Working channel: 2-4
- Topic: - NEWHAVEN PORT CONTROL asks about the ship's cargo on board
- M/T SALI answers that she has 1784 TEU containers on board and no dangerous cargo.

**CALLING STATION**

**RESPONDING STATION**

Newhaven Port Control, Newhaven Port Control, Newhaven Port Control. This is motor tanker Dugi Otok, HR6T7, on VHF channel 1-6. Over.

2.

3.

4.

**5. SWITCH OVER PROCEDURE**

6.

7.

8. END TRANSMISSION

\_\_\_/12

2.16 Use the model below to write down the complete exchange on a single topic:

- Calling station: M/T UNIJE, call sign HRMV6
- Responding station: first unknown, container ship, hull red, course 226, speed 18 knots; (C/V BLUE SKY, CZ6B)
- Working channel: 0-4
- Topic: - M/T UNIJE asks about the other ship's intention
- The container ship responds that she is turning to starboard and will pass astern of UNIJE
- Use IMO SMCP 2001)

**CALLING STATION**

**RESPONDING STATION**

--

2. Motor tanker PULA, HRMV6. This is C/V BLUE SKY, CZ6B, container ship, hull – red, course 226, speed 18 knots. Over.
--

3.
----

4.
----

**5. SWITCH OVER PROCEDURE**

6.
----

7.
----

8. END TRANSMISSION
---------------------

    /12

### **3. DISTRESS, URGENCY, SAFETY COMMUNICATIONS**

3.01 Your vessel, LPG type (CATWALK, DTRL8) has struck a mine, explosion in LPG tank No. 1., position 157 degrees from the Refinery Buoy. **Send an appropriate VHF message and ask for assistance.**

6

3.02 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8. Send an appropriate message to that ship.

2

3.03 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8 and is going to render assistance to that ship. Your position 8 NM southeast of CATWALK, speed 18 knots, ETA 20 minutes. Send your message to CATWALK.

6

The **distress call relay** sent by radiotelephony (VHF, MF, HF) should be given in the following form:

1. the distress signal (marker word) “\_\_\_\_\_”, spoken three times;
2. the words “\_\_\_\_\_” or coast station name, as appropriate, three times;
3. the words “\_\_\_\_\_”;
4. the \_\_\_\_\_ of the relaying station, spoken three times;
5. the \_\_\_\_\_ or other identification of the relaying station;
6. the \_\_\_\_\_ (if the initial alert has been sent by DSC) of the relaying station (the vessel not in distress).

6

    /20

#### **4. STANDARD PHRASES AND MESSAGES**

4.1 Which **IMO SMCP phrase** would you use to say the following:

1. I request that all ships receiving this transmission listen to what follows:  
\_\_\_\_\_
2. Remain on VHF channel ...
3. My name (or call sign) is ....  
\_\_\_\_\_
4. How well are you receiving me?  
\_\_\_\_\_
5. I am terminating the conversation.  
\_\_\_\_\_
6. I cannot switch to channel ...  
\_\_\_\_\_
7. I have just made a mistake in this transmission. The information should be ...  
\_\_\_\_\_
8. Do not terminate this conversation. I have more to say.  
\_\_\_\_\_
9. Indicate that you have received what I have just said.  
\_\_\_\_\_
10. Which VHF channel do you suggest that we use? \_\_\_\_\_

10

#### **MESSAGE MARKERS**

4.2 The **message markers** are used in an exchange to signal the move by the speaker. They may be one of the following:

- |             |
|-------------|
| a) QUESTION |
| b)          |
| c)          |
| d)          |
| e)          |
| f)          |
| g) _____    |

7

4.3 Put a suitable **message marker** in the blank spaces:

1. _____	Stop immediately.
2. _____	Steer course: 1-3-6 degrees true
3. _____	The ship ahead of you is not under command.
4. _____	The leading lights are unlit.
5. _____	The cargo is perishable goods.
6. _____	Please send a doctor immediately.
7. _____	The visibility is very poor.
8. _____	I intend to lave via Burrow Sound.
9. _____	Please arrange for a berth on arrival.
10. _____	Proceed to the nearest safe anchorage.

10

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## **5. COMMUNICATION SUBJECTS**

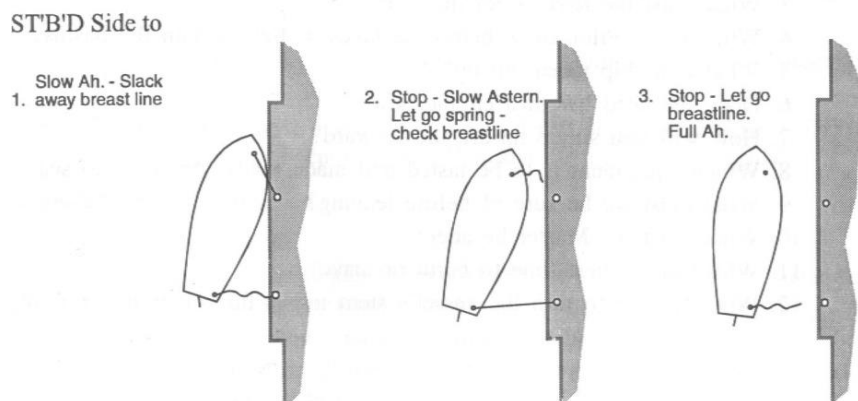
### **5. 1 Translate into English: (from IMO SMCP 2001)**

1. Morate postaviti peljarske ljestve s lijeve strane.  
\_\_\_\_\_
2. Javite svoju poziciju radi identifikacije.  
\_\_\_\_\_
3. Utvrdio sam vašu poziciju svojim radarom.  
\_\_\_\_\_
4. Ja sam kod mjesta javljanja Z-5, kurs 132 stupnja, brzina 14 čvorova.  
\_\_\_\_\_
5. Koliko tegljača moram uzeti?  
\_\_\_\_\_
6. Vjetar skreće u smjeru suprotnom od kazaljke na satu i pojačava se.
7. Možete li se uputiti k mjestu pogibllli?  
\_\_\_\_\_
8. Izvršite traganje prema manovri (pattern) br. 3 s početkom u 13.45 sati.  
\_\_\_\_\_
9. Početni kurs je 235 stupnjeva, brzina traganja 07 čvorova.  
\_\_\_\_\_
10. Brodu PULA dodijeljena je staza traganja br. 2.  
\_\_\_\_\_
11. Opazili smo tri splavi na poziciji ....  
\_\_\_\_\_
12. Budite pripravnici za preuzimanje / prikupljanje brodolomaca.  
\_\_\_\_\_

\_\_\_\_/24

## 6. SHIP HANDLING

Complete the text below following the sketches:



### Leaving Berth Starboard Side To

Single up to the ----- line forward and a ----- line aft. \_\_\_\_\_

Put the ----- slow ahead and ----- hard to starboard.

(1) Pay out on the stern ----- until the stern is clear of the ----- .

(2) Stop ----- , half astern and rudder ----- . The action of the breastline is to prevent transverse----- taking the ----- to port and so forcing the bows on the ----- . By binding the stern in, the bows are forced off the ----- .

(3) When all is stop engines and let go the ----- . \_\_\_\_\_ 11

### 6.2 Translate into English:

Zapovjednik: LIKA, prednji kaštel. Držite prednji špring. Potežite (napnite) pramčano bočno uže. Popuštajte tegleno uže.

Prednji kaštel: LIKA, most. Potegnut ću prednji špring. Držat ću pramčano bočno uže. Popuštati ću tegleno uže.

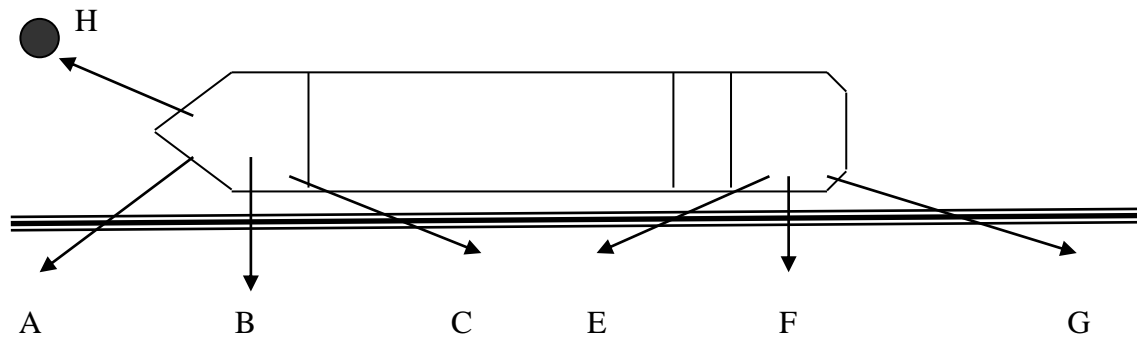
MOST: LIKA, prednji kaštel. Ispravak. Držite pramčani špring. Potegnite pramčano bočno uže. Popuštajte tegleno uže.

Prednji kaštel: LIKA, most. Razumio ispravak. Držat ću pramčani špring. Držat ću se na prednjem bočnom užetu. Popuštati ću tegleno uže tegljača.





8. Write down the names of the **mooring lines**



- a) \_\_\_\_\_
- b) \_\_\_\_\_
- c) \_\_\_\_\_
- d) \_\_\_\_\_
- e) \_\_\_\_\_
- f) \_\_\_\_\_
- g) \_\_\_\_\_
- h) \_\_\_\_\_

9. SAR COMMUNICATIONS (see IMO SMCP: A1/1.2; p. 86-92, Pomorski fakultet, Rijeka. 2006)

Insert the missing words:

9.1 MAYDAY Message by OSC. Insert the missing words or part of the text:

**MAYDAY. All stations, all stations taking part in SAR for the distressed vessel "METNET". This is "ELM TREE", On-Scene Co-ordinator.  
Arrived at distress position 051500 UTC.  
No floating wreckage or life saving appliances observed.  
Begin search according to pattern 1 IAMSAR. Wind NW 4, sea 3, swell W 2, visibility 10 miles. Datum marked by working raft fitted with burning oil drum. Please contact METNET on VHF channel 16 for further distress communications. This is OSC "ELM TREE". Over.**

9.2 M/V "ELM TREE" (OSC) gives instructions to the vessels/stations taking part in SAR operation.

*Mayday, All ships taking \_\_\_\_\_ in SAR for "METNET". \_\_\_\_\_ is "ELM TREE" acting as OSC/CSS.  
Carry out search \_\_\_\_\_ 1 according to IAMSAR, starting at 16.45 \_\_\_\_\_ utc.  
Initial \_\_\_\_\_ 135 degrees, search speed 12 \_\_\_\_\_, beginning 10 miles NW of \_\_\_\_\_.  
Ships are directed as follows:  
ZUBATAC: Track 3, initial \_\_\_\_\_ 37° 15' N 43° 29' W  
EEL: \_\_\_\_\_ 1, initial position 37° 17' N 43° 26' W  
ELM TREE: Track 2, \_\_\_\_\_ position 37° 19' N 43° 23' W  
ZADAR: \_\_\_\_\_ 4, initial position 37° 16' N 43° 24' W  
  
Please \_\_\_\_\_ to channel 16, repeat track number, initial position, initial course, search \_\_\_\_\_ and time of start. Over.*

13

9.3 M/V "ZUBATAC" reports that they observed a lifeboat 1.5 NM on the right of their bow and that they have taken on board 10 people and the lifeboat. Write down the complete message:

**Mayday. This is ...**

**Over.**

**10**

9.3 Finally, the SAR operation for MV "METNET" is successfully completed and the OCS informs all ships/stations engaged in this operations:

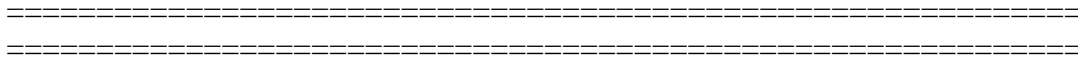
- saying that the operation has been finished and informs the participants on the results of the SAR operation (*We finish SAR Operation for ... at ... LT*)
- thanking all ships for their help, and
- saying that the ban on using channel 16 is now lifted. (*Mayday Silence Finished*)

Write down the complete message turn of the OSC:

<i>Mayday. This is ...</i>
<i>Out.</i> <span style="float: right;"><b>20</b></span>

\_\_\_\_/33

**Total: \_\_\_\_ /209**



Test results:

- **Excellent** **190-209**
- **Very good** **170-189**
- **Good** **150-169**
- **Pass** **130-139**
- **Fail** **129 and below**

Examiner's signature

**Test on Maritime English and IMO SMCP 2001 (example 2)**

**WRITTEN EXam**

**IMO Certificates of Competency (CoC)**

**CoC for Masters and Chief Mates on ships of 3000 gross tonnage or more**

**MARITIME ENGLISH AND SMCP 2001**  
**(sample test)**

**1. SHIP HANDLING:**

1.1 Complete the text following the sketches below: *Leaving Berth* **Starboard**  
*Side To:*

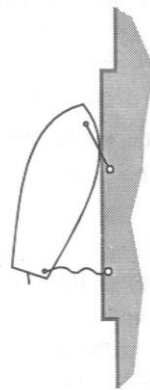
(1) Single up to a \_\_\_\_\_ forward and a \_\_\_\_\_ line \_\_\_\_\_.  
 Put the \_\_\_\_\_ slow ahead and \_\_\_\_\_ hard to  
 starboard.

(2) Pay out on the stern \_\_\_\_\_ until the stern is clear of the \_\_\_\_\_  
 . Stop \_\_\_\_\_ , half astern and rudder \_\_\_\_\_. The  
 action of the \_\_\_\_\_ breast line is to prevent transverse \_\_\_\_\_ taking  
 the \_\_\_\_\_ to port and so forcing the bows on the  
 \_\_\_\_\_. By binding the \_\_\_\_\_ stern in, the bows are forced off the  
 \_\_\_\_\_.

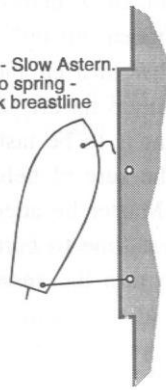
(3) When all is \_\_\_\_\_, stop \_\_\_\_\_ and \_\_\_\_\_ go the aft breast

STB'D Side to

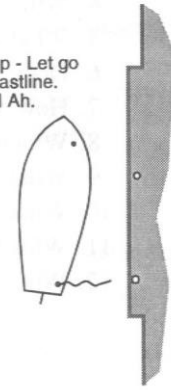
Slow Ah. - Slack  
 1. away breast line



2. Stop - Slow Astern.  
 Let go spring -  
 check breastline



3. Stop - Let go  
 breastline.  
 Full Ah.



line.

1.2 Translate into English:

Zapovjednik: LIKA, prednji kaštel. Držite prednji špring. Potežite  
 (napnite) pramčano bočno uže. Popuštajte tegleno uže.

Prednji kaštel: LIKA, most. Potegnute prednji špring. Držite  
 pramčano bočno uže. Popuštajte tegleno uže.

1.3 Write down the opposite line and anchor handling terms:

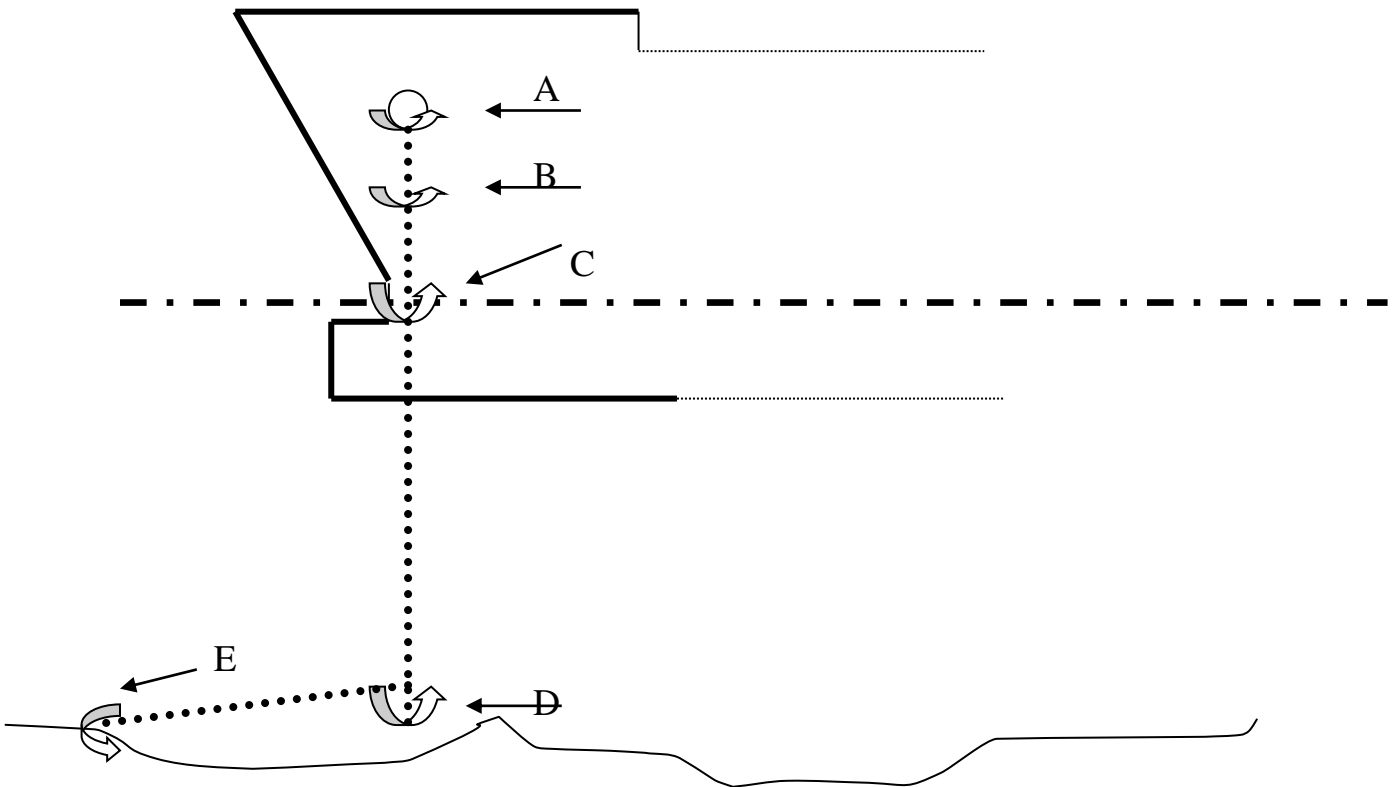
<b>LET GO</b> the line	↔	_____
_____	↔	<b>HAUL IN</b> the line
<b>SLACK AWAY</b> the line	↔	_____
<b>HEAVE UP</b> anchor	↔	_____

**2. SAR COMMUNICATIONS:**

2.1 Give full names for the abbreviations or acronyms below:

CES:	-	_____
MSC:	-	_____
CSS:	-	_____
OSC:	-	_____
RCC:	-	_____
SITREP	-	_____
IAMSAR:	-	_____

### 3. POSITIONS OF THE ANCHOR:



- a) When in position A, the anchor is \_\_\_\_\_
- b) When in position B, the anchor is \_\_\_\_\_
- c) When in position C, the anchor is \_\_\_\_\_
- d) When in position D, the anchor is \_\_\_\_\_
- e) When in position E, the anchor is **ON THE LYING GROUND**  
**(HOLDING WELL)**

### 4. VHF PROCEDURES :

#### **4.A MESSAGE MARKERS:**

4.A.1 The message markers are used in an exchange to signal the move intended by the speaker, i.e. what the speaker wants to say, ask, order, request, advice, suggest, inform etc.. These message markers adopted in SMCP may be one of the following:

- h) QUESTION
- i) \_\_\_\_\_
- j) \_\_\_\_\_
- k) \_\_\_\_\_
- l) \_\_\_\_\_
- m) \_\_\_\_\_
- n) \_\_\_\_\_

4.A.2 Put a suitable message marker in the blank spaces:

- |           |   |
|-----------|---|
| 1. _____  | Stop immediately.                           |
| 2. _____  | Steer course: 1-3-6 degrees true            |
| 3. _____  | The ship ahead of you is not under command. |
| 4. _____  | The leading lights are unlit.               |
| 5. _____  | The cargo is perishable goods.              |
| 6. _____  | Please send a doctor immediately.           |
| 7. _____  | The visibility is very poor.                |
| 8. _____  | I intend to leave via Burrow Sound.         |
| 9. _____  | Please arrange for a berth on arrival.      |
| 10. _____ | Proceed to the nearest safe anchorage.      |



**4.C. COMPLETE MARITIME EXCHANGE / CONVERSATION:**

4.C.1 Use the model below to write down the complete exchange on a single topic:

- Calling station: M/T PULA, call sign HRMV6
- Responding station: first unknown, container ship, hull red, course 226, speed 18 knots; (C/V BLUE SKY, CZ6B)
- Working channel: 0-4
- Topic: - M/T PULA asks about the other ship's intention
- The container ship responds that she is turning to starboard and will pass astern of PULA
- Use IMO SMCP (2001)

**CALLING STATION**

**RESPONDING STATION**

--

2. Motor tanker PULA, HRMV6. This is C/V BLUE SKY, CZ6B, container ship, hull – red, course 226, speed 18 knots. Over.

3.
----

4.
----

**5. SWITCH OVER PROCEDURE**

6.
----

7.
----

8. END TRANSMISSION
---------------------

**6. STANDARD PHRASES AND MESSAGES:**

Which phrase would you use to say the following:

I request that all ships receiving this transmission listen to what follows:

\_\_\_\_\_

Remain on VHF channel ...

\_\_\_\_\_

My name (or call sign) is ....

\_\_\_\_\_

I wish to communicate with the ship described. I do not know her name or call sign.

\_\_\_\_\_

How well are you receiving me?

\_\_\_\_\_

I am terminating the conversation.

\_\_\_\_\_

I cannot switch to channel ...

\_\_\_\_\_

8. I have just made a mistake in this transmission. The information should be ...

\_\_\_\_\_

9. Do not terminate this conversation. I have more to say.

\_\_\_\_\_

10. Indicate that you have received what I have just said.

\_\_\_\_\_

11. I have a long/important message for you which I intend to read.

\_\_\_\_\_

12. Which VHF channel do you suggest that we use?

\_\_\_\_\_

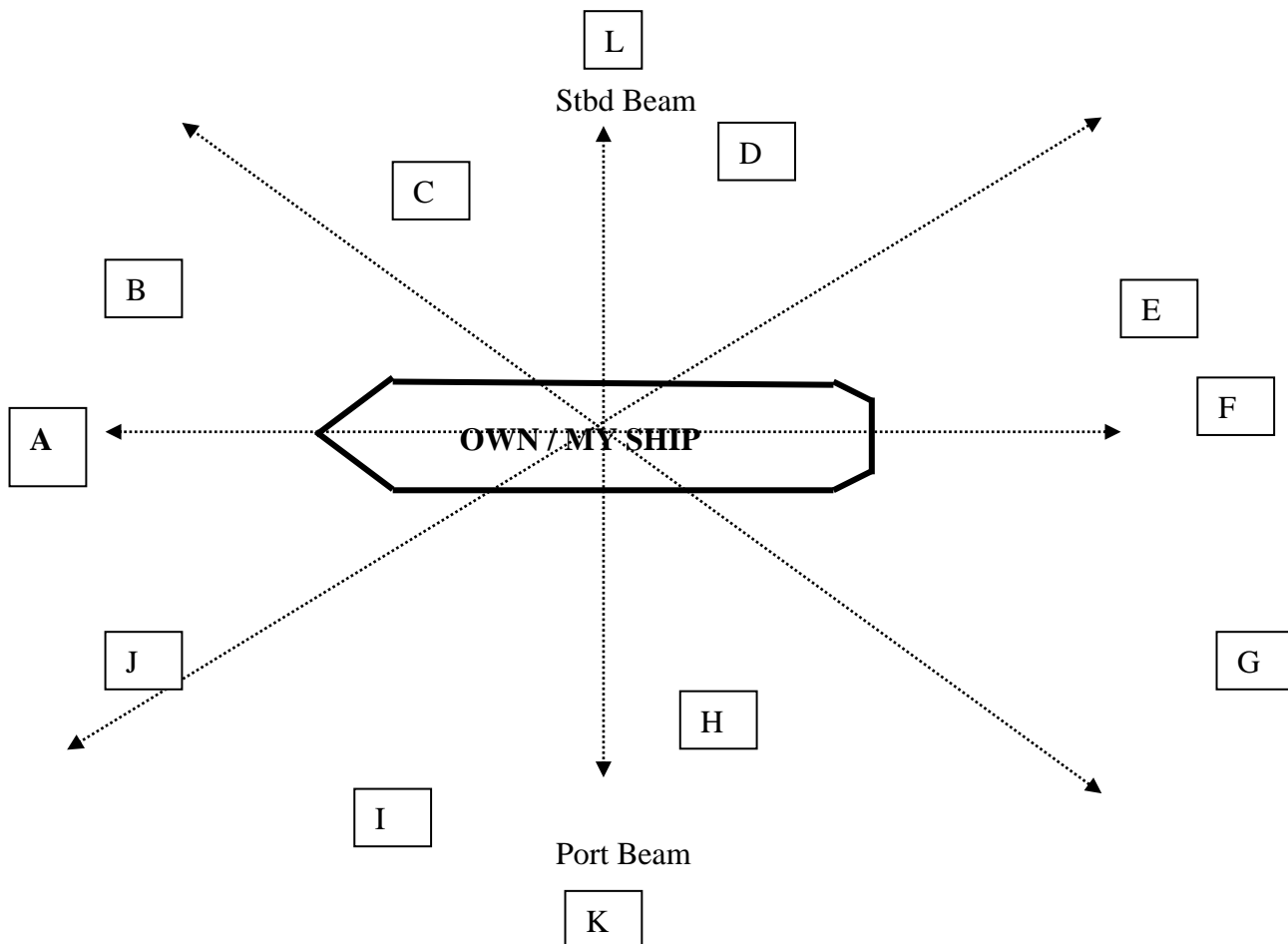
13. Repeat your message.

\_\_\_\_\_

## 7. ORIENTATION AROUND THE SHIP:

Write down the sentences showing where the ships are in respect of your own ship.

Two sentences have been done for you:



1. Ship A is ahead of my ship.
2. Ship B \_\_\_\_\_
3. Ship C \_\_\_\_\_
4. Ship D \_\_\_\_\_
5. Ship E \_\_\_\_\_
6. Ship F \_\_\_\_\_
7. Ship G \_\_\_\_\_
8. Ship H \_\_\_\_\_
9. Ship I is before the beam to port.
10. Ship J \_\_\_\_\_
11. Ship K \_\_\_\_\_
12. Ship L \_\_\_\_\_

## **8. DISTRESS, URGENCY, SAFETY COMMUNICATIONS:**

8.1 Assign the term (number) from ITU Radio Regulation in column two to the appropriate definition (letter) in column one. One (C4) has been done for you:

a	b	
A. a digital selective call (DSC) using a distress call format, in the bands used for terrestrial radiocommunication, or a distress message format, in which case it is relayed through space stations.	1. <i>distress alert relay</i>	
B. the initial voice or text procedure.	2. <i>distress alert</i>	
C. the subsequent voice or text procedure.	3. <i>distress call relay</i>	C4
D. a DSC transmission on behalf of another station.	4. <i>distress message</i>	
E. the initial voice or text procedure for a station not itself in distress.	5. <i>distress call</i>	

**INSERT THE MISSING TERMS / WORDS**

8.2 The **transmission of a distress alert or a distress call** indicates that a mobile unit (e.g a ship or aircraft) or person is threatened by:

\_\_\_\_\_ and \_\_\_\_\_ danger

and requires:

\_\_\_\_\_.

8.3 **Ship-to-shore distress alerts or calls** are used to alert rescue \_\_\_\_\_ via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites (from a ship earth station or a satellite EPIRB) and terrestrial services (from ship stations and \_\_\_\_\_s).

Ship stations **equipped for digital selective calling** procedures may transmit a distress call and distress \_\_\_\_\_ immediately following the distress alert in order to attract attention from as many ship stations as possible

Ship stations **NOT equipped for digital selective calling** procedures shall, where practical, initiate the distress communications by transmitting a radio \_\_\_\_\_ distress call and message on the frequency 156.8 MHz (VHF channel \_\_\_\_\_).

8.4 **Ship-to-ship** \_\_\_\_\_ are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. Additionally, the HF band may be used.

8.5 In distress and urgency procedure there are **five different types of voice transmissions or messages**:

- Initial distress (or urgency message)
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

8.6 **Initiation of distress traffic in the GMDSS**. During a distress phase vessels can use the following methods to transmit a distress alert using the GMDSS:

- \_\_\_\_\_ on VHF, MF or HF frequencies;
- Cospas-Sarsat \_\_\_\_\_ (EPIRB)
- Inmarsat \_\_\_\_\_ (Inmarsat B, Inmarsat C or Fleet F77);
- \_\_\_\_\_ on VHF, MF or HF frequencies.

8.7 When **acknowledging receipt of a distress alert** sent by DSC, the acknowledgement in the terrestrial services shall be made by DSC, radiotelephony or \_\_\_\_\_ telegraphy as appropriate to the circumstances, on the associated distress and safety frequency in the same \_\_\_\_\_ in which the distress alert was received.

8.8

**After the DSC acknowledgment**, distress traffic should switch to voice (or telex) on the distress traffic frequency on which the acknowledgment took place. The vessel in distress must now transmit a distress message by voice (or telex).

The form and content of a distress message is as follows:

- Distress marker word: \_\_\_\_\_ ;
- the \_\_\_\_\_ of the vessel in distress;
- the \_\_\_\_\_ or other identification of the vessel in distress;
- the \_\_\_\_\_ if distress traffic was initiated using DSC;
- the distress \_\_\_\_\_ coordinates;
- the \_\_\_\_\_ (what has happened and what is the matter);
- the nature of \_\_\_\_\_ required;
- any other \_\_\_\_\_ which might facilitate the rescue.

8.9 The most frequent causes for sending an initial distress message are:

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) \_\_\_\_\_
- (d) \_\_\_\_\_
- (e) dangerous listing \_\_\_\_\_
- (f) \_\_\_\_\_

## 9. SEARCH AND RESCUE COMMUNICATIONS

1. the most probable position of a search object, corrected for drift, at any specific time.	a. <b>Datum</b>	1a
2. a designated Coast Guard coordination centre that acts as the national Search and Rescue Region's (SRR) coordination centre and the international point of contact for search and rescue (SAR) services ...	b. <b>Maritime search and rescue (SAR)</b>	
3. a separately designated Coast Guard coordination or other centre that either independently or subordinate to the Maritime Rescue Coordination Centre (MRCC) takes care of the continuous maintenance of coordination and communication preparedness and coordinates search and rescue (SAR) operations within its Search and Rescue Sub-Region (SRS).	c. <b>On-Scene Co-Ordinator (OSC)</b>	
4. a set of duties that include the search and rescue of persons in distress at sea, provision of emergency medical services for them and conduct of radio communications related to an emergency phase	d. <b>Maritime Rescue Coordination Centre (MRCC)</b>	
5. is a person whose duty is to coordinate and harmonise on-scene search and rescue operations under the Search and Rescue Mission Coordinator (SMC).	e. <b>Maritime Rescue Sub-Centre (MRSC)</b>	
6. a Border Guard officer of a Maritime Search and Rescue Command Centre with special training for the duty tasked with the coordination of search and rescue operations	f. <b>Search and Rescue Mission Coordinator (SMC)</b>	
7. a vessel or aircraft with a crew trained and equipped for maritime search and rescue (SAR) operations	g. <b>Search and Rescue Unit (SRU)</b>	

## 9.10 COMPLETE DISTERSS/URGENCY MESSAGES

9.10.1 Your vessel, LPG type (CATWALK, DTRL8) has struck a mine, explosion in LPG tank No. 1., position 157 degrees from the Refinery Buoy. Send an appropriate VHF message and ask for assistance.

---

---

9.10.2 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8. Send an appropriate message to that ship.

---

9.10.3 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8 and is going to render assistance to that ship. Your position 8 NM southeast of CATWALK, speed 18 knots, ETA 20 minutes. Send your message to CATWALK.

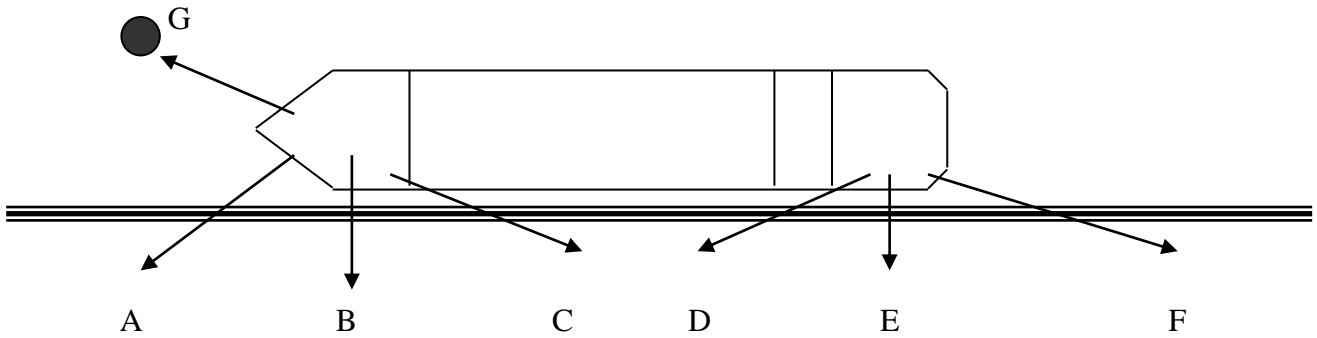
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9.10.4 CATWALK responds that she has understood your assistance message and says that NEWPORT PORT CONTROL is taking over the duty of CSS.

---

**10. Write down the names of the MOORING LINES**



- A \_\_\_\_\_
- B \_\_\_\_\_
- C \_\_\_\_\_
- D \_\_\_\_\_
- E \_\_\_\_\_
- F \_\_\_\_\_
- G \_\_\_\_\_

**11. COLLISION REGULATIONS:**

12.1 There are three basic close-quarters situations at sea:

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) overtaking \_\_\_\_\_

12.2 A vessel is underway if she is:

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) \_\_\_\_\_

12.3 A vessel is overtaking if: \_\_\_\_\_  
\_\_\_\_\_

12.4 A ship can avoid collision by taking the following actions:

- (a) \_\_\_\_\_
- (b) reduce \_\_\_\_\_
- (c) \_\_\_\_\_



12.5 Which lights must be shown by a vessel over 50 feet in length?

12.6 Replace the underlined word in the sentence:

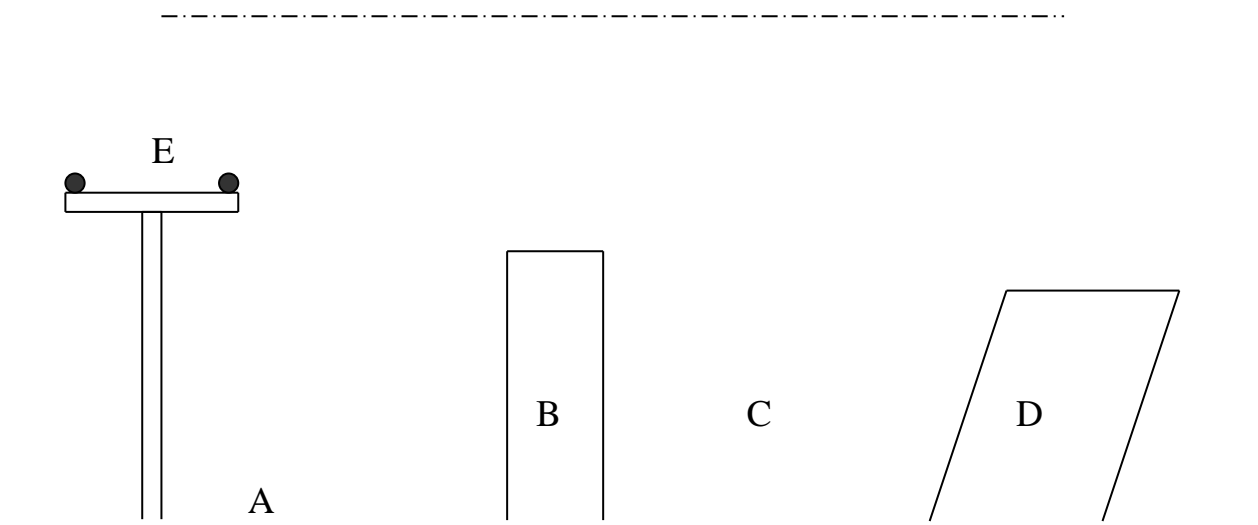
"You should avoid that deep draft tanker"

by synonymous terms:

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) \_\_\_\_\_

### 13. PORT STRUCTURES

Main waterway



Give the names of the port structures above:

- a) Structure A is a \_\_\_\_\_ or a **WHARF** \_\_\_\_\_
- b) Structure B is a \_\_\_\_\_ or a \_\_\_\_\_
- c) Structure D is a **PIER** \_\_\_\_\_ or a \_\_\_\_\_
- d) Structure E is a \_\_\_\_\_
- e) The water area C is a \_\_\_\_\_ .

### **3. Key to Test on Maritime English and IMO SMCP 2001**

**Master of ships of 3000 GT or more**

## **WRITTEN EXAM – PART 2**

# **MARITIME ENGLISH AND SMCP 2001**

**UPUTE:**

- 1. Test traje 2 puna sata (120 minuta)**
- 2. Ovo je ogledni primjerak rješenja**
- 3. Redosljed rješenja valja prilagoditi specifičnom redosljedu testa za svaki ispit posebno**

## **1. VHF CONVENTIONS:**

### **1. 1 IDENTIFICATION OF STATIONS etc.:**

1.1.1 When calling a ship whose name you know, how are you going to address and call this ship station (e.g.: calling ship's name is *PULA*; ship being called is *RIBBON*)?

**RIBBON (2X). This is PULA (2X). Over** \_\_\_\_\_  
\_\_\_\_\_

1.1.2 M/V *MARIN DRŽIĆ*, HR5UV, is calling M/V *ATLANTICA* on ch. 16:

**M/V ATLANTICA (2X). This is M/V MARIN DRŽIĆ, HR5UV(2X).  
On VHF channel one-six. Over.**

1.1.3 The station on the bow of MV *PULA* is calling the bridge:

**Pula BRIDGE. This is Pula BOW. Over.** \_\_\_\_\_

### **1.2 POSITION:**

Use 2001 and IP Alphabet to give the following positions:

a) 03° 45' N, 09° 46' E:

Position

Latitude : **Zero-three degrees four-five minutes north**

Longitude: **Zero-zero-nine degrees four-six minutes east**

2206°, 2.9 miles from Cape Canaveral

Position:

**Bearing: Two-zero-six degrees from Cape Canaveral**

**Distance: Two decimal nine miles**

b) Approaching Buoy C

Position:

**Approaching BUOY CHARLIE** \_\_\_\_\_

### **1.3 TIME:**

Use 2001 and IP Alphabet to give the following times:

ETA: (in UTC) 1430 :

**ETA: Time: One-four-three-zero UTC**

a) Local time: 0230

**Time: Zero-two-three-zero local**

b) Interpret the meaning of following number (i.e. a six digit group) in a GMDSS message or marine fax: 122305  
**12<sup>th</sup> day of the current month; Time: 23 hours 05 minutes**

c) What is DTG short for?: **DATE – TIME – GREENWICH MEAN TIME**

**2. VHF PROCEDURES:** ( , Section 2; BP SMCP Part I.6 & 7)

**2. A. GENERAL**

2.A.1 Give three main procedures in VHF communications:

- (a) **Exchange (procedure)**
- (b) **Broadcast (procedure)**
- (c) **distress, urgency and safety communications**

2/ \_\_\_\_\_

2.A.2 What is CS short for: **Controlling station**

1/ \_\_\_\_\_

2.A.3 Who can play the role of CS?

- (a) **The station that makes the initial call**
- (b) **A coast or shore station (as soon as it becomes involved in an exchange or broadcast)**

2/ \_\_\_\_\_

2.A.4 What are the functions of the CS:

- (a) **Nominate the working VHF channel**
- (b) **Conduct the change-over to the working VHF channel**
- (c) **Re-establish contact on the working VHF channel**
- (d) **re-establish contact if it is lost at any time**
- (e) **Terminate the exchange or broadcast**

4/ \_\_\_\_\_

2.A.5 Which phrase is used to interrupt somebody's communication?

**Interruption**

1/ \_\_\_\_\_

2.A.6. What is the most frequent reason for interrupting the communication:

**Distress or other high priority communication**

1/ \_\_\_\_\_

2.A.7 Which phrase is used if you want to repeat what you want to say:

**Say again**

1/ \_\_\_\_\_

2.A.8 Give the words used for the readability (i.e. radio reception) code:

- (a) I read you one - bad/unusable
- (b) I read you two - **poor**

- (c) I read you three - fair
- (d) I read you four - good
- (e) I read you five - excellent

2.A.9 Which phrase/sentence do you use to ask about readability?  
How do you read me?

## **2. B. MAKING CONTACT**

2.B.1 Which phrase is used to identify your own station?

- (a) in English: This is
- (b) in Croatian: Ovdje

2.B.2 In addressing and identifying an unknown station you will normally use the following to help identification:

- (a) ship type
- (b) position
- (c) course and speed

2.B.3 Establish a VHF contact in the following situation:

*M/V STAR VOYAGER to PORT SAID RADIO*

Calling station: **PORT SAID RADIO (2X). This is M/V STAR VOYAGER (2X) (On VHF channel one-six). Over.**

Responding station: **M/V STAR VOYAGER. This is PORT SAID RADIO. Over.**

2.B.4 Establish a VHF contact in the following situation:

*M/V STAR VOYAGER, BRTV5 to M/V ELINDA, YR5E*

Calling station: **M/V ELINDA, YR5E (2X). This is M/V STAR VOYAGER, BRTV5 (2X). Over.**

Responding station: **M/V STAR VOYAGER, BRTV5. This is ELINDA, YR5E Over.**

2.B.5 M/T EVENING STAR is trying to call unknown ship of RO-RO type with blue hull near the North Point Buoy.

**All ships (3X) calling unknown ship. Type: RO-RO, hull colour: blue, position: near the North point buoy. This is M/T EVENING STAR (2X). Over.**

2.B.6 Coast Station RIJEKA RADIO is trying to call a car-ferry in the area Rijeka Bay Approach, bearing 311 degrees, distance 0.9 NM from Galiola Isle.

**All ships in the area Rijeka Bay Approach (2X). Calling unknown ship.**  
**Type: car-ferry, position: bearing zero-one-one degrees from Galiola Isle,**  
**distance: zero decimal nine miles. This is RIJEKA RADIO (2X). Over**

## **2.C. INDICATING (AGREEING TO / DISAGREEING WITH) WORKING CHANNEL**

2.C.1 Which of the phrases used to indicate the working channel is acceptable in SMCP? (Underline the right answer):

- d) **Switch to channel....**
- e) Go to channel ... -
- f) Change to channel....

2.C.2 How will you respond to the following sentence:

Switch to channel two four.

**Agree VHF channel two-four**

2.C.3 What is the answer if your channel 2 – 4 is not available?

**VHF channel two-four unable**

2.C.4 You can, however, switch to channels from 2 – 6 (use the phrase *through*)

**VHF channels available two through six**

## **2.D. MESSAGE MARKERS:** ( Section 4)

2.D.1 The message markers are used in an exchange to signal the move intended by the speaker, i.e. what the speaker wants to say, ask, order, request, advice, suggest, inform etc.. These message markers adopted in SMCP may be one of the following:

- o) QUESTION
- p) **INSTRUCTION**
- q) **ADVICE**
- r) **REQUEST**
- s) **INFORMATION**
- t) **WARNING**
- u) **INTENTION**
- v) **ANSWER**

2.D.2 Put a suitable message marker in the blank spaces:

1. **INSTRUCTION** Stop immediately.
2. **ADVICE** Steer course: 1-3-6 degrees true
3. **WARNING** The ship ahead of you is not under command.
4. **INFORMATION/WAR.** The leading lights are unlit.
5. **INFORMATION** The cargo is perishable goods.

- |                               |  |
|-------------------------------|--|
| 6. <b><u>REQUEST</u></b>      | Please send a doctor immediately.      |
| 7. <b><u>WARNING</u></b>      | The visibility is very poor.           |
| 8. <b><u>INFORMATION</u></b>  | I intend to leave via Burrow Sound.    |
| 9. <b><u>REQUEST</u></b>      | Please arrange for a berth on arrival. |
| 10. <b><u>INSTRUCTION</u></b> | Proceed to the nearest safe anchorage. |

## **2.E. TERMINATION AND END OF TRANSMISSION**

2.E.1 The end transmission normally consists of the following steps:

- e) **Address and identify**
- f) **Respond to previous transmission**
- g) Thank you (or any expression of thanking or gratitude)
- h) **Over and Out** (to indicate that the exchange is finished)

2.E.2 Give examples of greetings or expressions of thankfulness used at the end of an exchange:

- (a) **Thank you**
- (b) **Have a good watch/voyage to ...**

2.E.3 Channel 16 is used as:

- (a) **calling**
- (b) watchkeeping channel, or a
- (c) **distress/safety** channel

## **2.F. BROADCAST**

2.F.1 Typical subjects/contents for broadcasts are:

- **weather forecasts/reports**
- navigational information
- **warnings**
- securite messages

2.F.2 The broadcast begins with the following phrase (repeated three times):

**All ships, all ships, all ships.**

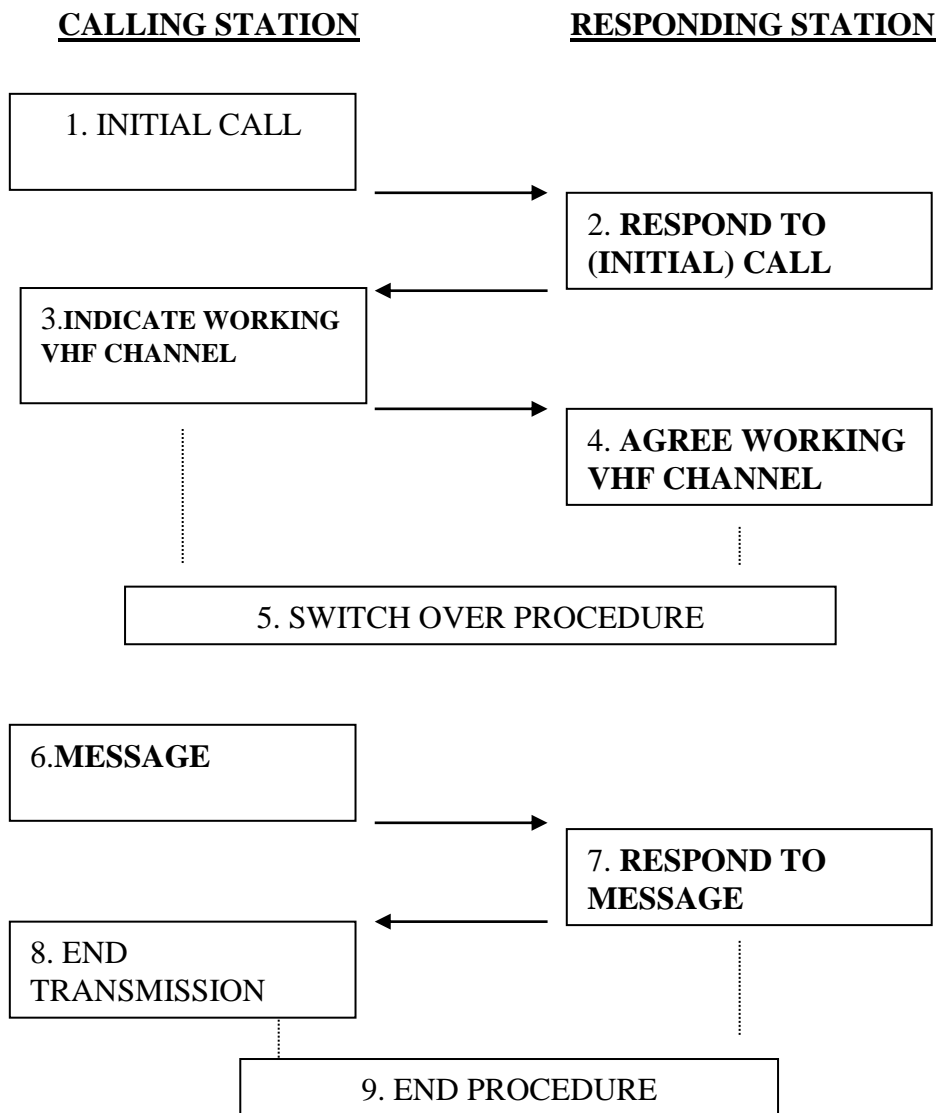
## **2.G. COMPLETE MARITIME EXCHANGE / CONVERSATION:**

*(Section 2 & 6; BP SMCP Part I.6 & I.7)*

2.G.1 The three main stages in the exchange procedure are:

- 1. **Make contact on working channel**
- 2. **Exchange messages**
- 3. **TERMINATE**

2.G.3 Here is a 9-step outline diagram of a full exchange procedure between two stations (between two ships or a ship and a shore station):





2.G.4 Use the model below to write down the complete exchange on a single topic:

- Calling station: M/T SALI, call sign HR6T7
- Responding station: NEWHAVEN PORT CONTROL
- Working channel: 2-4
- Topic: - NEWHAVEN PORT CONTROL asks about the ship's cargo on board
- M/T SALI answers that she has 1784 TEU containers on board and no dangerous cargo.
- Use IMO SMCP (SMCP 2001)

**CALLING STATION**

**RESPONDING STATION**

Newhaven Port Control, Newhaven Port Control, Newhaven Port Control. This is motor tanker Sali, HR6T7, on VHF channel 1-6. Over.

**2. M/T SALI, HR6T7. This is Newhaven Port Control. Over.**

**3. Newhaven Port Control. This is M/T Sali. Switch to VHF channel two-four. Over**

**4. M/T Sali. This is Newhaven Port Control. Agree channel two-four. Over.**

**5. SWITCH OVER PROCEDURE**

**6. M/T Sali. This is Newhaven Port Control. QUESTION: What type of cargo do you have on board? Over.**

**7. Newhaven Port Control. This is M/T Sali ANSWER: We have 1784 TEU containers and no dangerous cargo on board. Over.**

**8. END TRANSMISSION: M/T Sali. This is Newhaven Port Control. UNDERSTOOD: 1784 TEU containers and no IMO cargo on board. Nothing more. Thank you. Over and out.**

2.G.5 Use the model below to write down the complete exchange on a single topic:

- Calling station: M/T PULA, call sign HRMV6
- Responding station: first unknown, container ship, hull red, course 226, speed 18 knots; (C/V BLUE SKY, CZ6B)
- Working channel: 0-4
- Topic: - M/T PULA asks about the other ship's intention
- The container ship responds that she is turning to starboard and will pass astern of PULA
- Use IMO SMCP (2001)

**CALLING STATION**

**RESPONDING STATION**

**All ships(3X)calling unknown ship. Type: container, hull colour: red, course:two-two-six, speed: one-eight knots. This is M/T PULA, HRM6 (2X).Over.**

**2. Motor tanker PULA, HRMV6. This is C/V BLUE SKY, CZ6B, container ship, hull – red, course 226, speed 18 knots. Over.**

**3.C/V BLUE SKY, CZ6B. This is M/T Pula. Switch to channel zero-four. Over.**

**4.M/T PULA. This is C/V BLUE SKY. Agree VHF channel zero-four. Over**

**5. SWITCH OVER PROCEDURE**

**6.C/V BLUE SKY. This is M/T PULA. QUESTION: What are your intentions? Nothing more. Over.**

**7. M/T PULA. This is C/V BLUE SKY. ANSWER: Turning to starboard and passing astern of your ship. Over.**

**8. END TRANSMISSION C/V BLUE SKY. This is PULA. UNDERSTOOD: Turning to starboard and passing astern of my ship. Thank you. Over and out.**

### **3. DISTRESS, URGENCY, SAFETY:** ( Section 3; BP SMCP Part II)

3.1 The distress procedure is used when a ship or station is threatened by danger which is:

(a) **grave** \_\_\_\_\_ and

(b) **imminent** \_\_\_\_\_,

and when this ship or station requests:

© **immediate assistance.**

3.2 A ship sending a message prefixed by the marker word *Pan-Pan* has a very urgent message to transmit concerning:

(a) **Safety of a ship (or a person)**

(b) **Medical assistance**

(c) **Emergency evacuation**

3.3 The station sending a safety message is about to transmit:

(a) **(important navigational) warning**

(b) **meteorological/information warning**

3.4 In distress communications the Controlling Station can be:

(a) **The vessel in distress (VTC, RCC, MRCC)**

(b) a shore or coast radio station

(c) **on-scene commander** (OSC)

(d) **Co-ordinator surface search** (CSS)

3.5 In distress and urgency procedure there are five types of transmissions or messages:

- Initial distress (or urgency message)
- **Acknowledge**
- **Assistance information message**
- **Acknowledge response**
- **Mayday-relay transmission**

3.6 The marker word *Mayday Relay* is used when:

**no acknowledgement transmissions are heard from any further stations.**

3.7 There are five ways of giving the ship's position in distress or any other procedure:

1. **latitude and longitude**
2. **bearing from an object, and distance**
3. **reference to a navigation mark**
4. **by reporting points**
5. **electronic position-fixing references**

3.8 The initial distress message consists of the following parts:

1. MARKER WORD (three times): **Mayday (3X)**
2. IDENTIFY: **This is ...**
3. MARKER WORD (? times?): **Mayday (1X)**
4. **SHIP'S NAME AND CALLSIGN**
5. **POSITION**
6. NATURE OF DISTRESS: **fire, explosion, collision (what is wrong)**
7. **WHAT ASSISTANCE IS REQUIRED**
8. OVER.

3.9 The most frequent causes for sending an initial distress message are:

- (g) **sinking**
- (h) **collision**
- (i) **fire/explosion on board**
- (j) **striking an underwater object/mine**
- (k) **dangerous listing**
- (l) **ship aground**

### **3. DISTRESS, URGENCY, SAFETY COMMUNICATIONS**

3.1 Assign the **term** (number) from ITU Radio Regulation in column two to the appropriate **definition** (letter) in column one.

a	b	C
<b>A.</b> a digital selective call (DSC) using a distress call format, in the bands used for terrestrial radiocommunication, or a distress message format, in which case it is relayed through space stations.	1. <i>distress alert relay</i>	A2
<b>B.</b> the initial voice or text procedure.	2. <i>distress alert</i>	B5
<b>C.</b> the subsequent voice or text procedure.	3. <i>distress call relay</i>	C4
<b>D.</b> a DSC transmission on behalf of another station.	4. <i>distress message</i>	D1
<b>E.</b> the initial voice or text procedure for a station not itself in distress.	5. <i>distress call</i>	E3

### INSERT THE MISSING TERMS / WORDS

3.2 The **transmission of a distress alert or a distress call** indicates that a mobile unit (e.g a ship or aircraft) or person is threatened by: GRAVE and IMMINENT danger and requires: IMMEDIATE ASSISTANCE .

3.3 **Ship-to-shore distress alerts or calls** are used to alert rescue COORDINATION CENTRES via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions via satellites (from a ship earth station or a satellite EPIRB) and terrestrial services (from ship stations and EPIRB\_s).

Ship stations **equipped for digital selective calling** procedures may transmit a distress call and distress MESSAGE immediately following the distress alert in order to attract attention from as many ship stations as possible

Ship stations **NOT equipped for digital selective calling** procedures shall, where practical, initiate the distress communications by transmitting a radio TELEPHONY distress call and message on the frequency 156.8 MHz (VHF channel 16).

3.4 **Ship-to-ship DISTRESS ALERTS** are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. Additionally, the HF band may be used.

3.5 In distress and urgency procedure there **are five different types of voice transmissions or messages**:

- Initial distress (or urgency message)
- Acknowledgement message
- Acknowledge assistance message
- Acknowledge response
- Mayday-relay transmission

3.6 **Initiation of distress traffic in the GMDSS**. During a distress phase vessels can use the following methods to transmit a distress alert using the GMDSS:

- Digital Selective Calling (DSC) on VHF, MF or HF frequencies;
- Cospas-Sarsat Emergency Position-Indicating Beacons (EPIRB)
- Inmarsat Terminal (Inmarsat B, Inmarsat C or Fleet F77);
- Radiotelephone on VHF, MF or HF frequencies.

3.7 When **acknowledging receipt of a distress alert** sent by DSC, the acknowledgement in the terrestrial services shall be made by DSC, radiotelephony or **narrow-band-direct-printing** telegraphy as appropriate to the circumstances, on the associated distress and safety frequency in the same band in which the distress alert was received.

3.8

**After the DSC acknowledgment**, distress traffic should switch to voice (or telex) on the distress traffic frequency on which the acknowledgment took place. The vessel in distress must now transmit a distress message by voice (or telex).

The form and content of a distress message is as follows:

- Distress marker word: MAYDAY ;
- the NAME of the vessel in distress;
- the CALL SIGN or other identification of the vessel in distress;
- the MMSI if distress traffic was initiated using DSC;
- the distress POSITION coordinates;
- the NATURE OF DISTRESS (what has happened and what is the matter);
- the nature of ASSISTANCE required;
- any other INFORMATION which might facilitate the rescue.

### 3.10 COMPLETE DISTRESS/URGENCY MESSAGES

3.10.1 Your vessel, LPG type (CATWALK, DTRL8) has struck a mine, explosion in LPG tank No. 1., position 157 degrees from the Refinery Buoy. Send an appropriate VHF message and ask for assistance.

**Mayday (3X). This is CATWALK (3X) Mayday (1X) CATWALK, DTRL8. Position: 1-5-7 degrees from the Refinery Bouy. Struck a mine, explosion in LPG tank No. 1. Request: immediate assistance. Over.**

3.10.2 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8. Send an appropriate message to that ship.

**Mayday. Catwalk (3X) DTRL8. This is Cres, H5TZV. Mayday received. Over.**

3.10.3 Your vessel (CRES, H5TZV) has received the message from CATWALK, DTRL8 and is going to render assistance to that ship. Your position 8 NM southeast of CATWALK, speed 18 knots, ETA 20 minutes. Send your message to CATWALK.

**Mayday. Catwalk. This is Cres. Position: eight miles southeast of you, speed: 18 knots, ETA: 20 minutes. I am coming to your assistance. Over**

3.10.4 CATWALK responds that she has understood your assistance message and says that NEWPORT PORT CONTROL is taking over the duty of CSS.

**Mayday. Cres. This is Catwalk. (Understood: readback ...) Newport is taking over the duty of CSS. Over and out.**

3.10.5 NEWPORT PORT CONTROL has received the initial message from CATWALK and is relaying the message to all ship sin the vicinity and requires them to stand by to take part in SAR.

**Mayday-relay (3X). This is NEWPORT CONTROL (3X). Mayday. Catwalk, DTRL8. Following received from Catwalk: Mayday. Catwalk, DTRL8 position: 178 degrees from the Refinery Buoy. Struck a mine, explosion in LPG tank No. 1, request: immediate assistance. Stand by to take part in SAR. This is Newport Control. Over**

/

### **4. STANDARD PHRASES AND MESSAGES:** (SMCP 2001; Section 4)

4.4 Which phrase would you use to say the following:

10. I request that all ships receiving this transmission listen to what follows:

**All ships (3X)...**

11. Remain on VHF channel ...

**Stand by on VHF channel**

12. My name (or call sign) is ....

**This is ...**

13. I wish to communicate with the ship described. I do not know her name or call sign.

**(Calling) unknown ship**

14. How well are you receiving me?  
**How do you read me?**
15. I am terminating the conversation.  
**Over and out**
16. I cannot switch to channel ...  
**VHF channel ... unable**
8. I have just made a mistake in this transmission. The information should be ...  
**Correction**
9. Do not terminate this conversation. I have more to say.  
**Stand by/on**
10. Indicate that you have received what I have just said.  
**Understood**
11. I have a long/important message for you which I intend to read.  
**Message for you**
12. Which VHF channel do you suggest that we use?  
**Which VHF channel?**
13. Repeat your message.  
**Say again**

## 5. COMMUNICATION SUBJECTS- TRANSLATION

Translate into English: (from IMO SMCP 2001):

13. Srljate u opasnost. Po pramcu vam je pličina.  
**You are running into danger. Shallow water ahead of you.**
14. Gorim, a prevozim opasan teret.  
**I am on fire and I have dangerous cargo on board.**
15. Napravite zavjetrinu za moj brod.  
**Make a lee for my vessel.**
16. Moje je sidro zapleteno.  
**My anchor is foul.**
17. Koje su upute za moj vez?  
**What are my berthing instructions?**
18. Savjetujem vam da zadržite postojeći kurs.  
**Advise you to keep your present course.**
19. Nagnut sam 20 stupnjeva ulijevo.  
**I have a list to port of two-zero degrees.**
20. Jedan tanker ulazi u plovni put.  
**There is a tanker entering the fairway.**
21. Mijenjam kurs udesno.  
**I am altering my course to starboard.**
22. Nesposoban sam za manevriranje.  
**I am not under command.**
23. Moj brod ima ograničene manevarske sposobnosti.  
**I am a hampered vessel.**
24. Morate postaviti peljarske ljestve s lijeve strane.  
**You must rig pilot ladder on port side.**
25. Ja sam kod mjesta javljanja Z-5, kurs 132 sptupnja, brzina 14 čvorova.  
**I am at way point Z-5, course 132 degrees, speed 14 knots.**
26. Morate smanjiti brzinu.  
**You must reduce speed.**
27. Vjetar skreće u smjeru suprotnom od kazaljke na satu i pojačava se.  
**The wind is backing and increasing.**
28. Ribarski se pribor zapleo oko mog brodskog vijka.  
**Fishing gear has fouled my propeller.**
29. (SAR) Možete li se uputiti k mjestu pogiblji?  
**Can you proceed to distress area?**
30. Izvršite traganje prema manovri (pattern) br. 3 s početkom u 13.45 sati.  
**Start searching according to pattern No. 3 starting from 13:45 hours.**
31. Početni kurs je 235 stupnjeva, brzina traganja 07 čvorova.  
**Starting course is 235 degrees, searching speed 07 knots.**
32. Opazili smo tri splavi na poziciji ....  
**Three life rafts sighted in position ...**



## **6. SHIP HANDLING:** (ME: Units 18-23)

6.1 Complete the text following the sketches below: *Leaving Berth* **Starboard**  
*Side To:*

(1) Single up to a **spring** forward and a **breast** line aft.

Put the **engine** to slow ahead and **rudder/wheel** hard to starboard.

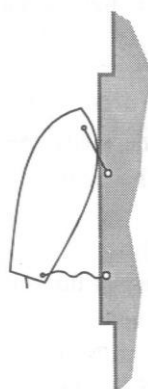
(2) Pay out on the stern **breast line** until the stern is clear of the **berth**.

Stop **engine**, half astern and rudder **amidships**. The action of the breastline is to prevent transverse **thrust** taking the **stern** to port and so forcing the bows on the **quayside**. By binding the stern in, the bows are forced off the **quay**.

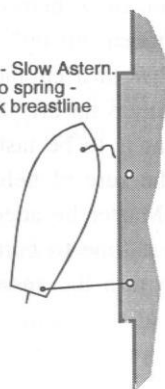
(3) When all is **clear**, stop engines and let go the **breast line**.

STB'D Side to

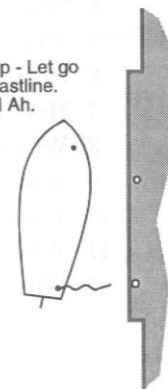
Slow Ah. - Slack  
1. away breast line



2. Stop - Slow Astern.  
Let go spring -  
check breastline



3. Stop - Let go  
breastline.  
Full Ah.



6.2 Translate into English:

Zapovjednik: LIKA, prednji kaštel. Držite prednji špring. Potežite (napnite) pramčano bočno uže. Popuštajte tegleno uže.

**Bridge: LIKA, forecastle. Hold on forward spring. Heave on forward breast line. Slack away on the towing line.**

Prednji kaštel: LIKA, most. Potegnute ču prednji špring. Držate ču pramčano bočno uže. Popuštate ču tegleno uže.

**Forecastle: LIKA, bridge. I shall heave on forward spring. I shall hold on forward breast line. I shall slack away on towing line.**

6.3 Write down the opposite line and anchor handling terms:

<b>LET GO</b> the line	↔	<b><u>MAKE FAST</u></b>
<b><u>PAY OUT</u></b>	↔	<b>HAUL IN</b> the line
<b>SLACK AWAY</b> the line	↔	<b><u>HEAVE ON</u></b>
<b>HEAVE UP</b> anchor	↔	<b><u>LET GO/DROP</u></b>

## **7. MARINE METEOROLOGY:** (ME Unit 13 & 20)

7.1 Each meteorological report for seafarers consists of three parts:

Part 1: **WARNING**

Part 2: **GENERAL SYNOPSIS/SITUATION/INFERENCE**

Part 3: **FORECAST**

7.2 Meteorological Warnings include the following types of warning:

- (a) **Wind, fog**
- (b) tropical storm warning
- (c) **Sea state**
- (d) **Restricted visibility**

7.3 Give English equivalents for the following terms:

- (a) anticiklona                   **anticyclone**
- (b) ciklona                       **depression**

7.4 Give Croatian equivalence for the following terms

- (a) low (in a NAVTEX message) **polje niskog tlaka zraka**
- (b) high (in a NAVTEX message) **polje visokog tlaka zraka**

7.5 In weather forecasts the following information is given:

- (a) wind direction and **force (speed)**
- (b) **the sea state**
- (c) **pressure, temperature**
- (d) precipitations (rain, **snow**, **hail**)
- (e) **visibility**

## **8. COLLISION REGULATIONS: (ME Unit 33)**

8.1 There are three basic close-quarters situations at sea:

- (d) **head-on situation**
- (e) **crossing situation**
- (f) **overtaking**

8.2 A vessel is underway if she is:

- (d) **not anchored**
- (e) **not moored**
- (f) **not aground/made fast**

A vessel is overtaking if: **she is approaching another vessel at any angle from more than 22.5 ° abaft the beam on either side.**

8.4 A ship can avoid collision by taking the following actions:

- (d) **altering course (to starboard)**
- (e) **reduce speed**
- (f) **give way, stop/ running astern**

8.5 Which lights must be shown by a vessel over 50 feet in length?

**mast headlight, sidelights to port and starboard, a sternlight**

8.6 Replace the underlined word in the sentence:

"You should avoid that deep draft tanker"

by synonymous terms:

- (d) **keep clear of**
- (e) **give way to**
- (f) **keep out of the way**

3

## **9. SAR COMMUNICATIONS: (from MERSAR)**

9.1 Give full names for the abbreviations or acronyms below:

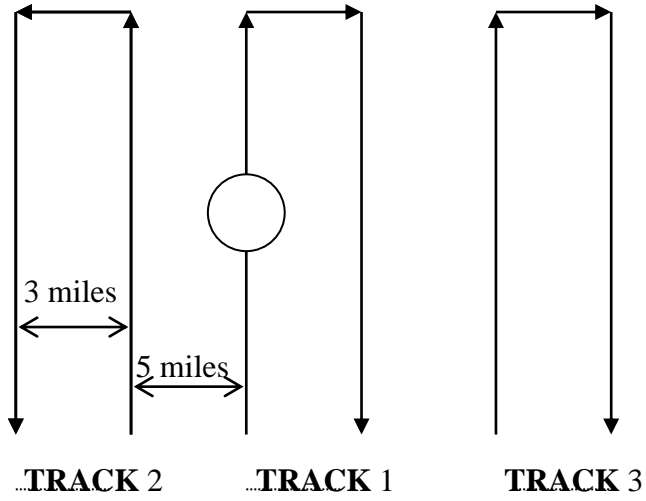
- CES: - **COAST EARTH STATION**
- CRS: - **COAST RADIO STATION**
- CSS: - **CO-ORDINATOR SURFACE SEARCH**
- OSC: - **ON-SCENE COMMANDER**
- RCC: - **RESCUE CO-ORDINATION CENTRE**
- SITREP - **SITUATION REPORT**
- MERSAR: - **MERCHANT SHIP SEARCH AND RESCUE MANUAL**

9.2 Write down the English labels above dotted lines on the drawing below:

51

**SEARCH PATTERN 3**

Parallel **TRACK** search – 3 ships



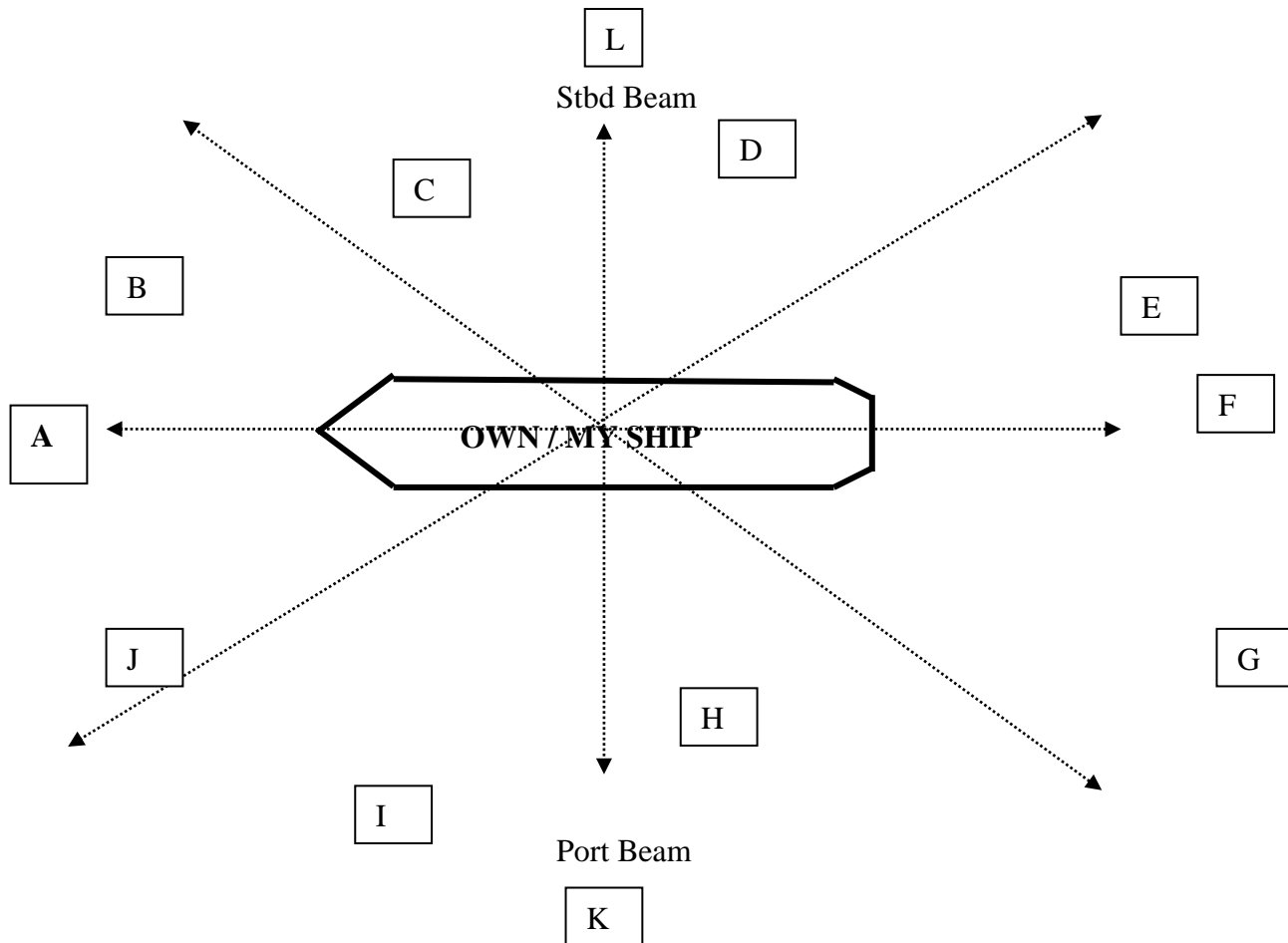
### 9.3 SEARCH AND RESCUE COMMUNICATIONS

1. the most probable position of a search object, corrected for drift, at any specific time.	a. <b>Datum</b>	<b>1a</b>
2. a designated Coast Guard coordination centre that acts as the national Search and Rescue Region's (SRR) coordination centre and the international point of contact for search and rescue (SAR) services ...	b. <b>Maritime search and rescue (SAR)</b>	<b>2d</b>
e. a separately designated Coast Guard coordination or other centre that either independently or subordinate to the Maritime Rescue Coordination Centre (MRCC) takes care of the continuous maintenance of coordination and communication preparedness and coordinates search and rescue (SAR) operations within its Search and Rescue Sub-Region (SRS).	c. <b>On-Scene Co-Ordinator (OSC)</b>	<b>3e</b>
4. a set of duties that include the search and rescue of persons in distress at sea, provision of emergency medical services for them and conduct of radio communications related to an emergency phase	d. <b>Maritime Rescue Coordination Centre (MRCC)</b>	<b>4b</b>
5. is a person whose duty is to coordinate and harmonise on-scene search and rescue operations under the Search and Rescue Mission Coordinator (SMC).	e. <b>Maritime Rescue Sub-Centre (MRSC)</b>	<b>5c</b>
6. a Border Guard officer of a Maritime Search and Rescue Command Centre with special training for the duty tasked with the coordination of search and rescue operations	f. <b>Search and Rescue Mission Coordinator (SMC)</b>	<b>6f</b>
7. a vessel or aircraft with a crew trained and equipped for maritime search and rescue (SAR) operations	g. <b>Search and Rescue Unit (SRU)</b>	<b>7g</b>

**10. ORIENTATION AROUND THE SHIP:** (ME Unit 19)

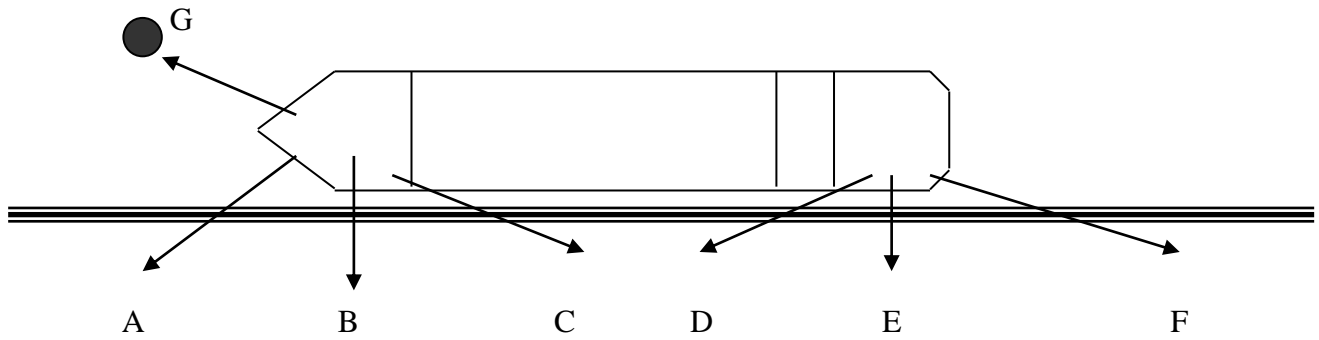
Write down the sentences showing where the ships are in respect of your own ship.

Two sentences have been done for you:



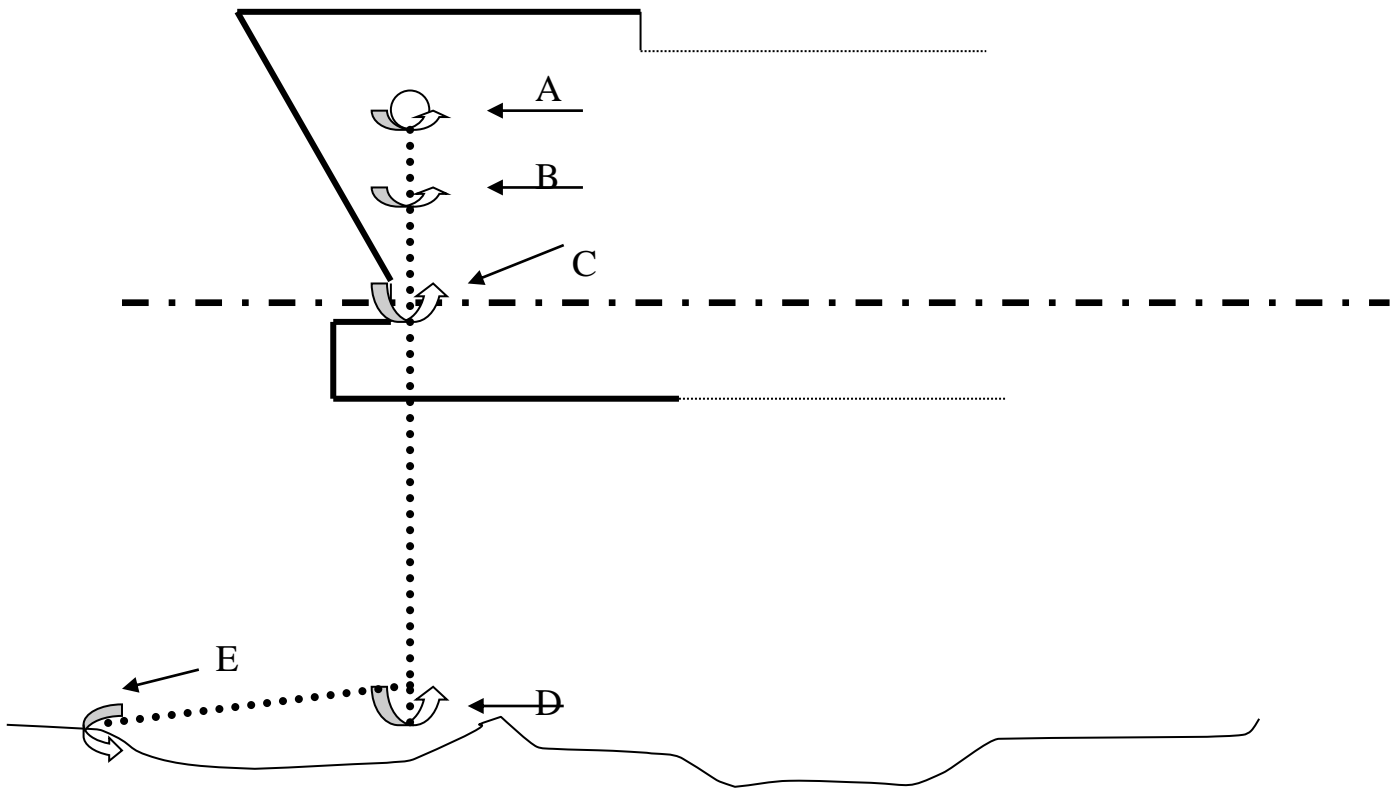
4. Ship A is ahead of my ship.
5. Ship B **is on the starboard bow.**
6. Ship C **is before the beam to starboard.**
7. Ship D **is abaft the beam to starboard.**
8. Ship E **is on starboard quarter.**
9. Ship F **is astern of my ship.**
10. Ship G **is on the port quarter.**
11. Ship H is abaft the beam to port.
12. Ship I **is before the beam to port.**
13. Ship J **is on the port bow.**
14. Ship K **is on the beam to port.**
15. Ship L **is on the beam to starboard.**

**11. Write down the names of the MOORING LINES**



- A HEAD LINE
- B FORWARD BREAST LINE
- C FORWARD SPRING
- D AFT SPRING
- E AFT BREAST LINE
- F STERN LINE
- G TOWING LINE

**12. POSITIONS OF THE ANCHOR:** (ME Unit 22)

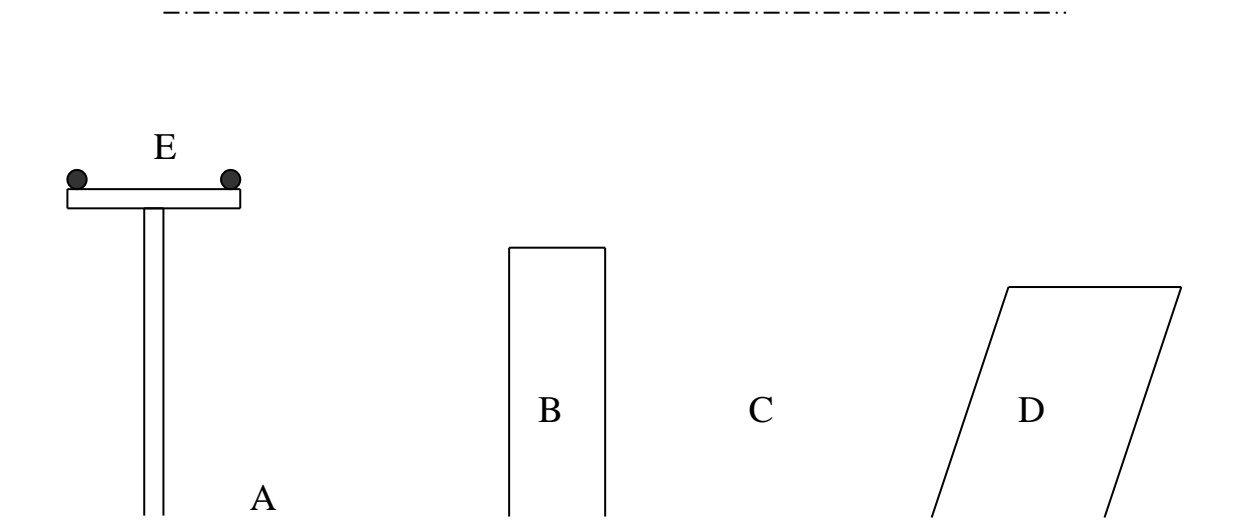


- f) When in position A, the anchor is **stowed in the howse(-)pipe, home**
- g) When in position B, the anchor is **walked out, veered out**
- h) When in position C, the anchor is **awash**
- i) When in position D, the anchor is **aweigh**
- j) When in position E, the anchor is **holding well/on the ground**



**13. PORT STRUCTURES:** (ME Unit 14)

Main waterway



Give the names of the port structures above:

- f) Structure A is a **QUAY** or a **WHARF**
- g) Structure B is a **PIER** or a **JETTY**
- h) Structure D is a **PIER** or a **JETTY**
- i) Structure E is a **T-JETTY / OIL JETTY**
- j) The water area C is a **(PORT) BASIN** .

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**REFERENCES:**

- *SMCP:* Standard Marine Communication Phrases, IMO, London, 2001
- *BP SMCP* B. Pritchard [39 Maritime Communications & IMO SMCP 2001](#)
- *ME:* B. Pritchard [A Maritime English Course](#)  
([https://www.pfri.uniri.hr/web/hr/katedra\\_SJ.php](https://www.pfri.uniri.hr/web/hr/katedra_SJ.php))
- *IMO MERSAR Manual, 1993*, Pergamon Press, Oxford, 1988, (+ website SAR manuals)

Compiled by Boris Pritchard, 2019