

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

**WRITTEN EXAM – PART 1**

**MARITIME ENGLISH TEST:**

**MARITIME ENGLISH AND SMCP 2001**

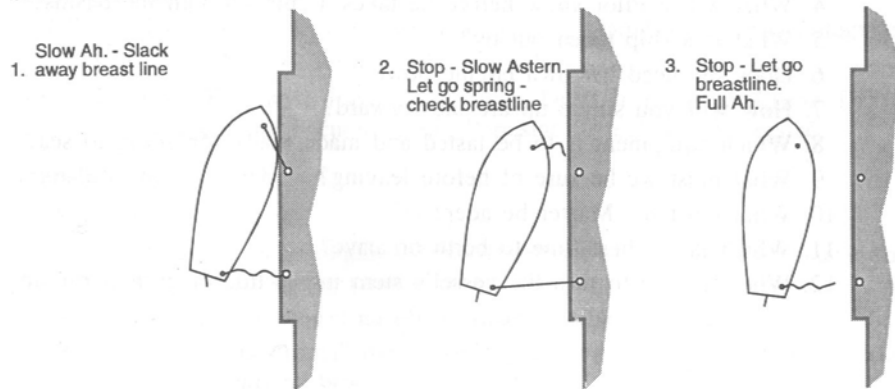
(Sample test)

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

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

- (1) Single up to a \_\_\_\_\_ forward and a \_\_\_\_\_ line aft.  
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 engines and let go the \_\_\_\_\_.

STB'D Side to



14/ \_\_\_\_\_

1.2 Translate into English:

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

\_\_\_\_\_

8/ \_\_\_\_\_

Prednji kaštel: LIKA, most. Potegnuto prednji špring. Držati pramčano bočno uže. Popuštat tegleno uže.

\_\_\_\_\_

8/ \_\_\_\_\_

1.3 Write down the opposite line and anchor handling terms:

**LET GO** the line                       $\longleftrightarrow$  \_\_\_\_\_  
 \_\_\_\_\_                                       $\longleftrightarrow$     **HAUL IN** the line  
**SLACK AWAY** the line                       $\longleftrightarrow$  \_\_\_\_\_  
**HEAVE UP** anchor                               $\longleftrightarrow$  \_\_\_\_\_

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

**/TOTAL Points 1: 34/ \_\_\_\_\_ /**

**2. SAR COMMUNICATIONS:** (from IAMSAR)

2.1 Give full names for the abbreviations or acronyms below:

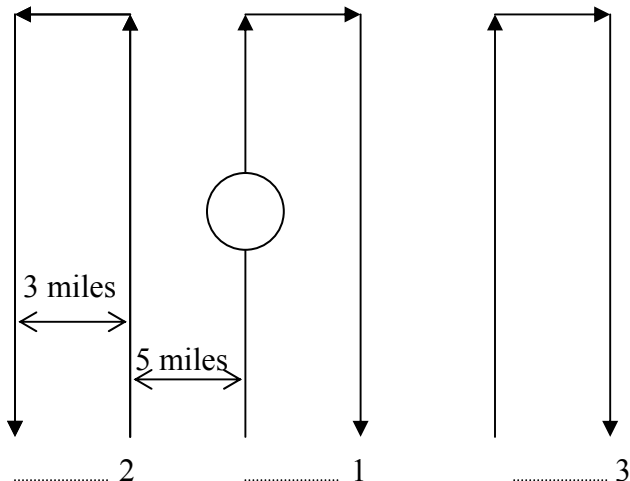
CES:                      - \_\_\_\_\_  
 CRS:                      - \_\_\_\_\_  
 CSS:                      - \_\_\_\_\_  
 OSC:                      - \_\_\_\_\_  
 RCC:                      - \_\_\_\_\_  
 SITREP                      - \_\_\_\_\_  
 IAMSAR:                      - \_\_\_\_\_

7/ \_\_\_\_\_

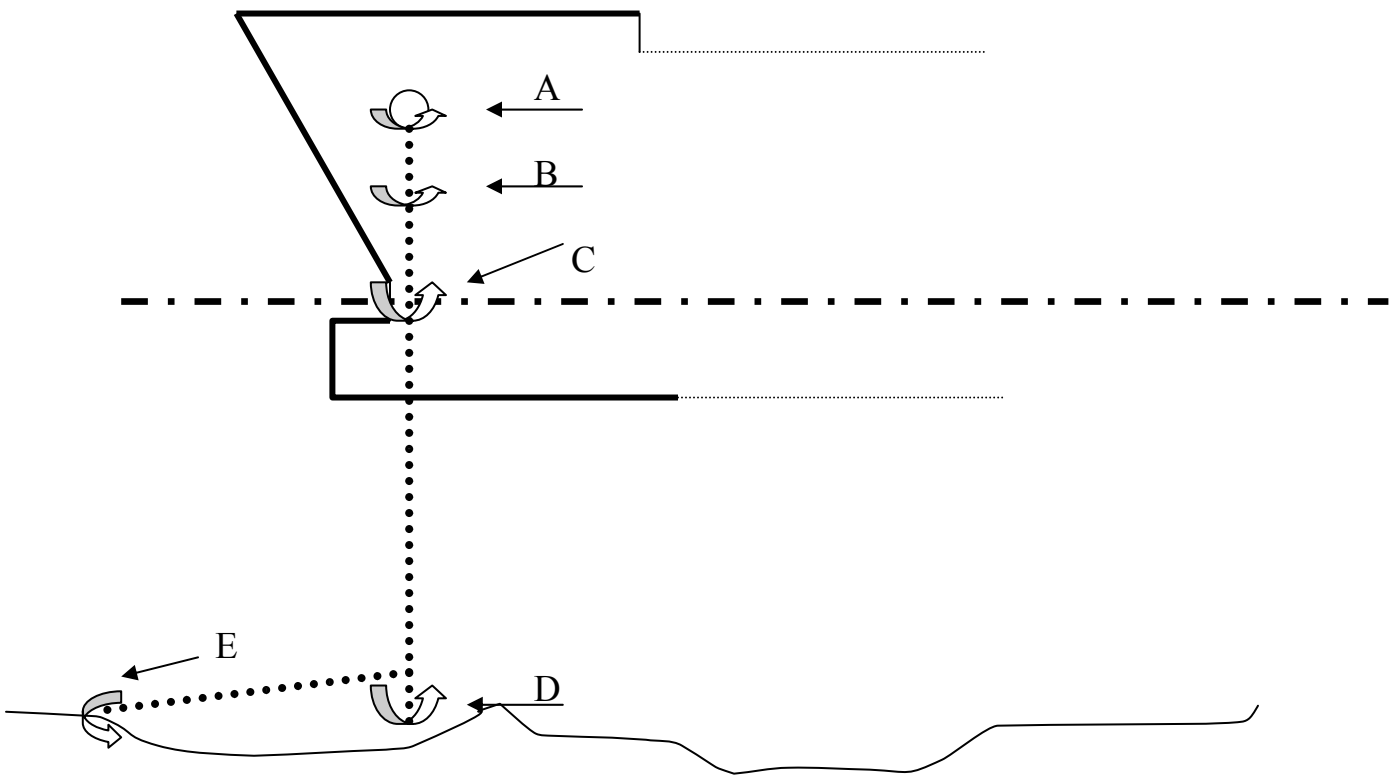
2.2 Write down the English labels above dotted lines on the drawing below:

----- 3  
 Parallel ----- search – 3 ships

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



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



- a) When in position A, the anchor is \_\_\_\_\_
- b) When in position B, the anchor is \_\_\_\_\_
- c) When in position C, the anchor is AWASH
- d) When in position D, the anchor is \_\_\_\_\_
- e) When in position E, the anchor is \_\_\_\_\_

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

**4.A MESSAGE MARKERS:** (SEASPEAK Section 4)

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:

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

7/ \_\_\_\_\_

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.

10/ \_\_\_\_\_

**/Total Points 4A: 16/ \_\_\_\_\_**

**4.B. INDICATING (AGREEING TO / DISAGREEING WITH) WORKING CHANNEL**

4.B.1 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/ \_\_\_\_\_

4.B.2 How will you respond to the following:

“Switch to channel two four.”

4.C.3 What is the answer if your channel 2 – 4 is not available? 1/ \_\_\_\_\_

4.C.4 You can, however, switch to channels from 2 – 6 (use the phrase *through*) 1/ \_\_\_\_\_

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

**/Total Points 4B: 4/ \_\_\_\_\_**

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

*(SEASPEAK, Section 2 & 6; BP SMCP Section 1.6 & 1.7)*

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

- Calling station: M/T SEACAT, call sign HRGV7
- Responding station: first unknown, container ship, hull red, course 226, speed 18 knots; (C/V CODFISH, DGY Y3)
- Working channel: 0-4
- Topic: - M/T SEACAT asks about the other ship's intention
- The container ship responds that she is turning to starboard and will pass astern of SEACAT
- Use IMO SMCP 2001

**CALLING STATION**

**RESPONDING STATION**

--	--

	2. Motor tanker SEACAT, HRGV7. This is C/V CODFISH, DGY Y3, container ship, hull – red, course 226, speed 18 knots. Over.
--	---

3.	
----	--

4.	
----	--

**5. SWITCH OVER PROCEDURE**

6.	
----	--

7.	
----	--

8. END TRANSMISSION

10/ \_\_\_\_\_

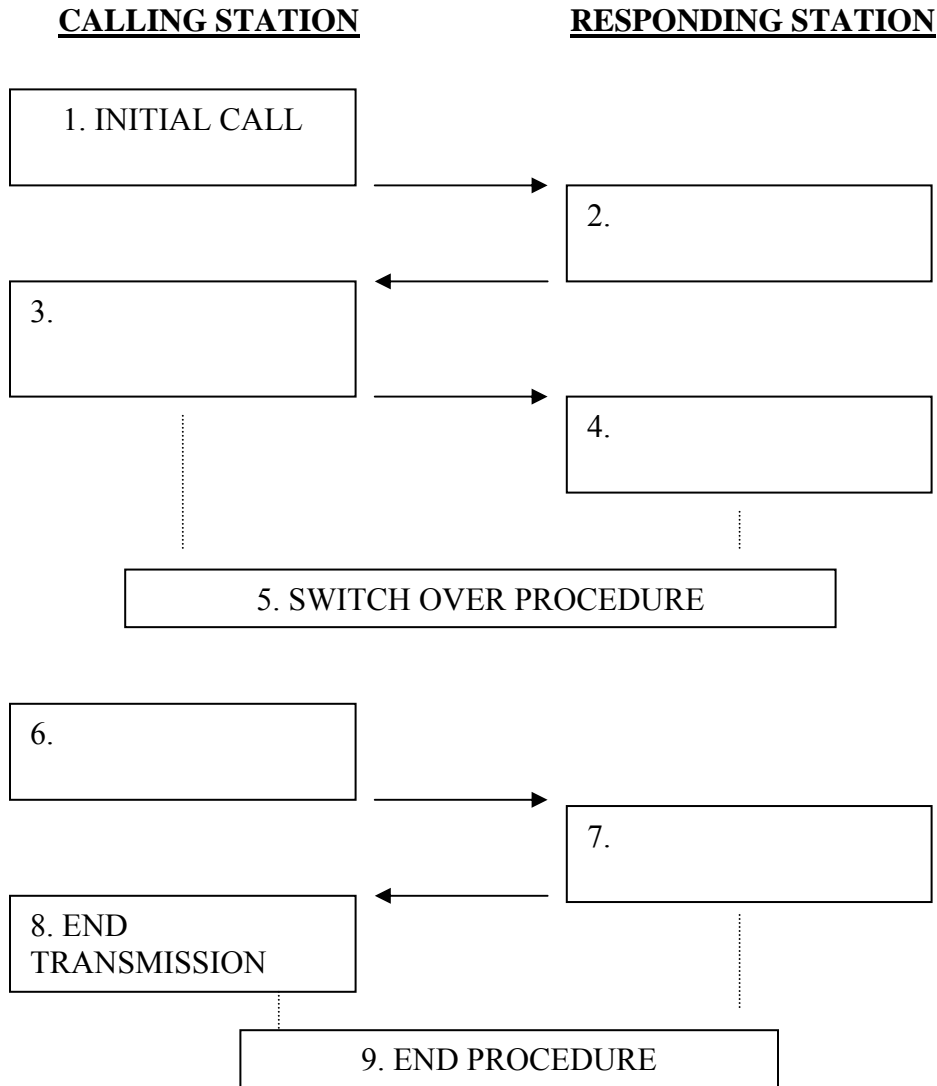
4.C.2 The three main stages in the exchange procedure are:

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

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

5/ \_\_\_\_\_

4.C.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):



- 4.C.4 Use the model below to write down the complete exchange on a single topic:
- Calling station: C/V MARLIN, call sign DL2352
  - Responding station: NEWHAVEN PORT CONTROL
  - Working channel: 2-4
  - Topic: - C/V MARLIN calls NEWHAVEN PORT CONTROL to announce her arrival at the port. NEWHAVEN PORT CONTROL suggests the working channel and asks about the ship's cargo on board.
  - C/V MARLIN agrees to the working channel and answers that she has 1784 TEU containers on board and no dangerous cargo.
  - Use IMO SMCP 2001

**CALLING STATION**

**RESPONDING STATION**

Newhaven Port Control, Newhaven Port Control, Newhaven Port Control. This is container ship MARLIN, DL2352, on VHF channel 1-6. Over.	
	2.
3.	
<b>4. SWITCH OVER PROCEDURE</b>	
5.	
	6.
7. END TRANSMISSION	

10/ \_\_\_\_\_

**/TOTAL Points 4C: 27/ \_\_\_\_\_**

## **5. COMMUNICATION SUBJECTS - TRANSLATION**

Translate into English: (from IMO SMCP 2001):

1. Struja mijene vam je u pramac.

---

2. Smijete ući u propisanu rutu.

---

3. Srljate u opasnost. Po pramcu vam je potopljena podrtina

---

4. Veliki brod isplovlava. Ne prilazite kanalu

---

5. Dolazim vam u pomoć.

---

6. Dižem sidro.

---

7. Krećem se.

---

8. Držite se podalje od mene.

---

9. Pao mi je čovjek u more (kod ...). Pomozite mi u traganju i spašavanju.

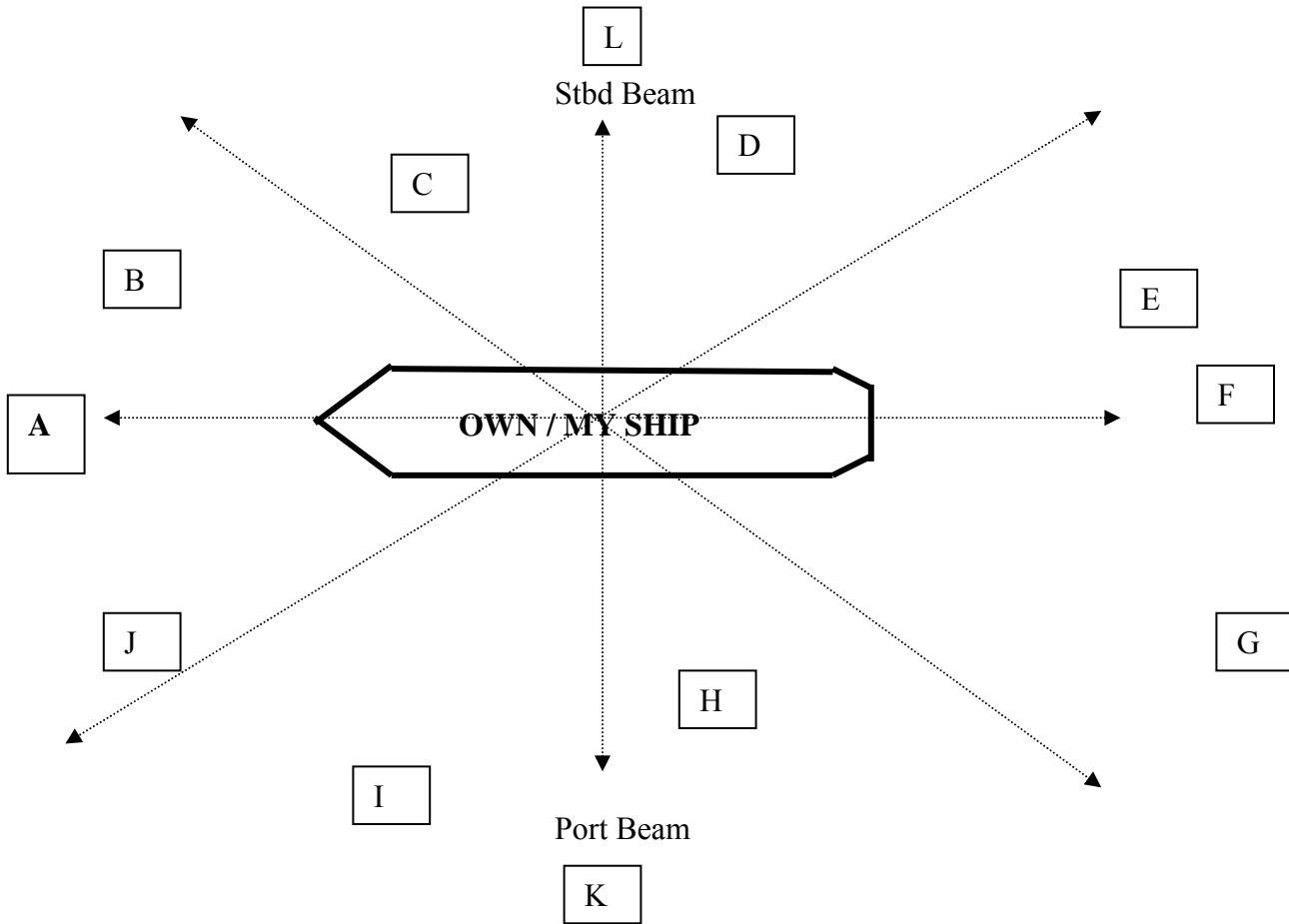
10. Plutača br. B14 nema svjetla.

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**/TOTAL Points 5(10x2): 20/ \_\_\_\_ /**

**6. 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:



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 is abaft the beam to port.
9. Ship I \_\_\_\_\_
10. Ship J \_\_\_\_\_
11. Ship K \_\_\_\_\_
12. Ship L \_\_\_\_\_

**/Total points 6: 10/\_\_\_\_\_**

**7. DISTRESS, URGENCY, SAFETY:** (SEASPEAK Section 3; BP SMCP Section 3)

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

- (a) \_\_\_\_\_ and
- (b) \_\_\_\_\_ ,

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

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

- (a) \_\_\_\_\_
- (b) medical assistance

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

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

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

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

7.4 In distress communications the Controlling Station can be:

- (a) \_\_\_\_\_
- (b) a shore or coast radio station
- (c) \_\_\_\_\_ (OSC)
- (d) \_\_\_\_\_ (CSS)

3/ \_\_\_\_\_

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

1. Initial distress (or urgency message)
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

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

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

\_\_\_\_\_

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

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

1. \_\_\_\_\_
2. bearing from an object, and distance
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

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

7.8 The initial distress message consists of the following parts:

1. MARKER WORD (three times): \_\_\_\_\_
2. IDENTIFY: \_\_\_\_\_
3. MARKER WORD (? times?): \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. NATURE OF DISTRESS: \_\_\_\_\_
7. \_\_\_\_\_
8. OVER.

7/ \_\_\_\_\_

7.9 The most frequent reasons for sending an initial distress message are:

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

5/ \_\_\_\_\_

**7.10 COMPLETE DISTRESS/URGENCY MESSAGES**

7.10.1 Your vessel, LPG type (HAVKONG, SKLM7) 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.

\_\_\_\_\_  
\_\_\_\_\_

5/ \_\_\_\_\_

7.10.2 Your vessel (SHARK, HRMV5) has received the message from HAVKONG, SKLM7. Send an appropriate message to that ship.

\_\_\_\_\_  
\_\_\_\_\_

3/ \_\_\_\_\_

7.10.3 Your vessel (SHARK, HRMV5) has received the message from HAVKONG, SKLM7 and is going to render assistance to that ship. Your position 8 NM southeast of HAVKONG , speed 18 knots, ETA 20 minutes. Send your message to HAVKONG.

\_\_\_\_\_  
\_\_\_\_\_

5/ \_\_\_\_\_

7.10.4 HAVKONG responds that she has understood your assistance message and says that NEWHAVEN PORT CONTROL is taking over the duty of CSS.

\_\_\_\_\_  
\_\_\_\_\_

3/ \_\_\_\_\_

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

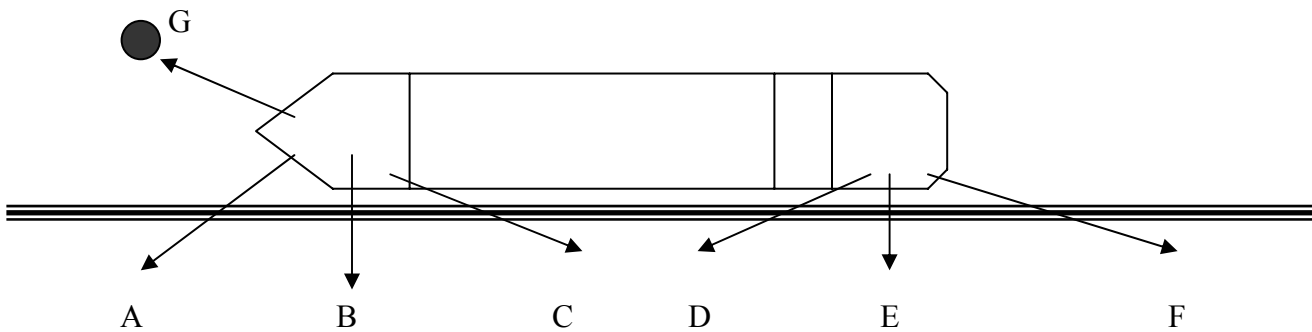
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

7/\_\_\_\_

**/TOTAL Points 7: 55/\_\_\_\_**

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



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

**/Total points 8: 7/\_\_\_\_**

**9. MARINE METEOROLOGY:** (ME Unit 11 & 20)

9.1 The content of each meteorological report for seafarers consists of three parts:

Part 1: \_\_\_\_\_

Part 2: \_\_\_\_\_

Part 3: \_\_\_\_\_

3/ \_\_\_\_\_

9.2 Meteorological Warnings include the following types of warning:

(a) \_\_\_\_\_

(b) tropical storm warning

(c) \_\_\_\_\_

(d) \_\_\_\_\_

3/ \_\_\_\_\_

9.3 Give English equivalents for the following terms:

(a) anticiklona \_\_\_\_\_

(b) ciklona \_\_\_\_\_

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

9.4 Give Croatian equivalents for the following terms

(c) low (in a NAVTEX message) \_\_\_\_\_

(d) high (in a NAVTEX message) \_\_\_\_\_

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

9.5 In weather forecasts the following information is given:

(a) wind direction and \_\_\_\_\_

(b) \_\_\_\_\_

(c) \_\_\_\_\_

(d) precipitations (rain, \_\_\_\_\_, \_\_\_\_\_)

(e) \_\_\_\_\_

5/ \_\_\_\_\_

**/Total Points 9: 15/ \_\_\_\_\_/**

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

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

(a) \_\_\_\_\_

(b) \_\_\_\_\_

(c) overtaking

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

10.2 A vessel is underway if she is:

(a) \_\_\_\_\_

(b) \_\_\_\_\_

(c) \_\_\_\_\_

3/ \_\_\_\_\_

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

\_\_\_\_\_

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

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

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

3/ \_\_\_\_\_

10.5 Which lights must be shown by a vessel over 50 meters in length?

\_\_\_\_\_

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

10.6 Replace the underlined word in the sentence:

"You should avoid that deep draft tanker"

by synonymous terms:

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

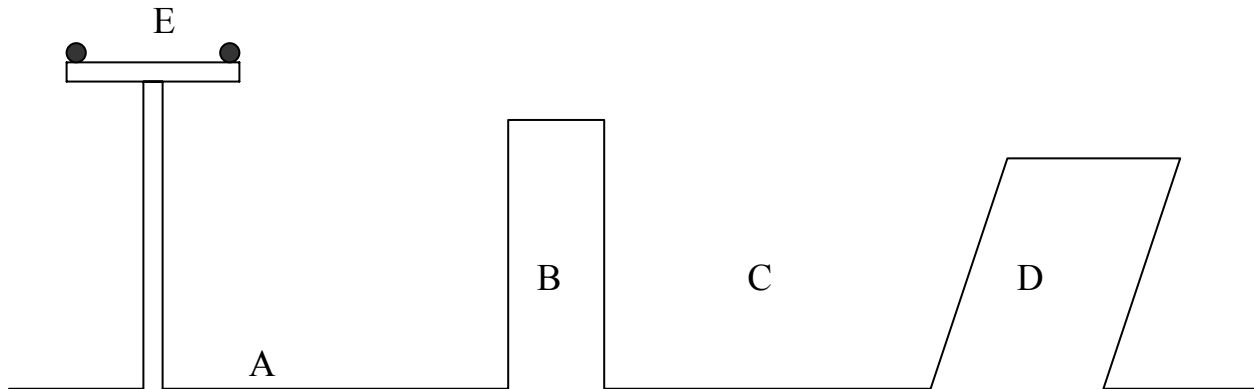
3/ \_\_\_\_\_

**/Total Points 10: 15/ \_\_\_\_\_/**

### **11. PORT STRUCTURES** (ME Unit 14)

Main waterway

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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 \_\_\_\_\_.

/Total points 11: 6/\_\_\_\_

**TOTAL POINTS: 225**

**75%=169 points**

**REFERENCES:**

- BP SMCP:* *Maritime English and IMO SMCP* [Maritime Communications and SMCP](#)  
*SMCP:* Standard Marine Communication Phrases, IMO, London, 2001  
*ME:* B. Pritchard: *Maritime English*, Školska knjiga, 1995  
*IAMSAR:* *IMO IAMSAR Manual*  
*SEASPEAK:* *SEASPEAK*, Pergamon Press, Oxford, 1988