Unit 19
A VESSEL UNDER WAY

Basic terms

under way - alongside - watch-keeping duties - standing orders - lookout - steering - passage plan - pilotage waters - drills - chart room - relieve a watch - land-marks - observation - traffic separation scheme - traffic report - weather & visibility report - navigational aids report - helmsman - making way

The vessel is said to be **underway** when she is neither berthed alongside, at anchor nor aground. Commonly, the term is used to express that the vessel is actually moving through the water, i.e. **making way** through the water and thus responding to her rudder.

The procedures when underway mostly involve the **watch-keeping duties** of the officers (OOW) and ratings making part of the watch. The Master should give clear instructions concerning:

a) calling the Master
b) reducing speed in the event of restricted visibility, or other circumstances
c) posting lookout(s)
d) manning the wheel
e) the use of largest scale charts and navigational aids, such as echo sounder, radar, etc.
f) an established drill for changing over from automatic to manual steering and, if applicable, change-over from hydraulic to electric steering and vice-versa
g) the provision of additional watch-keeping personnel in special circumstances, e.g. heavy traffic or restricted visibility.

The Master should ensure that a **passage plan**, for the intended voyage, is prepared, before sailing. It is of particular importance that this procedure is adopted for that part of the voyage in coastal waters. In pilotage waters, it may be appropriate to have available a forecast of the times, of alteration of course, speed and sets expected.

The Master should also see that all **safety systems** (for example, life-saving appliances, fire-fighting equipment) are properly maintained and that officers of the watch and other crew members are trained, as appropriate, in the use of these systems. Regular **drills** should be carried out, especially during early stages of a voyage.

Duties of the Officer of the Watch

The Officer of the Watch (OOW) is the Master's representative, and his primary responsibility at all times is the safe navigation of the vessel. He must at all times comply with the 1972 International Regulations for Preventing Collisions at Sea.

The Officer of the Watch should keep his watch on the bridge which he should in no circumstances leave until properly relieved. A prime responsibility of the Officer of the Watch is to ensure the effectiveness of the navigating watch. It is of special importance that at all times the Officer of the Watch ensures that an efficient lookout is maintained. In a vessel with a separate chart room, the Officer of the Watch may visit this, when essential, for a short period for the necessary performance of his navigational duties.

The Officer of the Watch should not hesitate to use the sound signalling apparatus at his disposal, in accordance with the 1972 International Regulations for Preventing Collisions at Sea.

Keeping a Good Lookout

The Officer of the Watch is responsible for the maintenance of a continuous and alert lookout. This is the most important consideration in the avoidance of casualties. The keeping of an efficient lookout requires to be interpreted in its fullest sense which includes the following:

a) an alert all-round visual and aural lookout to ensure a full grasp of the current situation including the presence of ships and land-marks in the vicinity;

b) close observation of the movements and compass bearing of approaching vessels;

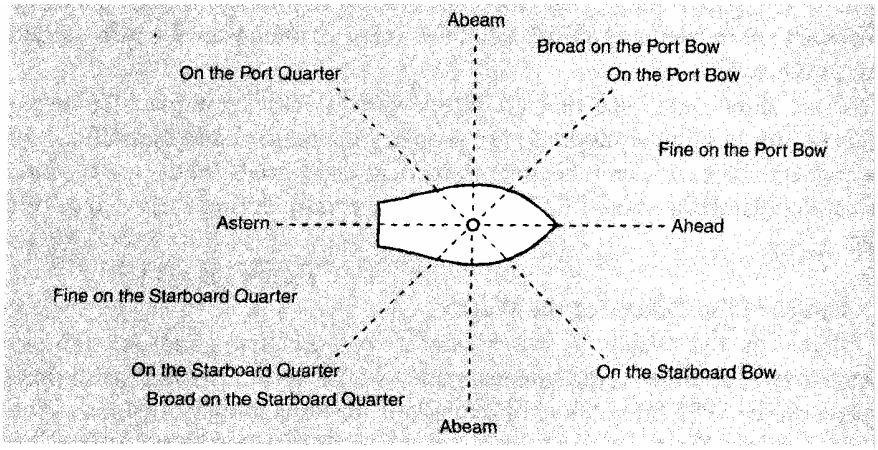
c) identification of ship and shore lights;

d) the need to ensure that the course is steered accurately and that the wheel orders are correctly executed;

e) observation of the radar and echo sounder displays;

f) observation of change in the weather, especially the visibility.

Orientation around the ship



Situation Report issued / transmitted by a coastal station:

Part One (Traffic Report)

There is a vessel being towed in position 260 degrees 6 miles from Peak Point on course 130° and speed 13 knots, which is not complying with the traffic separation scheme.

Part Two (Weather and Visibility Report)

There are sharp squalls in the strait. Visibility is reduced by heavy rain and wind. Visibility is expected to increase within four hours.

Part Three (Navigational Aids Report)

There is a wreck buoy left unlit in position 128°40' N 35°20' E.

The Ship Reporting System

The Standard Marine Alphabet must be used when names or call signs are spelt.
In the IMC Ship Reporting System the letters of the alphabet have been given standard meanings. Coast Station may request a vessel to give a Maritime Report and a Position Report (MAREP/POSREP) prior to entering the port.
A MAREP/POSREP will make conversation short and clear.

The first four letters (Alfa / Bravo / Charlie / Delta) are used for the POSREP. "Charlie" indicates a longitude/latitude-position; "Della" indicates a position as a bearing and distance from a fixed point. In VHF-conversation a Delta- position indication must always be preceded by the word "bearing". Like so:
"My position: bearing zero four rive degrees from Fa//s Light, distance two decima/ rive mi/es".

Note that numbers are always pronounced in separate digits (045 = zero four five). However, in helmorders numbers are as written (15 degrees = fifteen degrees).

SHIP REPORTING SYSTEMS: MAREP/POSREP
The meaning of letters of the alphabet

POSREP

Alfa - *Vessel's name* + *Call Sign*
Bravo - *Day of month* + *time*
(UTC/Local/Zone)
Charlie - *Position: latitude* + *longitude*
Delta - *Position:* as a *bearing and distance*
from a *fixed* point

Listening skills: Recording of a coastal radio station (CD ROM, Plucinska 2004).

MAREP

Echo	- *True course*
Foxtrot	- *Speed (in knots)*
Golf	- *Last port of departure*
Hotel	- *Time and point of entry info the system*
India	- *Destination + ETA*
Juliet	- *Deep-sea or local pilot on board*
Kilo	- *Time of exit from the system*
Lima	- *Intended track*
Mike	- *VHF-channels guarded*
November	- *Time of next report*
Oscar	- *Draft*
Papa	- *Cargo (type and quantity)*
Quebec	- *Any deficiencies or limitations*
Romeo	- *Any pollutants or dangerous goods o/b*
Sierra	- *Weather conditions*
Tango	- *Ship's representative or owner*
Uniform	- *Size and type of vessel*
Victor	- *Medical personnel*
Whiskey	- *Number of persons o/b*
X-Ray	- *Any other useful* information
Yankee	- *Request to relay rep ort to other system*
Zulu	- *End of report.*

Example1

SINGAPORE STRAITREP AREA PROCEDURES 001 15-01-00 SIN 1

STRAITREP
Mandatory Ship Reporting System
in the Straits of Malacca and Singapore
Operational area of STRAITREP and
Geographical Position for Submitting Reports

The International Maritime Organisation (IMO) adopted the MANDATORY ship reporting system STRAITREP in 1998. This system applies to the STRAITS OF MALACCA and SINGAPORE

Ships of the following categories are required to participate in the system:

1. vessels of 300 GT and above;
2. vessels of 50 metres or more in length;
3. vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
4. vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
5. all passenger vessels that are fitted with VHF, regardless of length or GT; and
6. any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency uses the appropriate traffic lane or separation zone in order to avoid immediate danger.

Essential information report required from a participating ship:

IMO SRS items:
ALPHA, CHARLIE, DELTA, ECHO, FOXTROT, PAPA, QUEBEC, ROMEO.
Note: ALL positions are referred to the WGS 84 datum.

1. The operational area of the STRAITREP covers the Straits of Malacca and Singapore between longitudes 100° 39'.9 E and 104° 22'.9 E as shown in SIN 2 and SIN 3. The area is divided into nine sectors, each has an assigned VHF channel as shown below:

Sector 1 VHF Ch 66 (Klang VTS)
Sector 2 VHF Ch 88 (Klang VTS)
Sector 3 VHF Ch 84 (Klang VTS)
Etc.

2. Ships entering the operational area shall report when crossing the limits mentioned in paragraph 1 or when crossing a line joining Tg. Piai (01° 15'.50N 103° 30'.65E) and Pulau Karimun Kechil (01° 09'.20N 103° 24'.25E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.

3. Ships entering the operational area shall report when approaching from the South via Selat Riau, abeam of Karang Galang Lt. (01° 09'.58N 104° 11'.37E) or via Selat Durian, report when Pulau Jangkat Beacon (00° 57'.89N 103° 42'.62E) is abeam and when approaching from the East Johor Strait, abeam of Eastern Buoy (01° 17'.87N 104° 05'.89E).

4. A ship approaching from any direction other than those specified above shall on reaching sector 7, sector 8, or sector 9 as appropriate report by giving the vessel's position in terms of bearing and distance from one of the following reference points:

(i) Pulau Iyu Kechil Lt. (01° 11'.48N 103° 21'.13E)
(ii) Sultan Shoal Lt. (01° 14'.38N 103° 38'.88E)
(iii) Raffles Lt. (01° 09'.60N 103° 44'.45E)
(iv) Sakijang Lt. Bn. (01° 13'.30N 103° 51'.27E)
(v) Bedok Lt. (01° 18'.54N 103° 55'.96E)
(vi) Tg. Stapa Lt. (01° 20'.57N 104° 08'.14E)
(vii) Horsburgh Lt. (01° 19'.81N 104° 24'.34E)

As an alternative, the position can also be given in latitude and longitude.

Example 2

MGN 128 (M+F) Navigation in the Dover Strait

Introduction

1.) The Dover Strait and its approaches are among the busiest shipping lanes in the world and pose serious problems for the safety of navigation. The traffic separation scheme, its associated inshore traffic zones, the Channel Navigation Information Service (CNIS) and the mandatory reporting system (referred to as CALDOVREP) have been designed to assist seafarers to navigate these waters in safety. There is therefore a need for careful navigation in this area in accordance with the International Regulations for Preventing Collisions at Sea 1972 (as amended) and for use to be made of the CNIS and the CALDOVREP scheme. MGN 28 contains guidance on the observance of traffic separation schemes in general. Details of the CALDOVREP scheme and CNIS are contained in the Admiralty List of Radio Signals Vol. 6 Part 1 and the Mariner's Routeing Guide for the English Channel and Southern North Sea (BA Chart No.5500).The International Regulations for Preventing Collisions at Sea are to be found in Merchant Shipping Notice No. M1642/COLREG 1.

2.) The number of collisions in the Dover Strait and its approaches has declined since the introduction of the traffic separation scheme and its mandatory application for all ships in 1977. Nevertheless the risk of collision is ever present and heightened if vessels do not comply with the requirements of the scheme, and Rule 10 in particular.

3.) MANDATORY REPORTING SYSTEM

On 1 July 1999, a mandatory reporting system CALDOVREP was introduced, which replaced the existing system MAREP/POSREP.

All vessels over 300gt must report as follows:

i) NE-bound traffic to Gris Nez Traffic via VHF Ch 13 when abeam the Bassurelle lightbuoy (50°33'N;000°58'E).

ii) SW-bound traffic to Dover Coastguard via VHF Ch 11 not later than crossing a line drawn from North Foreland Light (51°23'N;001°27'E) to the Belgian and French borders (51°05'N;002°33'E).

iii) Vessels which are not under command, anchored in the traffic separation scheme, restricted in their ability to manoeuvre or with defective navaids are also required to report.

Inshore Traffic Zones

4.) The French Inshore traffic zone extends from Cap Gris Nez in the north to a line drawn due west near Le Touquet in the South. The English Inshore Traffic Zone (EITZ) extends from a line drawn from the western end of the scheme to include Shoreham to a line drawn due South from South Foreland.

5.) A vessel of less than 20 metres in length, a sailing vessel and vessels engaged in fishing may, under all circumstances, use the English and the French inshore traffic zones. With respect to the application of Rule 10(d) to other vessels, it is the view of the MCA that, where such a vessel commences its voyage from a location beyond one limit of either zone and proceeds to a location beyond the further limit of that zone, it should use the appropriate lane. Exceptions to this are when a vessel is calling at a port, pilot station or destination or sheltered waters within that zone. In all other cases, vessels should use the appropriate lane of the traffic separation scheme if it is safe to do so, unless some abnormal circumstances exist in that lane. In this context reduced visibility in this area is not considered by the MCA as an abnormal circumstance warranting the use of the zone.

STANDARD MARINE COMMUNICATION PHRASES (SMCP 1997)

IV-A/1 Standard wheel orders

ORDER	*MEANING*
1. Midships	Rudder to be held in the fore and aft position.
2. Port five	5° of port rudder to be held.
3. Port ten	10° of port rudder to be held.
4. Port fifteen	15° of port rudder to be held.
5. Port twenty	20° of port rudder to be held.
6. Port twenty-five	25° of port rudder to be held.
7. Hard -a-port	Rudder to be held fully over to port.
8. Starboard five	5° of starboard rudder to be held.
' 9. Starboard ten	10° of starboard rudder to be held.
10. Starboard fifteen	15° of starboard rudder to be held.
1 l. Starboard twenty	20° of starboard rudder to be held.
12. Starboard twenty-five	25° of starboard rudder to be held.
13. Hard-a- starboard	Rudder to be held fully over to starboard
14. Ease to five	Reduce amount of rudder to 5°

	and hold
15. Ease to ten	Reduce amount of rudder to 10° and hold
16. Ease to fifteen	Reduce amount of rudder to 15° and hold
17. Ease to twenty	Reduce amount of rudder to 20° and hold
18. Steady	Reduce swing as rapidly as possible
19. Steady as she goes	Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the ship is steady on that heading, the helmsman is to call out: - *Steady on ...*
20. Keep buoy/ mark/ beacon/ ... on port side	
21. Keep buoy/ mark/ beacon/ ... on starboard side	
22. Report if she does not answer wheel	
23. Finished with wheel	

All wheel orders given should be repeated by the helmsman and the officer of the watch should ensure that they are carried out correctly and immediately. All wheel orders should be held until countermanded. The helmsman should report immediately if the vessel does not answer the wheel.

When there is concern that the helmsman is inattentive he should be questioned:

- ***What* is *your course?***

And s/ he should respond:

- ***My course ... degrees.***

When the officer of the watch requires a **course to be steered** by compass, the direction in which she/he wants the wheel turned should be stated followed by each numeral being said separately, including zero, for example:

ORDER	COURSE TO BE STEERED
Port, steer one eight two	182°
Starboard, steer zero eight two	082°
Port, steer three zero five	305°

On receipt of an order to steer, for example, 182°, the helmsman should **repeat** it and bring the vessel round steadily to the course ordered. When the vessel is steady on the course ordered, the helmsman is to **call out (report):**

- *Steady on one eight two*

The person giving the order should acknowledge the helmsman's reply.

If it is desired to steer on a selected mark the helmsman should be ordered to:

- *Steer on ... buoy/ ... mark/ ... beacon*

The person giving the order should acknowledge the helmsman's reply.

IMO STANDARD MARINE COMMUNICATION PHRASES

III/6.2 - ***PHRASES FOR PROVIDING VTS SERVICES***

6.2.1.1 - ***Navigational warnings***

Unknown object(s) in position ... .
Ice/iceberg(s) in position ... /area around ... .
Unlit derelict vessel adrift in vicinity ... at ... (date and time).
Dangerous wreck/obstruction located in position ... marked by ... (type) *buoy.*
Hazardous mine adrift in vicinity ... at ... (date and time).
Uncharted reef/rock/shoal reported in position ... .
Pipeline leaking gas/oil in position ... - wide berth requested.
No sufficient depth of water in position ... .
U.N. exclusion zone extending ... kilometres/nautical miles from ...- all vessels keep clear.
Navigation closed in area ... .

6.2.1.2 - ***Navigational information***

Oil slick in position ... .
Current meters/hydrographic instruments moored in position ... wide berth requested.
Platform ... (name/number) *reported/established in position ... wide berth requested.*
... (charted name of light/buoy) *in position ... unlit/unrealiable/damaged/off position/missing/destroyed.*
Fog signal... (charted name of light/buoy) *in position ... inoperative.*

6.2.1.3 - ***Traffic information***

Gunnery/rocket firing/missile/torpedo/underwater ordnance exercises in area bounded by ... (positions) *and ... from* ... (date and time) *to* ... (date and time).

Wide berth requested.

Cable/pipeline operations by ... (vessel) *in vicinity ... /along line joining ...*
(position) *from*... (date and time) *to*... (date and time).
Wide berth requested.
Contact via VTS channel ... .
Salvage operations in position ... from ... (date and time) *to* ... (date and time).
Wide berth requested. Contact via VTS channel ... .
Seismic/hydrographic operations by ... (vessel) *...,from* ... (date and time) *to ... in position... Wide berth requested. Contact via VHF channel ... .*
Oil clearance operations near MT ... in position ... .
Wide berth requested.
Transhipment of ... (kind of cargo) *in position ...*
Wide berth requested.
Difficult tow from ... (part of departure) *to* ... (destination) *on* ... (date).
Wide berth requested.
Vessel not under command in position ... /area ... .
Hampered vessel in position ... area ... (course ... degrees, speed ... knots).

Vessel in position ... on course ... and speed ... not complying with traffic regulations.
Vessel crossing ... traffic lane or course ... and speed ... in position ... .
Small, fishing boats in area around ... - navigate with caution.
Submarines operating in sea area around ... . Surface vessels in attendance.

6.2.1.4 - ***Routeing information***

Route ... /Traffic Lane ... suspended.
Route ... /Traffic Lane ... discontinued.
Route ... /Traffic Lane ... diverted.

The Ship's Telegraph

The telegraph consists of a dial which is marked:

ASTERN: *Full, Half, Slow and Dead Slow*, and
AHEAD: Full, Half, Slow and Dead Slow.

There are also the words:

Stand By, Stop and Finished with Engine(s).

A. COMPREHENSION & VOCABULARY

A.1 State which term is described below:

1._____: the vessel actually moving through the water.
2._____: a vessel not at anchor, or made fast to the shore, or aground.
3._____: plan of the voyage or journey of a vessel.
4._____: water area where coastal navigation is applied.
5._____: set of orders given to the Helmsman for steering the ship.
6._____: buoy marking the position of a wrecked vessel.
7._____: a method of separating the traffic proceeding in opposite or nearly opposite direction.
8._____: period of time, normally four hours, into which a nautical day is divided.
9._____: report in which details on the traffic of ships, weather and navigational aids are given.

A.2 What must the Helmsman do on receiving the following helm or steering orders:

1. Midships: _____
2. Starboard 5: _____
3. Hard-a-port: _____
4. Hard-a-starboard: _____
5. Steady: _____
6. Steady as she goes: _____
7. Port 15: _____

A.3 Supply the missing words:

- distress - strait - visibility - tow - towing line - collision - assistance - wreck buoy - weather - navigational - signal - channel - heading

Situation Report

The motor ship FLIPPER
Fishaven Strait Information Service (F.S.I.S.)

Fishaven Strait Information Service (F.S.I.S.), this is Flipper. How do you read me? Over.

- Flipper, I read you with 1._____ strength six. Switch to 2._____ 12. Over.

F.S.I.S., this is Flipper. What is the 3._____ situation in the strait? What is the state of the 4._____?

Flipper: Here is the Situation Report:

Part One: While a dry-dock was being towed a 5._____ parted 6 miles off Green Point buoy injuring one man. A tug boat is trying to establish 6._____

Part Two: There are sharp squalls in the Fish Haven 7._____ .

8._____ is reduced by fog.

Part Three: There is a vessel in 9._____ in position 220 degrees on course 080.

While drifting without power she came into contact with an unlit 10._____ . There has been a 11._____ between a Liberian tanker and a Japanese container vessel in position 225° six miles off Fishaven Point. Stand by to render 12._____.

What is your heading? Over.

F.S.I.S., I shall stand by to render assistance. My 13._____ is 030°. Over.

A.4 Supply the missing words:

- helm - order - steady - course - turning - ship - steady as she goes - deflection - watch - steering

Altering the course

If the ship is turning and the Officer of the 1._____ wants to change to a straight 2._____ , then he'll say 3._____ when the ship is heading in the direction he wants to. So the 4._____ order "Steady" is used when she is turning. But when the ship is more or less on a straight course and the Captain just wants to confirm it, he says 5._____ . The extreme 6._____ is "Hard-a-port" or "Hard-a-starboard". It means putting the 7._____ as fast over as it will go so that the 8._____ moves to the angle of maximum 9._____ effect. There is a rudder indicator that shows the rudder 10._____.

A.5 Insert the missing parts of the VHF conversation:

Passing through the Gibraltar Strait

This is an extract from real VHF communications (names and fact have been changed, however!). Make the necessary changes applying the IMO SMCP pharses and ITU Radio Regulations rules.

- *Italian vessel «Moon Fish»*
- Lloyd's Signal Station at Gibraltar (L.S.S.)

Lloyd Signal Station, this is the Italian container vessel «Moon Fish», CCT4. Over.

- «Moon Fish», 1 – 4, Over.

Roger, Sir, 1 - 4.

(..... after a while .....)

Lloyd Signal Station, 1._____ *the Italian container vessel «Moon Fish». Over.*

- «Moon Fish». Good morning to you 2._____ Italian flag?

Roger. Italian flag.

- What is your last port of call, Sir, and what is 3._____ ?

My last port of call is Savannah, US. Next port of call Napoli. We sailed from Savannah on 24th November. Over.

- Roger, Sir. Are you loaded or in ballast? Loaded or in ballast, Sir?

Yes, Sir 4. ._____ . The cargo is 22,456 metric tons, and 1,843 TEU's on board, 1,843 TEU containers. Over.

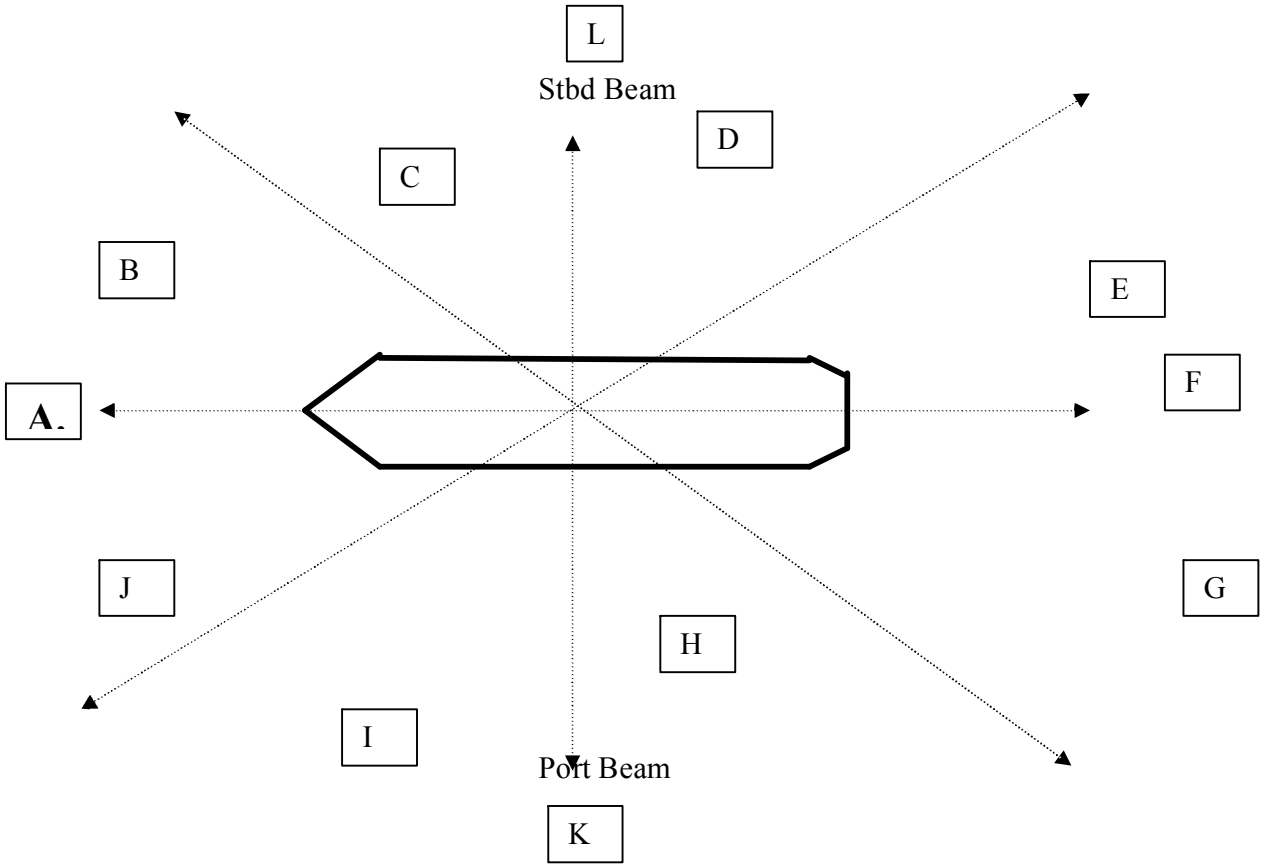
- Roger, Sir. And your range and your bearing? Repeat 5._____ from Europa Point light, please, Sir?

Bearing from our ship to Europa Point light is 008 degrees, and distance eight miles, eight miles. The course is 072, repeat 072. Over.

- Roger, Sir. Thank you very much, indeed. Thank you for that information, Sir. Have a pleasant and a quiet voyage to Naples, Italy. Should you 6._____ any further information or assistance while in the Gibraltar area, Lloyd's Signal Station is listening on channel 1 - 6. Pleasant voyage, Sir.

O.K. Thank you very much, Sir. 7._____ a good watch. Out.

A. 6 Write down the sentences showing where the ships are in respect of your own ship. Two sentences have been done for you:



- Ship A is ahead of my ship.
- Ship B _____
- Ship C _____
- Ship D _____
- Ship E _____
- Ship F _____
- Ship G _____
- Ship H is abaft the beam to port.
- Ship I _____
- Ship J _____
- Ship K _____
- Ship L _____

B. GRAMMAR

B.1 Re-write all the sentences where the auxiliary verb SHOULD appears

e.g.

The Master **should** give clear instructions.

Then, study the meaning of this verb in each sentences and try to rephrase it, retaining the meaning:

e.g.

The Master **is to** give clear instructions.

Discuss the the slight differences in meaning with your group.

B.2 Re-arrange the sentences in the passage on „Keeping a Good Lookout“, in the reading text and transform the <u>nouns</u>:

- maintenance - avoidance

- observation - identification

into <u>-ing form verbs</u>. Make the necessary changes or additions.

e.g.

(a) The Officer of the Watch is responsible ***for the maintenance*** of a continuous and alert lookout.

(b) The Officer of the Watch is responsible ***for maintaining*** a continuous and alert lookout.

B.3 *Find the words ending in* ***-ing*** *functioning as adjectives:*

e.g.

Watch-**<u>keeping</u>** duties.

C.Translation

C.1 *Translate the following dialogue into English:*

FANTASIA - Newport Port Control, qui Fantasia. Sono all'ancora al largo del Molo Burry. Quando posso entrare? Passo.
-PORT CONTROL - Fantasia, qui Newport Port Control. Potete entrare alle 08.00. C'e una nave che sta lasciando 1'Imboccatura Ore. Una petroliera e appena entrata risalendo la zona navigabile. Il vostro ormeggio sara libero alle sette e trenta. Ormeggerete al Bacino 2. State in ascolto sul canale 12. Passo.
FANTASIA - Newport Port Control, qui Fantasia. Passo.
- PORT CONTROL - Fantasia, qui Newport. Comunicate la vostra posizione per facilitare 1'identificazione. Passo.

FANTASIA - Newport, qui Fantasia. Sorzo in navigazione. La mia posizione e sul rilevamento di 3 gradi a quattro miglia dal Molo Top Bank. Posizione ottenuta con il Decca. Passo.
- PORT CONTROL - Fantasia, qui Newport. Vi ho localizzati sul mio radar. Aspettate che la petroliera liberi Bell Brick prima di entrare nella zona navigabile. Dovete mantenere la vostra attuale velocita. Vi consigliamo di modificare la rotta a zero otto zero gradi. La nave alla vostra dritta entrera dopo di voi. Qual'e il vostro pescaggio a prua e a poppa? Passo.

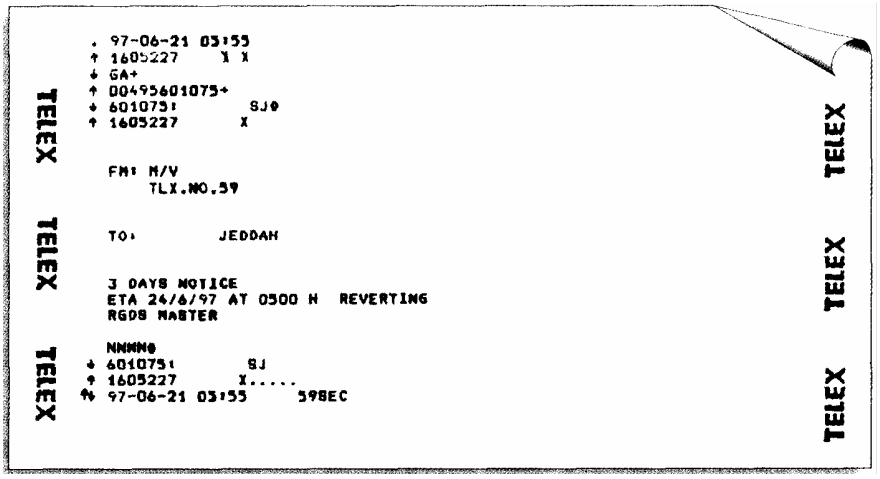
FANTASIA - Newport, qui Fantasia. Aspettero che la petroliera liberi Bell Brick prima di entrare nella zona navigabile. Manterro la mia attuale velocita. Sto modificando la rotta a zero otto Zero gradi. Il mio pescaggio a prua e 5.8 metri e il mio pescaggio a poppa e 6.5 metri. Passo e chiudo.

FM: CM/V

TO: _____ PORT SAID

CM/V ETA PORT SAID 15/12 1200 LT FOR
SOUTHBOUND TRANSIT.LAST PORT LEGHORN NEXT JEDDAH. MAXDRAFT 10.80 MTRS
CARGO ON BOARD: 1802 TEUS 21209 TONS
DANGEROUS CARGO: CLASS/TONS 2.2/10 3.2/59 3.3/20 4.1/4 4.2/32
6.1/12 8/83 9/5
SHIP HAS OWN SEARCHLIGHT. REQUIRE ONE MOORING BOAT
LAST TRANSIT 19/10/90 PARTICULARS NO CHANGE

RGDS
MASTER



D. WRITING SKILLS

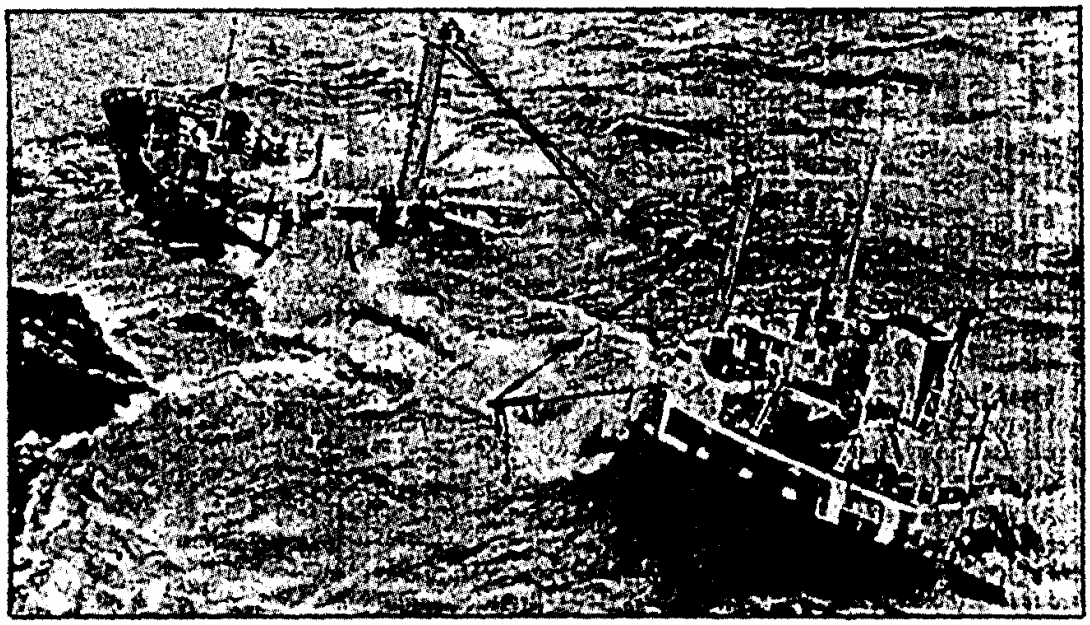
D.1 Summarize the reading text using the questions below:

l . When is a vessel underway ?
2. What are the two meanings of the term underway?
3. Which instructions are given by the Master to the Officer of the Watch?
4. What is the primary duty of the Master?
5. What are the duties of the deck watch-keeping officer?
6. What does keeping a good lookout include?

E. ***SPEAKING SKILLS***

1. Read the text blow the picture and make your outline by taking the notes of the sequence of events in the text. Then using your notes (not the text!) tell the story to your pair-mate or group.

'Secil Japan' founders



A SOUTH Korean seafarer was missing, presumed dead, yesterday after the Panamanian-registered *Secil Japan* foundered in bad weather off the south-west coast of England.

Rescue teams from the Royal Navy Air Station at Culdrose and RAF Brawdy winched the remaining crew of 15 to safety during an operation which lasted more than three and a half hours.

The missing crewman, believed to be the third mate, lost hold of the safety line as he drew level with the doors of the helicopter and fell 200 feet into the sea.

The 2,625 tons gross *Secil Japan* (pictured above) ran into trouble after her deck cargo of timber shifted in heavy seas.

The *Secil Japan*, which is owned by Shinko Maritime of Kobe, Japan, was en route from the Portuguese ports of Aveiro and Leixoes to Liverpool when she was caught in the storm.

Her sistership, the *Secil Angola*, sank last month off the Scottish coast after her cargo of salt shifted in bad weather. All 17 crew members died.

The *Secil Japan*, estimated to have a hull and machinery value of about $3.8 million, was believed to have been largely underwritten on the Japanese market.

● Casualty Report — Page 8

2. Role Plays: MAREP/POSREP

Role A: RIJEKA RADIO
Role B: SOLITARY SEAGUL, NB6R

On August 6 - Rijeka Radio requests a MAREP/POSREP from a Norwegian tanker Solitary Seagull – NB6R - *owned by North Sea Oil and represented by Jadroagent Rijeka, underway from her last port of call (Dubai) to - Omišalj Oil Terminal with 188,300 tons of crude oil. Her L.O.A. is 235 metres, her beam is 29 metres.*
She carries 1.55 ton of dangerous substance of IMO-class 3. Weather is good, with north easterly winds of 5 Beaufort. There are 21 crewmembers and a sea pilot on board. Her draft fore is 19.3 metres; drat aft is 21.9 metres.
The radio operator of the Solitary Seagull transmits a MAREP/POSREP to - Rijeka Radio on VHF at 12.30 UTC in position 155 degrees 3.5 miles from the Galiola Isle. Her course is 283 degrees true at a speed of 9 knots.
She expects to reach Omišalj Port on March 7th at 16.30 hrs. local time.
Deficiencies: Port pilot hoist not operational. The ARPA Radar needs servicing. She requires repairs of her shaft generator. The working VHF channels guarded are 20 and 24.

Play the conversation with your pair-mate and record it.

ALFA	
BRAVO	
CHARLY	
DELTA	
ECHO	
FOXTROT	
GOLF	
HOTEL	
INDIA	
JULIETT	
KILO	
LIMA	
MIKE	
NOVEMBER	
OSCAR	
PAPA	
QUEBEC	
ROMEO	
SIERRA	
TANGO	
UNIFORM	
VICTOR	
WHISKEY	
YANKEE	
ZULU	

After you have made your MAREP/POSREP report read it slowly and aloud and record it.