FONDO

NAZIONALE

MARITTIMI

DISPENSE DI INGLESE TECNICO – Mod. I

Anno 2015

MARITIME ENGLISH

FOR

SEAFARERS

Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1__

BASIC SHIP TERMINOLOGY

BASICS/THE COMMON CORE
MODULE 1.1
BASIC SHIP TERMINOLOGY

Contents

TOPICS:

Phonetic card	**The English Alphabet**	© M.Reguzzoni

							If sound's not clear	
/ei/	/i:/	/e/	/ai/	/əu/	/ju/	/ɑ:*/	In everyday English explain by adding …	2. In Maritime English use the **Phonetic Alphabet**
A							For Andrew	Alfa
	B						For Benjamin	Bravo
	C						For Charlie	Charlie
	D						For David	Delta
	E						For Edward	Echo
		F					For Frederick	Foxtrot
	G						For George	Golf
H							For Harry	Hotel
			I				For Isaak	India
J							For Jack	Juliet
K							For king	Kilo
		L					For Lucy	Lima
		M					For Mary	Mike
		N					For Nellie	November
				O			For Oliver	Oscar
	P						For Peter	Papa
					Q		For Queenie	Quebec
						R	For Robert	Romeo
		S					For sugar	Sierra
	T						For Tommy	Tango
					U		For uncle	Uniform
	V						For victory	Victor
					W		For William	Whiskey
		X					For x-ray	X-ray
			Y				For yellow	Yankee
	Z (US)	Z (UK)					For zebra	Zulu

e.g. Everyday English

My name is Rossini: R for Robert, O for Oliver, double S for sugar, I for Isaak, N for Nellie, I for Isaak

e.g. Maritime English

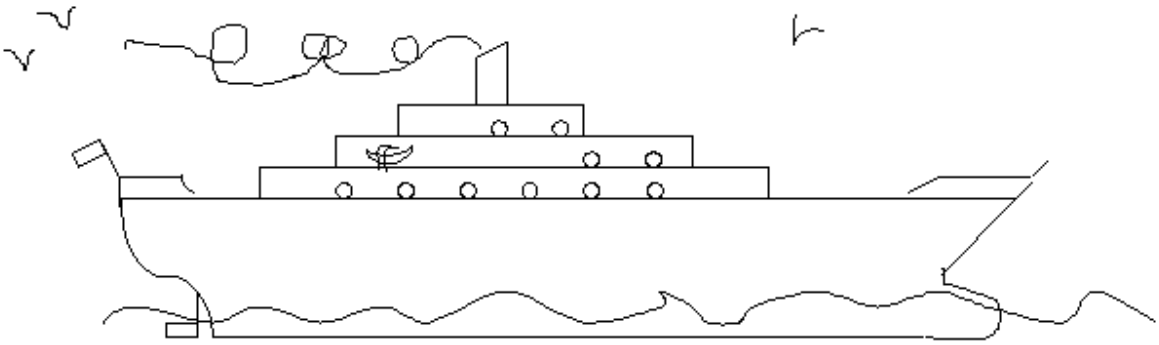
My name is: Romeo Oscar Sierra Sierra India November India

Activity:
Spell your full name using the Phonetic Alphabet

The Ship: Definitions and Synonyms *© M.Reguzzoni*

Skimming: Read the following text and find out how many synonyms for 'ship' are listed and if they can be used indifferently

Ship: nave, vascello
- any large sea-going vessel
- any sea-going vessel of considerable size
- any locomotive machine, that is one supplying its own power, designed for navigation over water
- any floating object having its own means of steering and propulsion which is used to carry passengers and goods -
- any sailing vessel with at least three masts, all rigged with square sails.



Vessel: vascello, natante, nave
any ship or large boat or other description of craft used in navigation

Craft: natante, nave, imbarcazione.
(Plural unchanged)
any water-borne ship or vessel of any description.

Boat: barca, imbarcazione
small open vessel for travelling in on water, especially the kind moved with
- oars (rowing boat),
- sails (sailing boat), or
- engines (motor boat);

It is also used of fishing vessels and small steamers (e.g. ferry-boats)

Carrier: nave (da carico)
ships carrying cargo e.g. a bulk carrier, an LNG carrier (i.e. a ship carrying liquefied natural gas)
or
ships carrying airplanes (air carriers)

The Ship: Definitions and Synonyms: activities

1. Scanning

Read *'The Ship: Definitions and Synonyms'* again and match the words in column A with their synonyms in column B.

A		B	
1) large	*j*	(a) type of	
2) small		(b) (mechanical) device	
3) floating		(c) travelling by sea	
4) sea-going		(d) water-borne	
5) size		(e) type	
6) engine		(f) little	
7) goods		(g) system / plant	
8) machine		(h) motor	
9) means		(i) dimension	
10) kind		*(j) of considerable size*	
11) description of		(k) cargo	
12) to move		(l) to transport	
13) that is		(m) to propel by oars	
14) to carry		(n) a machine supplying its own power	
15) to navigate		(o) to employ in	
16) to use in		(p) to provide	
17) used of		(q) a craft without any decks	
18) to row		(r) to propel	
19) to supply		(s) to manoeuvre	
20) for example/for instance		(t) applied to	
21) open vessel		(u) to travel on water	
22) locomotive machine		(v) e.g.	
23) to steer		(w) i.e.	

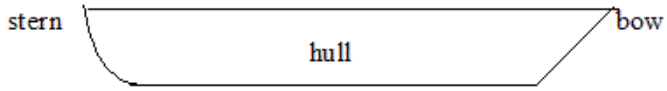
2. Scanning: Read the text again and complete these sentences.

1. A _____ boat is a boat propelled ____ engine.
2. A rowing _____ is a boat _____ by _____.
3. A sailing boat is a boat propelled ____ _____.
4. A steamer is a small ship propelled by _____.
5. A sailing vessel is a ship with at least 3 _____ all rigged with _____ sails.
6. A _____ vessel is a vessel designed for fishing.
7. An air carrier carries _____.
8. A bulk carrier carries _____ _____.
9. An L.N.G. carrier carries_____ _____ _____.

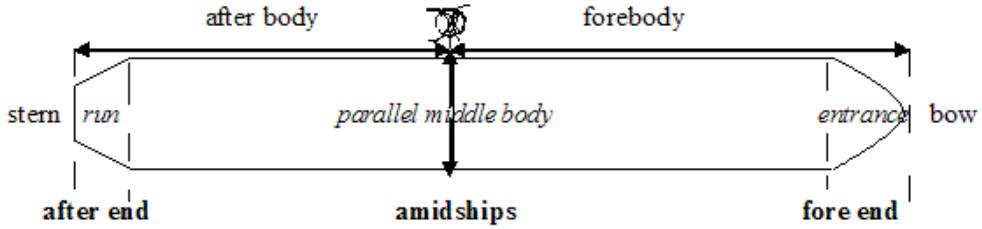
BASIC SHIP TERMINOLOGY 1 © *M.Reguzzoni*

GENERAL

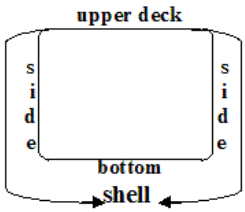
The **hull** is the main body of the ship.
Its foremost part is the **bow** and its rearmost/aftermost part is the **stern**.

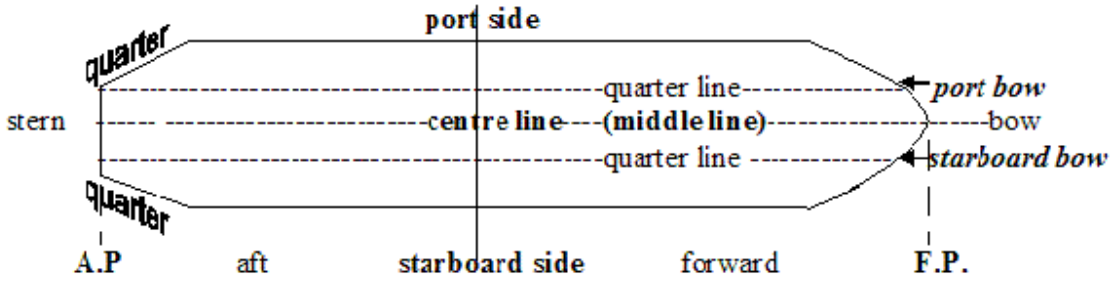


The hull can be divided into three main areas: after end, amidships, fore end



The **parallel middle body** is the portion of the (underwater) amidship body with a constant cross-section.
The **entrance** is the immersed body forward of the parallel body
The **run** is the immersed body aft of the parallel body.
The hull is limited by the **upper deck** on top, the **sides**, and the **bottom.**
The **shell** is made up of sides and bottom.





The **centre line** *[traccia del piano diametrale longitudinale di simmetria]* is the vertical line running **longitudinally /fore-and-aft** through the centre of the ship dividing her into two halves: starboard side and port side: - **starboard** *[dritta])* is the right-hand side when facing forward
- **port** side *[sinistra]* is the left-hand side when facing forward
When moving away from the centre line we go **outboard** (things are placed outboard of…)
When moving towards the centre line we go **inboard** (things are placed inboard of…)

(A)midship(s) *[1/2 nave]* is a point exactly half-way between the F.P. and the A.P.
The **amidship line** *[traccia della sezione maestra]* is the **transverse/transversal/athwartship** vertical plane at right angle to the centre line passing through this point.
The **midship section** *[sezione maestra]* is the section having the largest cross-sectional area, usually to be found at middle of ship's length.
Anything located between the amidship line and the bow is **forward** of amidships (i.e. fore elements)
Anything located between the amidship line and the stern is **aft of/abaft** amidships (i.e. **after/aft** elements).

BASIC SHIP TERMINOLOGY 1: activities *© M.Reguzzoni*

1. Find definitions in the text

Hull	
Bow	
Stern	
Parallel middle body	
Centre line	
Amidships	
Midship section	
Starboard	
Port	
Forward	
Aft	

2. Find a synonym in the text

Longitudinal/longitudinally		Transverse/transversal	

3. Find an antonym in the text

Outboard		Fore	

4. Complete the chart

	Adverb	Adjective
Avanti, a prua		
Addietro, a poppa		

5. On this line mark:
(a) the foremost and (b) the aftermost points and (c) a point exactly halfway

_____

6. In the boxes draw :

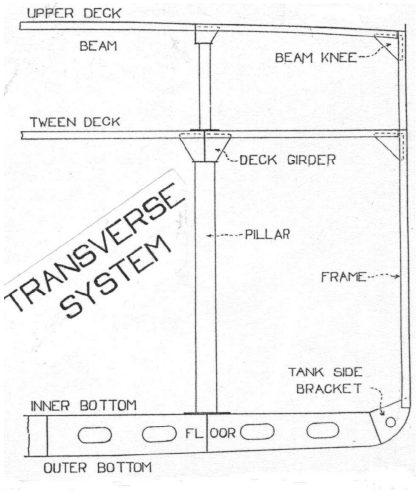
(a) two parallel lines, **(b) two athwartship lines**

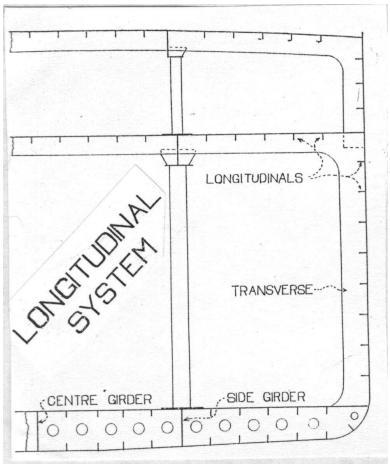
(a) (b)

BASIC SHIP TERMINOLOGY 2 (by M. Reguzzoni)

THE MIDSHIP SECTION

Look at the midship sections, read the word lists below and label the sections





A) DECKS

1. (deck) beams /transverse beams = baglio
2. deck girder = anguilla
3. deck longitudinal/longitudinal beam = longitudinale, corrente del ponte
4. deck stringer = trincarino

B) SIDES

5. (transverse side) frame = costola
6. longitudinal /side stringer = corrente del fianco
7. sheer-strake (stringer) = cinta

C) BOTTOM

8. keel = chiglia
9. centre girder = paramezzale centrale
10. side girder = paramezzale laterale
11. (bottom) longitudinal = longitudinale, corrente del fondo
12. floor = madiere
    a. plate/solid floor = madiere pieno
    b. bracket floor = madiere a telaio
13. margin plate = marginale (la)
14. turn of the bilge = ginocchio
15. double bottom = doppio fondo
    a. outer bottom = fondo/fasciame del fondo
    b. inner bottom = cielo del doppio fondo

D) PLATING

16. shell plating = fasciame dello scafo
    a. bottom plating = fasciame del fondo
    b. side plating = fasciame del fianco
17. deck plating = fasciame del ponte

BASIC SHIP TERMINOLOGY 3

Created by M. Reguzzoni

ELEMENTS AND DEFINITIONS

The **hull** is the body of the ship: it is made up of a framework covered with plating: This framework includes: the keel, the frames, the beams, and other longitudinal and transverse elements.

The **keel** is the backbone of the ship and runs fore and aft throughout the ship along the centre line, in the bottom.

The transverse **frames**, or frames proper, are the ribs of the ship and are fitted in the ship side. (they are transverse elements of the side.)

The **beams** are athwartship elements of the decks. They tie the frames, and therefore the sides of the ship, together and support the decks.

The longitudinal elements of the decks or longitudinal beams include**: deck longitudinals** and **deck girders**

The longitudinal frames/elements of the sides are called **side longitudinals.**

The longitudinal elements of the bottom are: **the centre girder**, connected to the keel to form a strong I-shaped beam, the **side girders**, the **margin plates** or outer boundary of the bottom, and a number of **bottom longitudinals**.

The **floors** –either **plate floors** or **bracket floors** – are the transverse elements of the bottom. A cellular double bottom is delimited by **inner bottom** and **outer bottom.**

The curvature between the bottom and the side is called **turn of the bilge**.

The **camber or round of beam** *(bolzone)*is the curvature of the weather decks which rise from the sides to the centre line and it is meant to help shed water.

The **sheer** *(cavallino)* is the rise of a vessel's deck fore and aft. It adds buoyancy *(spinta)* .

The **sheerstrake** and the **deck stringer** are strakes of plates strengthening the connection between the sides and the deck.

Plating is made up of plates. It can be divided into shell plating (including bottom plating and side plating) and deck plating.

BASIC SHIP TERMINOLOGY 2-3 : activities

Created by M. Reguzzoni

1. Find definitions for the following words

Hull	
Keel	
Frames (proper)	
Beams	
Margin plate	
Turn of the bilge	
Camber	
Sheer	
Sheerstrake	
Deck stringer	

2. Answer these questions (on your workbook)

1. Which are the principal elements of the
    a. Bottom?
    b. Sides?
    c. Decks?
2. Which are the longitudinal elements of the
    a. Bottom?
    b. Sides?
    c. Decks?
3. And which are their transverse elements? (bottom, sides and decks)
4. How many types of floor are there?
5. What is plating made up of? And how can it be divided?
6. What's the purpose of the camber?
7. What's the purpose of the sheer?

3. Find a synonym

To connect		Elements	
To place		To strengthen	

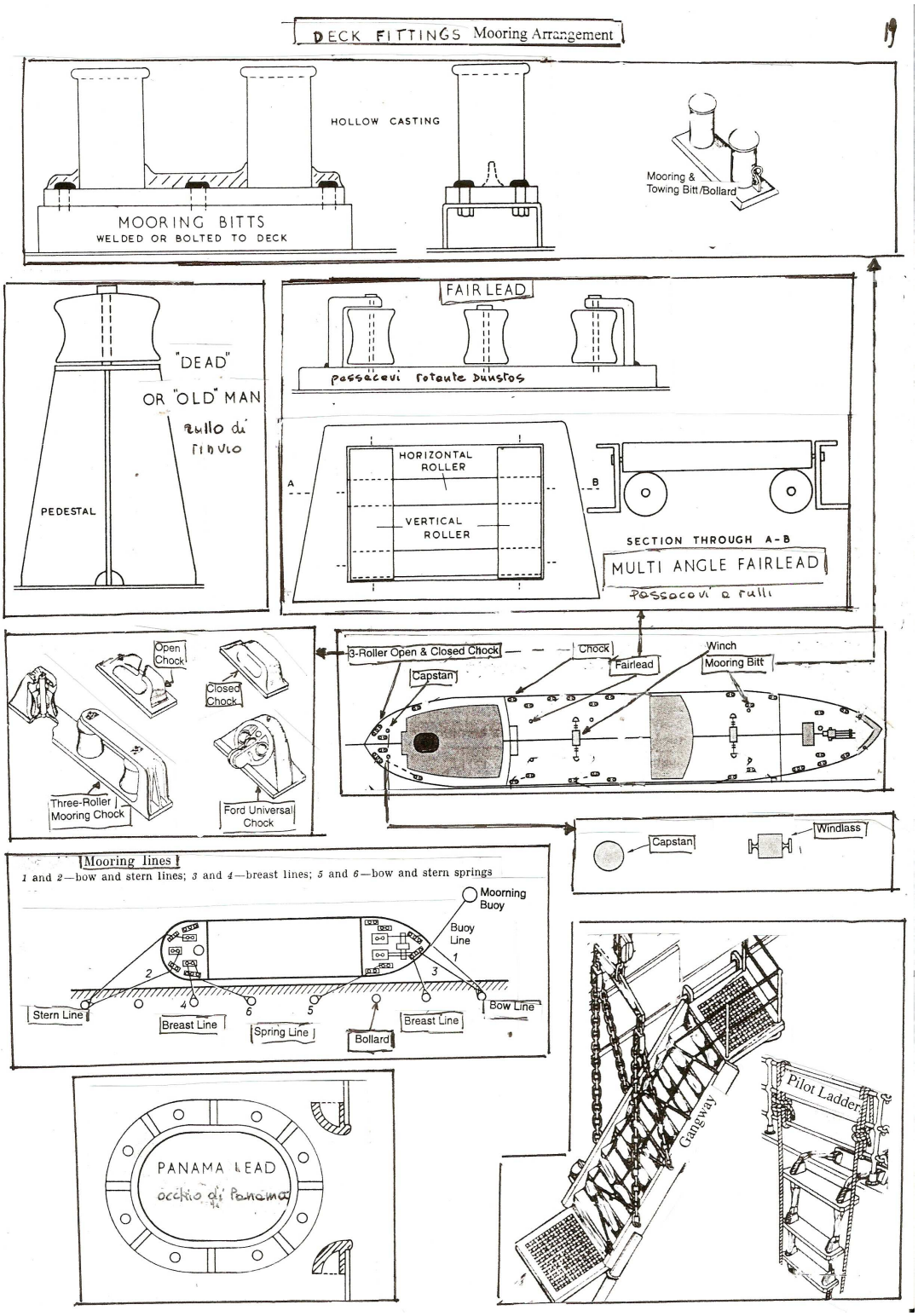
4. Find an antonym

Inner		Lower	

5. Add the correct preposition:

a. to be made up _____
b. to be covered _____
c. to be divided _____
d. to be delimited _____

BASIC SHIP TERMINOLOGY 4 : Deck Fittings



BASIC SHIP TERMINOLOGY 5

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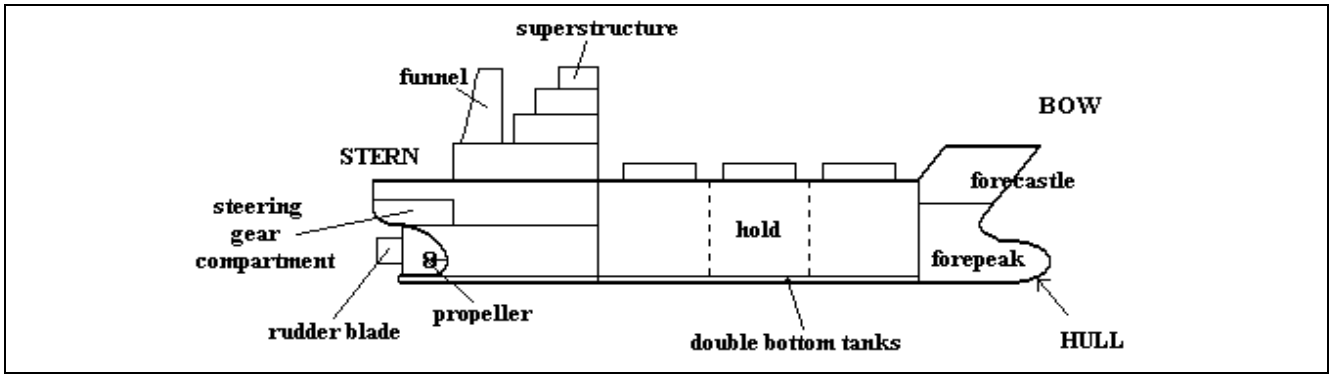
THE SHIP:GENERAL PATTERN



The hull is divided up into a number of watertight compartments by decks and bulkheads.

The **decks** *(ponti)* are a sort of horizontal floors dividing up the hull horizontally.
In passenger ships decks are lettered from the upper deck down (upper deck, A Deck (2nd deck), B Deck (3rd deck), C Deck (4th deck), and so on.).

The principal decks in cargo ships are named: lower deck *(ponte inferiore/di stiva),* orlop deck *(ponte di stiva),* tonnage deck *(ponte di stazza),* strength deck *(ponte di forza),* main deck *(ponte principale),* upper deck *(ponte superiore),* weather deck (ponte scoperto)

Partial decks dividing up cargo space are known as **'tween decks** *(interponti)*

A system of **pillar**ing *(puntelli)* supports the decks where required.

The **bulkheads** *(paratie)* divide the hull transversely or longitudinally. They are vertical steel walls and are fitted fore and aft or athwartships. They can be watertight or non-watertight.

The hull houses the **engine room** *(sala machine),* **boiler room** *(sala caldaie),* cargo space, **accommodation**, **store rooms** *(depositi),* etc.

The machinery space does not house only the engines required to drive the ship but also the **auxiliary equipment** serving **the electrical installations**, **winches** and **refrigerating plant..**

Dry cargo space is divided up into **holds** *(stive)*
Liquid cargo space is divided up into **tanks** *(cisterne).*

At the fore and after ends of the ship there are the **peaks** *(gavoni):* fore peak and after peak.
The f.p. is limited by the **fore peak bulkhead or collision bulkhead** *(paratia di collisione)*
The a.p. is limited by the **after peak bulkhead** *(paratia del pressatrecce)*

The space between the outer bottom and the inner bottom is called **double bottom.**
The tanks inside are used to carry water ballast or fuel.

The **deep tanks** *(depositi cisterna)* are lower holds used to carry dry cargo or water ballast or liquid cargo or fuel oil (in the latter case they are called **bunkers** *(depositi carburante).*

The **cofferdams** *(intercapedini)* are spaces between two transverse bulkheads used to isolate tanks or holds from each other.

Superstructures *(sovrastrutture)* include all permanent housing above the upper/main deck.

At the fore end is the **forecastle** *(castello di prua),* at the after end there is the **poop** *(cassero poppiero).*
The **navigating bridge** *(plancia/ponte di comando)* is the superstructure from which the ship is manoeuvred and navigated. In the past it was located amidships, today it is usually aft.
Other superstructures include: **quarter decks** *(casseri)* and **deck houses** *(tughe).* The latter do not extend from side to side.

The deck equipment includes:
- the cargo gear and the steering gear
- the anchoring and mooring arrangement.

The cargo gear comprises cargo space and cargo handling facilities, such as **derricks**, **cranes**, **shipstainers**, etc. for loading and unloading cargo.
The purpose of the steering gear is to keep the vessel on a steady course. It consists of a **rudder** which is situated right aft, a **steering wheel**, a **steering engine**, an **autopilot**, etc. On many modern ships there is a **bow thruster** and a stern thrusters which give greater manoeuvrability and reduce the need for tugs.

BASIC SHIP TERMINOLOGY 6

Created by M. Reguzzoni

ELEMENTS AND DEFINITIONS: Review

- The **hull** is the body of the ship

- The **bow** is the fore end of the ship

- The **stern** is the after end of the ship

- The **superstructures** are all the permanent housings built above the main/upper deck

- The **upper deck** is the uppermost continuous deck running the full length of the ship

- The **forecastle** */fo'co'sl/* is the superstructure fitted on the bow

The **poop** is the superstructure fitted on the stern of the ship

- The **navigating bridge** is the superstructure from which the ship is manoeuvred and navigated

- The **keel** is the backbone of the ship

- The **frames** are the ribs of the ship

- The **beams** are elements supporting the decks

- The **decks** are elements that subdivide the hull horizontally

- The **'tween decks** are partial decks dividing up cargo space

- The **bulkheads** are vertical steel walls

- The **holds** are dry cargo space

- The **tanks** are liquid cargo space

- The **engine room** is the compartment where the engines are fitted

- The **peaks** are compartments fitted at the foremost and aftermost ends of the hull

- The **double bottom** is the space between the outer bottom and the inner bottom

- The **port side** is the left-hand side of the ship

- The **starboard side** is the right-hand side of the ship

- **Amidship** is a point exactly halfway between the bow and the stern

BASIC SHIP TERMINOLOGY 6: Activity

Created by M. Reguzzoni

SELF-STUDY AND SELF EVALUATION

Study the REVIEW then without looking at it match the ELEMENTS AND their DEFINITIONS. When you are finished check your results

1. The peaks	a. are elements that subdivide the hull horizontally
2. Amidship	b. is the left-hand side of the ship
3. The double bottom	c. is the backbone of the ship
4. The bulkheads	d. are partial decks dividing up cargo space
5. The beams	e. are the ribs of the ship
6. The stern	f. is the fore end of the ship
7. The upper deck	g. is the superstructure fitted on the bow
8. The starboard side	h. is the after end of the ship
9. The bridge	i. is the uppermost continuous deck running the full length of the ship
10. The keel	j. is a point exactly halfway between the bow and the stern
11. The forecastle	k. is the right-hand side of the ship
12. The superstructure	l. is the body of the ship
13. The tanks	m. are vertical steel walls
14. The port side	n. is the compartment where the engines are fitted
15. The poop	o. is the superstructure from which the ship is manoeuvred and navigated
16. The hull	p. is the space between the outer bottom and the inner bottom
17. The engine room	q. is the superstructure fitted on the stern of the ship
18. The bow	r. are dry cargo space
19. The decks	s. are compartments fitted at the foremost and aftermost ends of the hull
20. The frames	t. are elements supporting the decks
21. The holds	u. are liquid cargo space
22. The 'tween decks	v. are all the permanent housings built above the main/upper deck

1. ___
2. ___
3. ___
4. ___
5. ___
6. ___
7. ___
8. ___
9. ___
10. ___
11. ___
12. ___
13. ___
14. ___
15. ___
16. ___
17. ___
18. ___
19. ___
20. ___
21. ___
22. ___

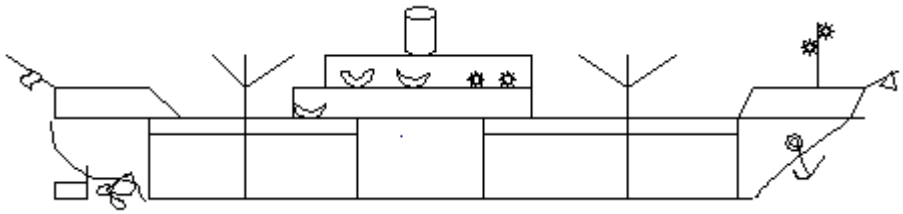
Self assessment scales

Very good	19/22 and above	Pass	13/22
Good:	17/22	Low	11/22
Fair	15/22	Poor	9/22 and below

General Cargo Carriers: Layouts

Created by M. Reguzzoni

Look at the picture and read the description of a traditional general cargo ship, then do the exercises.



A general cargo ship is in general a single- or two-deck ship. The hull is divided up into a number of water-tight compartments by decks and bulkheads. At the fore and after ends of the hull are the fore peak tanks and the after peak tanks. There usually are four or five holds in-between. Holds also have 'tween decks i.e. decks dividing up cargo space.

*This **traditional dry cargo ship** has her engine room and bridge superstructure amidships so that there are three holds forward of the engine room and two holds aft of it. Above the main deck at the fore end, forward of n°1 hold there is the forecastle and right forward is the jackstaff. The derricks are supported by masts and by a samson post. They are stowed fore and aft when the ship is at sea. There are two lifeboats, one on the port side amidships, another on the starboard side amidships, abaft the funnel (the funnel is always abaft the bridge). The poop is at the after end of the ship and there is an ensign staff right aft.*

Exercise A - Say whether these statements are true or false. Then correct the false statements

1. In a traditional general cargo ship the engine room is three quarters aft
2. There are two holds between the engine room and the bow and three holds between the engine room and the stern.
3. The ship has two lifeboats, one on each side.
4. The ensign staff is on the poop while the jackstaff is on the forecastle.
5. The holds are not divided by 'tween deck

Exercise B - Find a synonym in the text

1. Towards the bow
2. Towards the stern
3. In the middle of the ship
4. The left side of the ship
5. The right side of the ship
6. Some

Exercise C.- Answer these questions

1. How many decks are there on a general cargo ship? _____
2. What's a 'tween deck? _____
3. What are bulkheads made of? _____
4. Where is the forecastle situated? the poop? the lifeboats? _____
   _____

Exercise D - Translate

1. Il castello di poppa è esattamente sopra la poppa

_____

2. I ponti e le paratie suddividono lo scafo

_____

3. A mezza nave c'è la sovrastruttura del ponte di comando

_____

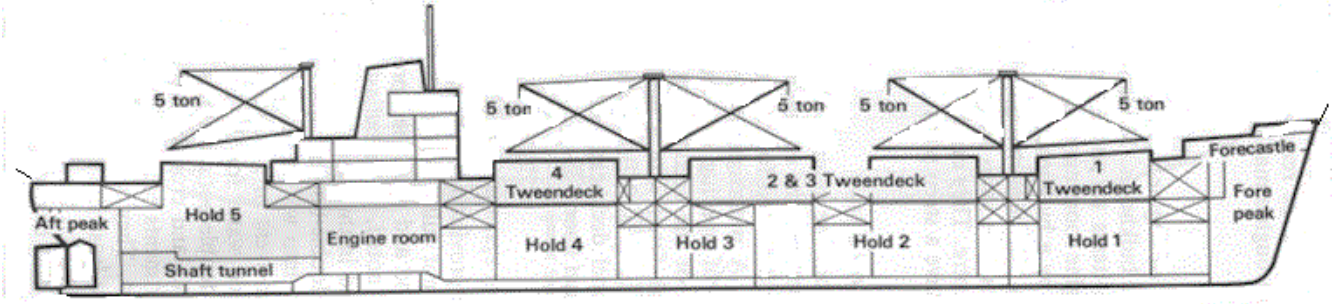
4. Il bigo di forza è a proravia del ponte di comando.

_____

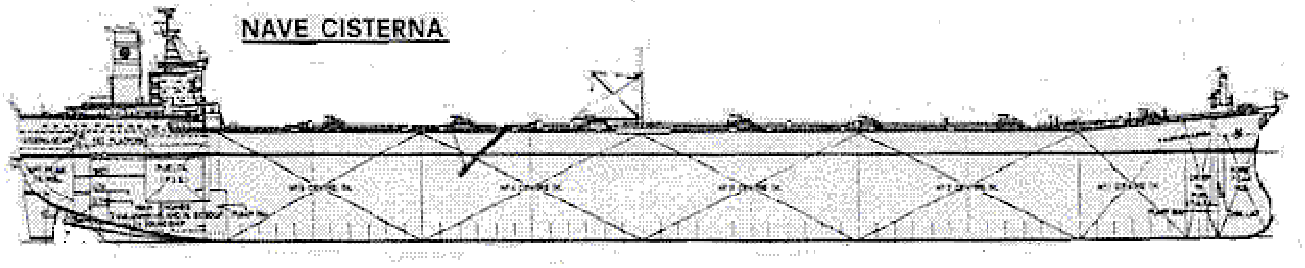
5. Ci sono due gavoni , la sala macchine e cinque stive nello scafo.

_____

Exercise E - Study the description of the traditional general cargo ship by heart then describe the layout of this modern general cargo ship



Exercise F – Fill in the gaps to write a 'parallel text' and describe the ships below



A …… is …… ship. The hull is divided up into a number of water-tight compartments by bulkheads. At the fore and after ends of the hull are the fore peak tanks and the after peak tanks. There usually …… in-between.
This …… has her engine room and bridge superstructure …… so that there are …… forward of the engine room and …… aft of it
Above the main deck at the fore end, forward of n°1 …… there is the forecastle .
……
There …… two lifeboats, one on the port side ……, another on the starboard side,.
……abaft the funnel (the funnel is always abaft the bridge).
The poop…… at the after end of the ship.

Exercise E

Answer keys

Check your work

Parallel text

A general cargo ship is in general a single- or two-deck ship. *The hull is divided up into a number of water-tight compartments by decks and bulkheads. At the fore and after ends of the hull are the fore peak tanks and the after peak tanks.* *There usually are four or five holds in-between. Holds also have 'tween decks i.e. decks dividing up cargo space.*	*A tanker is a single-deck ship.* *The hull is divided up into a number of water-tight compartments by bulkheads. At the fore and after ends of the hull are the fore peak tanks and the after peak tanks.* *There usually are several cargo tanks in-between.*
*This **traditional dry cargo ship** has her engine room and bridge superstructure amidships so that there are three holds forward of the engine room and two holds aft of it.* *Above the main deck at the fore end, forward of n°1 hold there is the forecastle and right forward is the jackstaff.* *The derricks are supported by masts and by a samson post. They are stowed fore and aft when the ship is at sea.* *There are two lifeboats, one on the port side amidships, another on the starboard side amidships, abaft the funnel (the funnel is always abaft the bridge).* *The poop is at the after end of the ship and there is an ensign staff right aft.*	*This **tanker** has her engine room and bridge superstructure right aft so that there are eleven cargo tanks forward of the engine room and no tanks aft of it* *Above the main deck at the fore end, forward of n°1 tank there is the forecastle .* *There are two cofferdams* *There must be two lifeboats, one on the port side aft, another on the starboard side aft, abaft the funnel (the funnel is always abaft the bridge).* *The poop and the bridge superstructure are combined at the after end of the ship.*

MARITIME ENGLISH

FOR

SEAFARERS

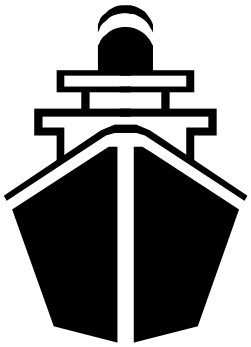
Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1__

Why is a Ship called She?

MANUELA REGUZZONI



Why is a Ship called She?

MANUELA REGUZZONI

Why is a Ship called She?

1. Skimming: Read '*Why is a Ship called she'* without stopping at words you don't know and tick the correct answers

1.This passage was written by

a. Sir John Martin b. Mr. John Martin c. Lieutenent Guernesay

2. How many reasons does the writer give? a. 9 b. 11 c. 15

3. A ship is called she because

a. she is not a thing b. she is very much like a woman c. she usually has a feminine name

A ship is called a she because
there is always a great deal of bustle around her;
there is usually a gang of men about;
she has a waist and stays;
it takes a lot of paint to keep her good-looking;
it is not the initial expense that breaks you, it is the upkeep;
she can be all decked out;
it takes an experienced man to handle her correctly;
and without a man at the helm, she is absolutely uncontrollable.
She shows her topsides, hides her bottom and,
when coming into port always heads for the buoys

Sir John Martin
Lieutenant Governor of Guernesay
(Annual Report R.I.N.A., 1976, vol. 118,).

Useful Vocabulary

A great deal of	a lot of, plenty of
Bustle	excited activity
Gang	number of persons working together
About	around
Waist	1. part of the body between the ribs and the hips 2. upper deck between forecastle and poop (in old wooden ships)
Stay .	1. strip of bone, plastics, or metal used to stiffen a garment 2. a heavy rope/cable used as support
To break	to ruin

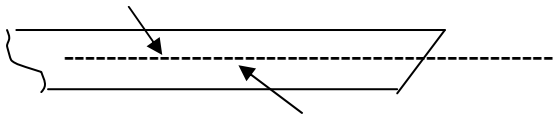
Upkeep	cost of keeping sth. in good order	
To deck out	1. to decorate	2. to cover with decks
To handle	1. to control, to treat	2. to manoeuvre
Helm	wheel or tiller for moving the rudder of a craft	
Topsides	1. upper parts	2. the sides of a ship above the waterline
To hide	to conceal, not to show	
Bottom	1. part of the body on which a person sits, lower part of sth.	
	2.the lower, horizontal part of the hull	
To head	to move, to sail towards sth.	
Port	artificial harbour designed to accommodate and look after ships	
Buoy *(pronounced as 'boy')*	floating device or float made of buoyant material moored in water	

Why is a Ship called She? : activities

2a. Scanning : Read *Why is a Ship called she* and the Vocabulary Section carefully and say whether these statements are *True* or *False*

1. There is always a lot of activity on and around a ship _
2. Gangs always act together for criminal purposes. _
3. Workmen on the quayside and on board are divided into gangs._
4. In a ship the waist is the area of the decks between the bow and the stern. _
5. The waist is that part of the body where we wear a belt. _
6. The ship's stays are made of bone or plastics. _
7. Paint is necessary to keep a ship in good conditions __
8. A decked out ship is an open vessel ._
9. It takes more money to keep a ship in good order than to buy her. _
10. It is easy to handle a ship. _
11. The helmsman is the person who steers the ship. _
12. By topsides we mean that part of the hull below the waterline. _
13. The sides of the ship above the waterline are called quickwork. _
14. The bottom of the ship is usually hidden because it is underwater. _
15. The master should never bother about the buoys when entering port. _

2b. Scanning: Label the picture



3. Speaking : Discuss with your partners.

1. First tick the sentences you agree with and then compare your list with your partner's
2. Decide what the writer thinks about women: a. women are easy-going quiet things
   a. make-up is essential to improve a woman's looks
   b. women are expensive creatures; they are silly and vain
   c. women attract men but they do not run after them
   d. a man of experience is the only one who can handle a woman
3. Do you agree with the writer? Does he show a sexist attitude or would a feminist agree with him?
4. Decide: the passage is humorous/ serious/ neither/ you wouldn't know
5. If you decided it is humorous can you say why it is so? Because:
6. a. it makes use of exaggerations b. it plays with puns i.e. words having a double meaning

4. Grammar: Now read the following passage and find out the real reasons why a ship is called she

'She' may be said of a thing instead of it in order to show a certain kind of sympathy with, or affection for the thing which is so raised above the inanimate sphere even if the speaker does not really attribute sex to the thing in question. (However, 'it' may be used whenever you consider the thing simply as an object.)

Railwaymen will speak of locomotives or trains, pilots of planes, and motor-owners of their cars as 'she'. But the best known example is said of a ship or boat (even if this has a masculine name). This is also due to historical reasons as the sea and the navy have always been of the utmost

importance for the English.

5.Answer these questions.

1. What does the use of 'she' for a ship show? _____
2. Can you use 'it' instead of 'she'? When? _____
3. What else can be referred to as 'she'? _____
4. Who do usually use 'she' instead of 'it' to refer to their means of transport? _____ _____
5. Can you use 'she' for a ship if the ship has got a masculine name? _____
6. Why do English seafarers use 'she' when speaking of ships or boats? _____

Why is a Ship called She? : activities

6. Fill the gaps in this passage with suitable prepositions and connectors to get a comment on *Why is a Ship called she.*

In this short passage published (1) ____ the Annual Report (2) ___ the Royal Institute of Nautical Architects (3) ___ 1976, the author, Sir John Martin, draws a parallel (4) _____ ships (5) _____ women. (6) _____ example he says that ships, (7) _____ women, are usually surrounded (8) ___ a lot (9) ___ bustle and by gangs (10) ___ men, they need a lot of paint (11) _____ look good, they are expensive (12) ____ keep and difficult to handle (13) ____ that a man of experience is the only one (14) _____ can handle them, etc.

The attitude Sir John Martin displays is very masculine (15) _____ sexist. (16) ____ his opinion, in fact, women are never cool or easy-going. (17) ___ the contrary, they are expensive, silly and vain and they are always(18) _____ men.(19) _____ course, everyone can agree (20) ___ disagree (21) _____ Sir John, according to their opinions. Anyway the passage is quite popular (22) _____seafarers and it's amusing (23) ____ read (24) ___ it is humorous: Sir John, in fact, makes you smile making use of exaggerations and words (25) _____ a double meaning.

Of course these are not the real reasons (26) _____ a ship is called a she Grammar says that may be said of a thing (27) ____ order to show sympathy or affection. (28) _____ is commonly used (29) ___ locomotives, planes, cars and ships. And you mustn't forget how important ships have always been (30)____ the British as their means both of defence and commerce.

7. Complete these sentences.

1 It is not the initial expense that breaks you it is _____
2 It takes an experienced man _____
3 She shows _____ and hides _____
4 There is usually a great deal of _____
5 It takes a lot of paint to _____
6 When coming into port she _____
7 She can be all _____
8 There is usually a gang _____

8. Guided Writing - 1 Reorder these sentences to get a short summary of *Why is a Ship called she.*

1. .....who can handle them correctly.
2. In one word they are expensive and difficult and are always after boys.
3. .....that a man of experience is the only one .....
4. ..... without a man at the helm.
5. Then they need a lot of paint to look good and.....
6. In fact they are absolutely uncontrollable.....

7. .....are expensive to keep and so difficult to handle.....
8. First of all they are usually surrounded by a lot of bustle and by gangs of men

9. Rewrite the sentences above in the correct sequence

_____
_____
_____
_____
_____

10. Speaking :Practise repeating the summary and the comment aloud.

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MARITIME ENGLISH

FOR

SEAFARERS

Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1.2__

SHIP TYPES

MANUELA REGUZZONI

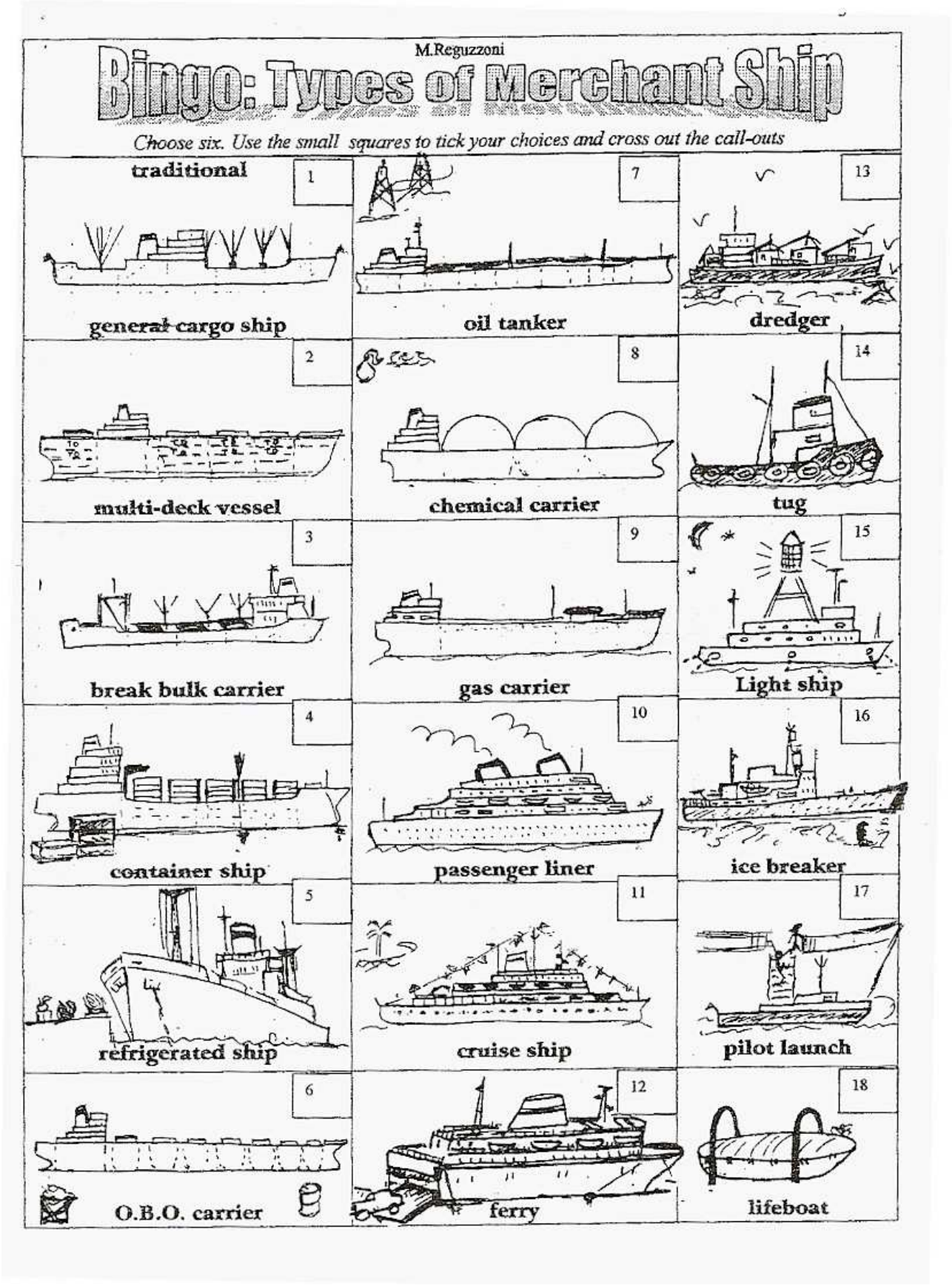
BASICS/THE COMMON CORE
MODULE 1.2
SHIP TYPES

Contents

TOPICS:

- BINGO: TYPES OF MERCHANT SHIP
- TYPES OF MERCHANT SHIP
- SPECIAL DUTY VESSELS
- REVISION AND CONSOLIDATION:
- WARSHIPS/MEN-OF-WAR

Let’s start memorizing words by playing a game



TYPES OF MERCHANT SHIP

Merchant ships are designed
- to carry cargo and/or passengers or
- to perform special duties.

Cargo ships can be divided into two basic types:
- one type carries dry cargo,
- the other carries liquid cargo.

(**O(il) B(ulk) O(re) ships**, however, are designed to carry both liquid and dry cargoes.)

Dry cargo ships include: multi deck vessels, break bulk carriers, container ships, refrigerated ships.

- **Multi deck vessels** are a traditional type of dry cargo ship. Their holds are divided horizontally by one or two 'tween decks that make stowage of individual packages easier.
- **Container ships** are the most modern type of dry cargo carrier. They carry containers of standard (20 feet or 40 feet) dimensions.
- Dry bulk cargo is carried in **break bulk carriers**. These do not have 'tween decks, as cargo is carried loose in their self-trimming holds.
- Perishable goods such as fruit, meat and dairy produce are carried in **refrigerated ships**.

Liquid cargo ships include: oil tankers, gas carriers, chemical carriers.

- **Oil tankers** are the most common type of liquid cargo carrier. They are often very large so as to carry huge quantities of oil and make transport more economical.
- **Liquefied Natural Gas (LNG) carriers, Liquefied Petroleum Gas (LPG) carriers** and **chemical carriers** are other types of liquid bulk carrier of great importance.

  (Chemicals, however, can also be transported in drums in general cargo ships.)

Passenger ships are fewer in number and type in comparison with cargo vessels

- **Passenger liners** are the traditional type of passenger ship. Nowadays the passenger trade is very small and few passenger liners are still employed on routes from North America to Europe and to the Far East. They carry some cargo as well as passengers and they usually operate as cruise ships for part of the year.
- **Cruise ships** are a type of passenger vessel of growing importance. These are often converted passenger liners or cargo ships.
- **Ferries** are a very common type of passenger vessel. Many of them are also designed to carry vehicles. The latter type, therefore, has doors and ramps at the bows or stern They offer a daily or weekly service for passengers and vehicles across channels and narrow seas.

All merchant vessels can operate as either liners or as tramps:

- **Liners** are employed on regular routes on a fixed time table.
- **Tramps** do not sail on regular routes and do not keep to a fixed timetable. They operate where there is cargo for them to carry.

TYPES OF MERCHANT SHIP

1. Read the passage and complete the diagram

Merchant Ship Types

Cargo Ships | **Passenger Ships**

Dry Cargo Ships | **Liquid Cargo Ships**

1. _____ 1. _____ 1. _____

2. _____ 2. _____ 2. _____

3. _____ 3. _____ 3. _____

4. _____ 4. _____

1. _____

2. Complete these sentences to sum up the passage:

The passage is about _____

Merchant ships can be designed as:
1._____ 2. _____ 3. _____

Cargo ships can be divided into:
1. _____ 2. _____

Dry cargo ships include:
1. _____ 2. _____

3. _____ 4. _____

Liquid cargo ships include:
1. _____ 2. _____

3. _____ 4. _____

Passenger ships include:
1. _____ 2. _____ 3. _____

All merchant vessels can operate as:
1. _____ 2. _____

SPECIAL DUTY VESSELS

Listen and read the passage.

There are several types of ship working around ports and channels which are designed to do special jobs to help ships and shipping. Some of these are described briefly in this lecture.

One very useful type of vessel is the **tug**. Tugs can be divided into four basic types. Some are designed as river tugs for work on rivers. Others are designed as harbour tugs and help ships in and out of ports and harbours. Two other types of tug, which are of growing importance, are coastal tugs and ocean going tugs. These go out to help ships in difficulty at sea. Tugs must be designed to satisfy three important requirements. They must be stable in all conditions. They must also be manoeuvrable and be powerful enough to move ships of far greater size

A rather noisy and smaller type of vessel is the **dredger**. Dredgers are necessary to remove the sand and mud from the beds of channels and harbours. Dredgers are of three main types: they can be either bucket dredgers, which have a series of buckets which go down to the sea bed and scoop up the sand and mud: they can be suction dredgers, which suck up sand and mud like a very large vacuu8m cleaner; or they can be grab dredgers, which operate like cranes.

Another type of special duty vessel is the **icebreaker:** Icebreakers are important to shipping because northern ports and channels freeze up in winter: Ships must use these ports all the year round, therefore it is necessary to keep them open. Icebreakers have powerful engines and very strong hulls.

An unusual type of vessel is the **lightship**: Lightships look like ordinary ships, but they do not have engines, because they are towed into position and then anchored there. They not only have a light, but also a foghorn, a radio beacon *(radio faro)* and meteorological equipment as well. Most lightships have a crew of approximately twelve.

A very important type of boat is the **lifeboat**: lifeboats are of many different types: In the United Kingdom they are manned by volunteers and supported by voluntary donations. Lifeboats must be strong, stable, manoeuvrable and their crew must be well trained.

Finally, there is the **pilot launch**. Pilot launches are motor boats for transporting pilots to and from ships. They must be seaworthy as pilots go out in all weathers. In the United Kingdom, some port authorities employ their own pilots, but many pilots are employed by Trinity House, which was founded in 1514

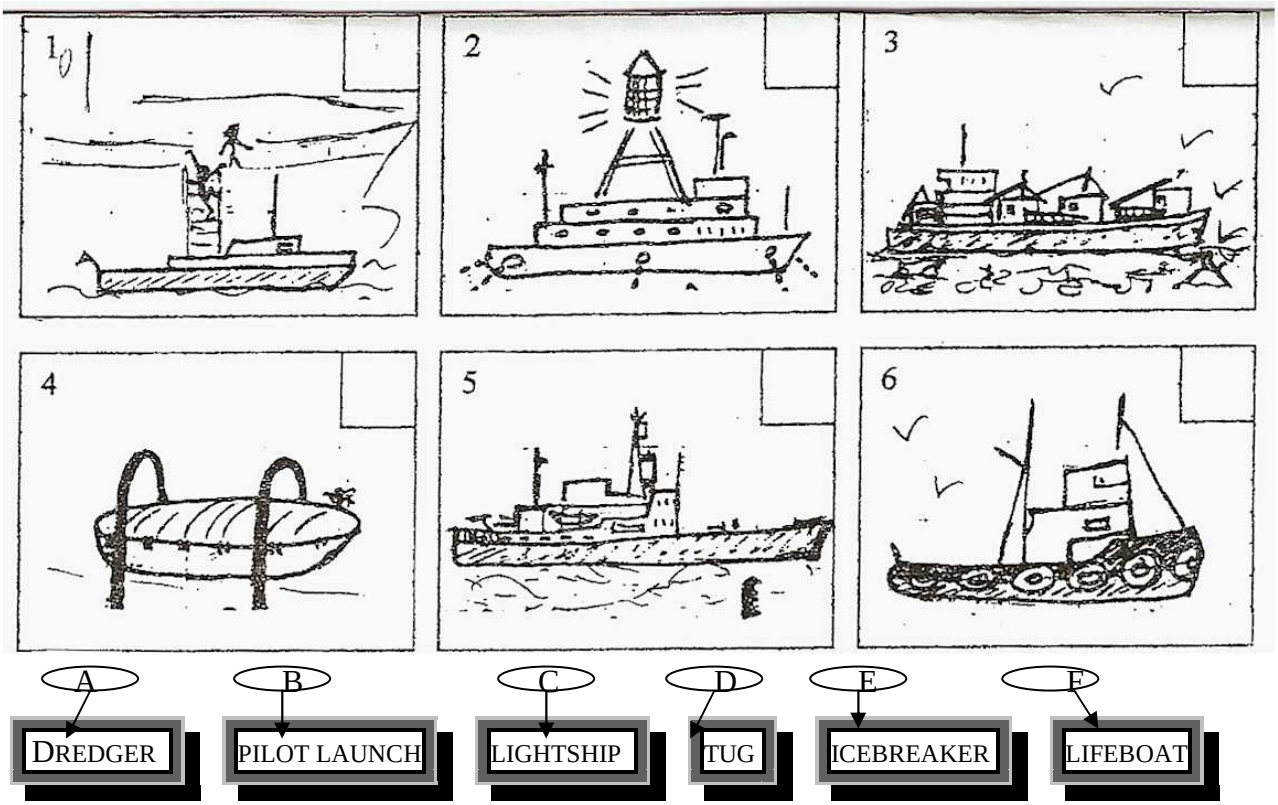
● *Listen again ‖ and divide the sentences ‖ into meaningful chunks ‖ using vertical lines (pay attention to what the speaker does*

□○□○□

● *Read the passage aloud ‖ to improve your pronunciation ‖. Every time you get to a vertical line, ‖ stop to breathe ‖ and try to go up↗ with your voice.*

SPECIAL DUTY VESSELS - Reading activities - M. Reguzzoni

Activity 1. *Label the pictures*



***Activity 2**: Re-read the passage and fill in this grid. Please note that some data cannot be retrieved from the text.*

Types of special duty vessel	**Basic types**	**Purpose**	**Requirements and characteristics**
1.	1 2 3 4		
2	1 2 3		
3			
4			
5			
6			

Revision & Consolidation

1. Translate into Italian

1. Tug	
2. Pilot boat/launch	
3. Multi-deck vessel	
4. Container ship	
5. LPG carrier	
6. Refrigerated ship	
7. Lifeboat	
8. LNG Carrier	
9. Cruise ship	
10. Chemical carrier	
11. Break bulk carrier	
12. Oil tanker	
13. Ferry	
14. Passenger liner	
15. Ice breaker	
16. Dredger	
17. OBO carrier	
18. Light ship	
19 Liner	
20. Tramp	

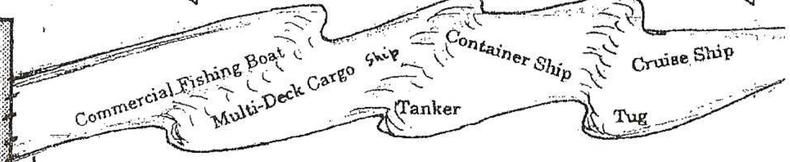
2. Match each words with its translation.

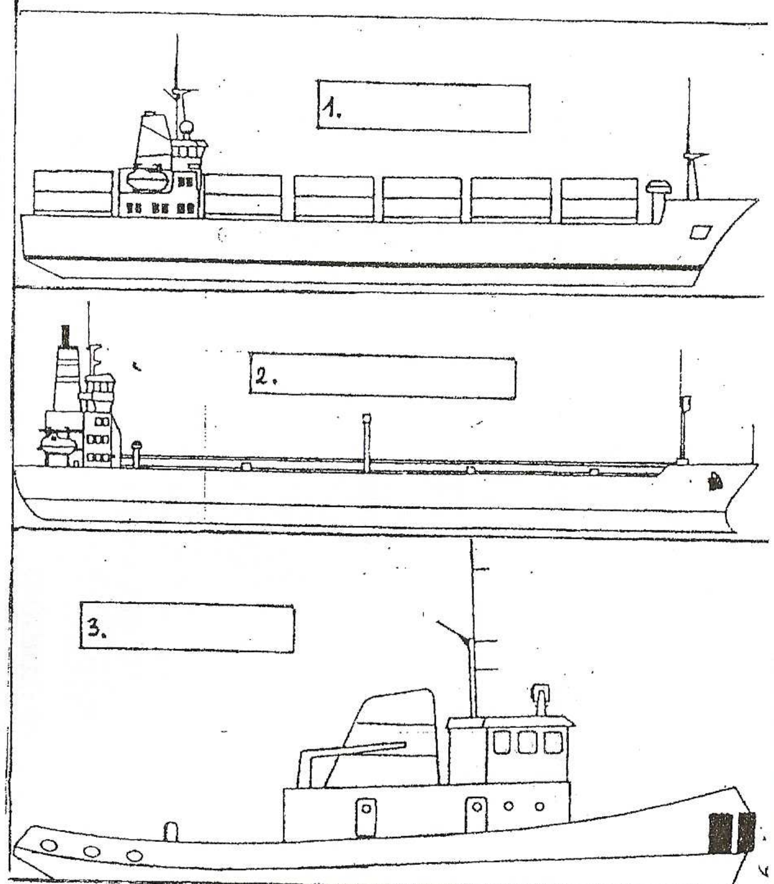
1. stivaggio		a. route	14. stretto		n. manoeuvrable
2. benna		b. foghorn	15. potente		o. to suck up
3. fango		c. sand	16. rimorchiare		p. enough
4. imballaggio		d. bucket	17. stabile		q. perishable
5. materie grezze		e. goods	18. deperibile		r. loose
6. secchio		f. drum	19. ghiacciare		s. powerful
7. merce		g. dairy produce	20. sciolto		t. narrow
8. latticini		h. ore	21. avere un equipaggio		u. to operate
9. orario/tabella oraria		i. stowage	22. manovrabile		v. self-trimming
10. rotta		j. time table	23. funzionare		w. to tow
11. fusto/barile		k. package	24. autostivante		x. stable
12. sabbia		l. mud	25. risucchiare, aspirare		y. to be manned
13. corno da nebbia		m. grab	26. abbastanza		z. to freeze

3. Complete these sentences

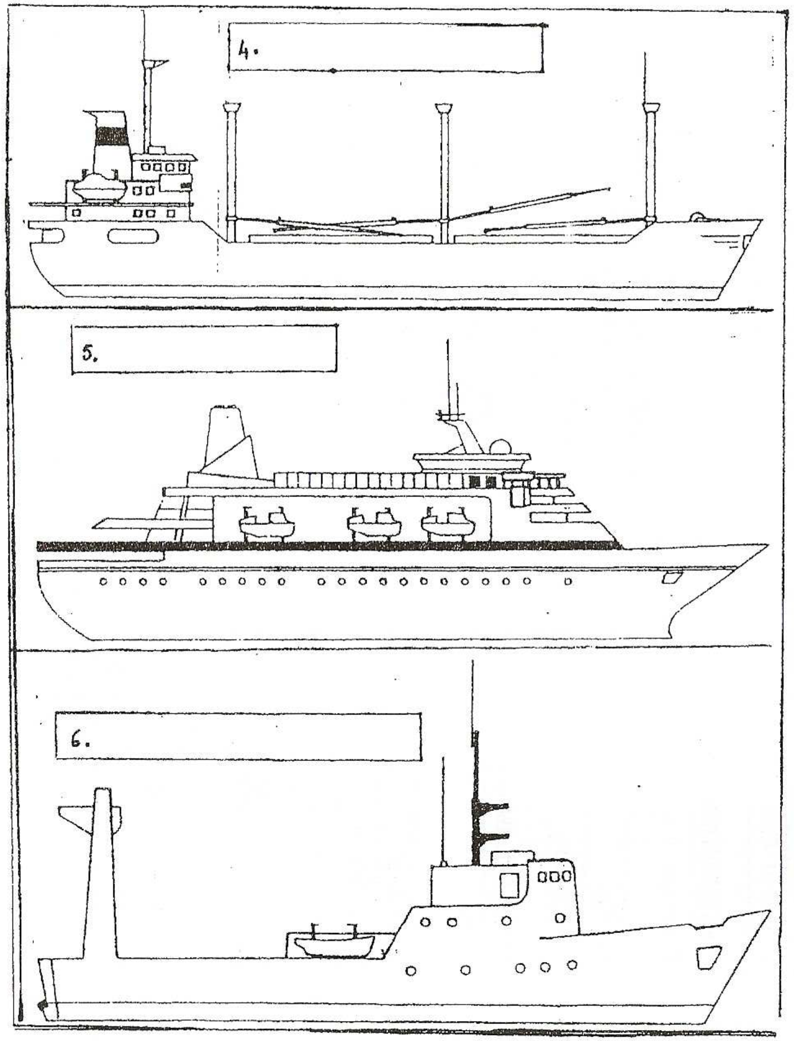
1. Tankers carry liquid cargoes _____ _____ oil or molasses
2. The hull is divided _____ holds ____ decks and bulkheads
3. OBO ships carry _____ liquid and dry cargoes
4. OBO ship carry liquid cargoes as _____ as dry cargoes
5. Cargo ships can operate as _____ liners or as tramps:
6. These ships are employed _____regular routes ____a fixed time table
7. Cargo ships can be divided _____ two basic types
8- Lightships look _____ordinary ships

Vocabulary work: some ship types





Identify these vessels and label each picture



SHIP TYPES: Definitions © M. Reguzzoni

Read these definitions in note form and make complete sentences.

DRY CARGO SHIPS

Multi-deck Vessels	Holds divided horizontally by one or more 'tween decks. Carry packed cargo
Dry Bulk Carriers	No 'tween-decks. Examples of cargo: iron ore, grain, timber
Container Ships	Cargo carried in large 'boxes' or cases. All types of dry cargo
Refrigerated Ships	Refrigerated holds. Cargo: perishables/perishable goods (dairy, fruit, vegetables, meat,etc.)
Ro-Ro Ships	"Roll-on Roll-off". Cargo un/loaded by means of trucks driven on and off through doors in the bow and stern

LIQUID AND DRY CARGO SHIPS

OBO Carriers	Holds and tanks. Carry oil, bulk, ore

LIQUID CARGO SHIPS

Oil Tankers	Include VLCC's (over 200,000 tonnes) and ULCC's (over 400,000 tonnes) Carry liquid bulk cargo
L.N.G. Carriers	Liquid cargo carriers designed to carry Liquefied Natural Gas
Chemical Carriers	Carry chemicals

PASSENGER SHIPS

Passenger Liners	Ocean-going passenger ships. Follow a regular route and time-table Follow a regular schedule, connecting two points of an overland route.
Ferries	Often carry both passengers and vehicles
Cruise Ships	Offer special holiday packages

SPECIAL DUTY VESSELS

Tugs	Help ships in and out of ports or help ships in trouble at sea. Also work on rivers
Dredgers	Deepen harbours and channels by removing sand and mud
Ice Breakers	Open frozen ports and channels in winter
Light ships	Ships without engines that are anchored and used as navigational aids Usually equipped with a light, ,a foghorn, and a radio beacon
Pilot Boats/Launches	Carry pilots to and from ships
Lifeboats	Are used to rescue people

USE/SERVICE

Liners	Follow regular routes and fixed time –tables
Tramps	Have no regular routes and no fixed time-tables

Oral and written practice

Topic: Ship types

1. Working with a partner, practise asking and answering these questions.
2. Then write a composition connecting all the answers as appropriate. Remember to divide your composition into paragraphs

1. How can merchant ships be classified?
2. How can they be divided?
3. How can cargo ships be divided?
4. List the principal types of dry cargo ship
5. What's a multi-deck vessel? A bulk carrier? A container ship? A refrigerated ship? What are they designed to carry?
6. List the principal types of liquid cargo ship
7. What's an oil tanker? An LNG carrier? An LPG carrier? A chemical carrier? What are they designed to carry?
8. List the principal types of passenger ship
9. What's a passenger liner? A cruise ship? A ferry? What's the purpose of each type?
10. What's a special duty vessel? What is she designed to do?
11. List the principal types of special duty vessel.
12. What's a tug? How many types are there? Which are their requirements?
13. What's a dredger? How many types are there? How do they work?
14. What's an icebreaker? Why are these ships important? Which are their requirements?
15. What's a lightship? What equipment does she have?
16. What's a lifeboat? Which are her requirements?
17. What's a pilot launch? What's she for?
18. How can all merchant ships operate?
19. What's a liner?
20. What's a tramp?

warships

Men-of-War

Stage 1.

Read the three groups of sentences below. In each group, connect the 2nd sentence with the 3rd and the 4th sentence with the 5th to form a paragraph. Chose suitable connectors from this list:

therefore, because, however, but, although, as, since, consequently

In the past the largest warships were **battleships**.
They were designed for heavy bombardment.
They carried up to sixteen-inch guns.
Their speed was relatively slow.
They were large and had heavy armour plating.

Nowadays **aircraft carriers** are the largest warships.
Most carry aircraft and helicopters.
A few carry helicopters only.
They have a narrow bridge superstructure.
This leaves more room for the flight deck.

Another type of warship is the **cruiser**.
These are smaller than battleships.
They are larger than destroyers.
They are designed to combined fire-power with speed.
They carry medium-sized guns and missiles.

Stage 2

Read the next two groups of sentences which are in jumbled order. Reorder the sentences and join them, as appropriate, to form two paragraphs.

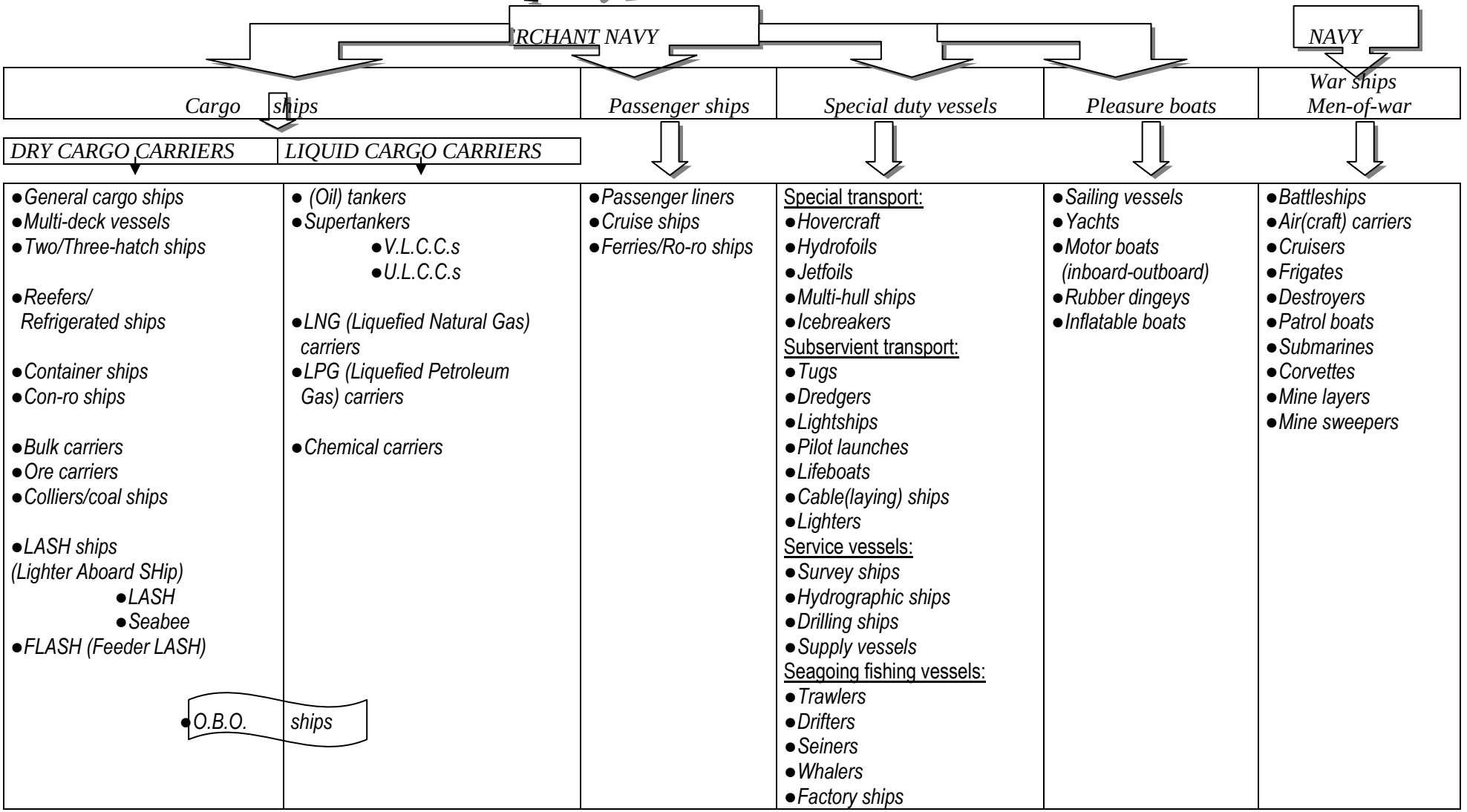
These are expensive to run.
They are built for speed and manoeuvrability.
They may have diesel engines for cruising.
They are often powered by gas turbines.
Patrol boats vary greatly in design.

It carries guided missiles in addition to conventional guns.
Many frigates have an anti-submarine role.
Destroyers and frigates are designed for escort duties.
They carry weapons for destroying submarines.
The modern destroyer is taking over the role of the cruiser.

Stage 3

What sort of order are the first 3 paragraphs in? Find it and arrange the other two paragraphs in the same order.

Ship Types: Diagram



SHIP TYPES

For your reference

ASP	Sulphuric and Phosphoric Acid carrier
BAA	Automatic buoy
BAC	Ferry
BAL	Buoy layer
BAN	Banana carrier
BAP	Self-propelled barge
BET	Livestock carrier
BIG	Shears pontoon
BPP	Fire boat
BPS	Pushed barge
BPT	Pilot boat
CAB	Cable laying ship
CAR	General cargo ship
CAT	Catamaran
CBD	Cargo/Wood carrier
CCT	Tanker barge
CDB	Hopper barge
CEA	Water barge
CHA	Trawler
CHI	Chemical carrier
CHL	Barge
CHP	Oil barge
CHR	Steam trawler
CIM	Cement carrier
CIT	Tanker
COM	Edible products carrier
CPC	Cargo-Container ship
CPY	Multipurpose cargo ship
CRE	Shrimp fishing vessel
DBL	Hopper barge
DEB	Landing craft
DOK	Floating dock
DRB	Grab dredger
DRG	Bucket dredger
DRS	Suction dredger
EAU	Water carrier
ECO	Training ship
ELV	Grain elevator
ETM	Marine Work Enclosure
FAD	Floating door
FER	Car ferry
FEU	Light ship
FPM	Fish farm
FPP	Fixed platform
FPS	Passenger Ro-ro
FRI	Refrigerated carrier
FRU	Fruit carrier
FSU	Floating storage unit
GAZ	Liquefied gas carrier
GRF	Floating crane
HPT	Hospital ship
HYD	Hydrofoil
LAN	Lobster fishing vessel
LFC	Live fish carrier
LIQ	Edible liquids carrier
MDU	Mobile drilling unit
MET	Meteorological ship
MIN	Ore carrier
MXT	Passenger-Cargo ship
NPL	Pipe laying vessel
OBC	Oil-Bulk carrier
OBO	Oil-Bulk-Ore carrier
OCE	Oceanographic ship
OFT	Offshore terminal
OOC	Oil-Ore carrier
ORS	Oil recovery ship
OSU	Offshore service unit
PAQ	Passenger liner
PAS	Passenger ship
PBA	Barge-lighter carrier
PCC	Oil tanker ⎓ Chemical carrier
PCO	Container ship
PEC	Fishing vessel
PET	Oil tanker
PEX	Working platform
PON	Pontoon
PRO	Products tanker
PSL	Pipe-line and sea line
PTH	Polytherm cargo vessel
PUS	Pusher
RAV	Supply ship
REC	Research vessel
REM	Tug
RGB	Ro-ro bridge
ROC	Cutter dredger
ROP	Multipurpose Roll on/off ship
ROR	Roll on/Roll off ship
RPC	Roll on/off Container ship
RPY	Refrigerated Roll on/off ship
SAB	Sand carrier
SAU	Salvage vessel
SCH	Schooner
SLV	Side stone dumping vessel
SFH	Sulphur carrier
SLP	Sheer legs pontoon
SML	Leisure submarine
SPL	Ship lift
SSG	Semi submersible gantry
STB	Standby vessel
SUP	Support vessel
SUR	Surveillance vessel
SWH	Subsea wellhead
TOR	Radioactive waste carrier
TFR	Train-ferry
THO	Tunny fishing vessel
USI	Factory vessel
UWU	Underwater unit and diving system
VAL	Wine & Alcohol carrier
VED	Motor launch
VEP	Passenger launch
VIN	Wine carrier
VRA	Bulk carrier
VRM	Bulk-Ore carrier
VRP	Multipurpose Bulk carrier
WKB	Work boat
WOS	Workshop ship
YAC	Yacht

FONDAZIONE ACCADEMIA ITALIANA DELLA MARINA MERCANTILE

Via Oderico, 10 – 16145 GENOVA

MARITIME ENGLISH

FOR

SEAFARERS

Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1.3__

SHIP PARTICULARS

MANUELA REGUZZONI

BASICS/THE COMMON CORE
MODULE 4
SHIP PARTICULARS

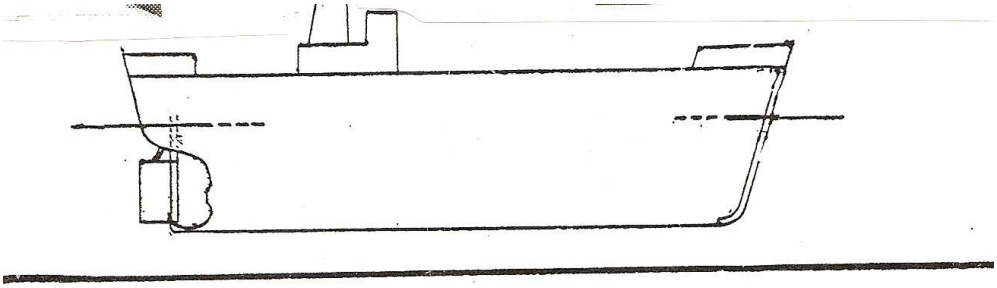
Contents

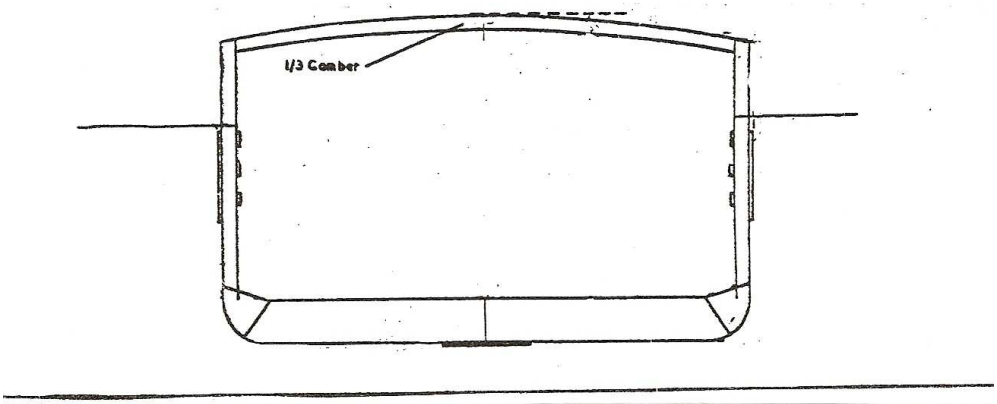
TOPICS:

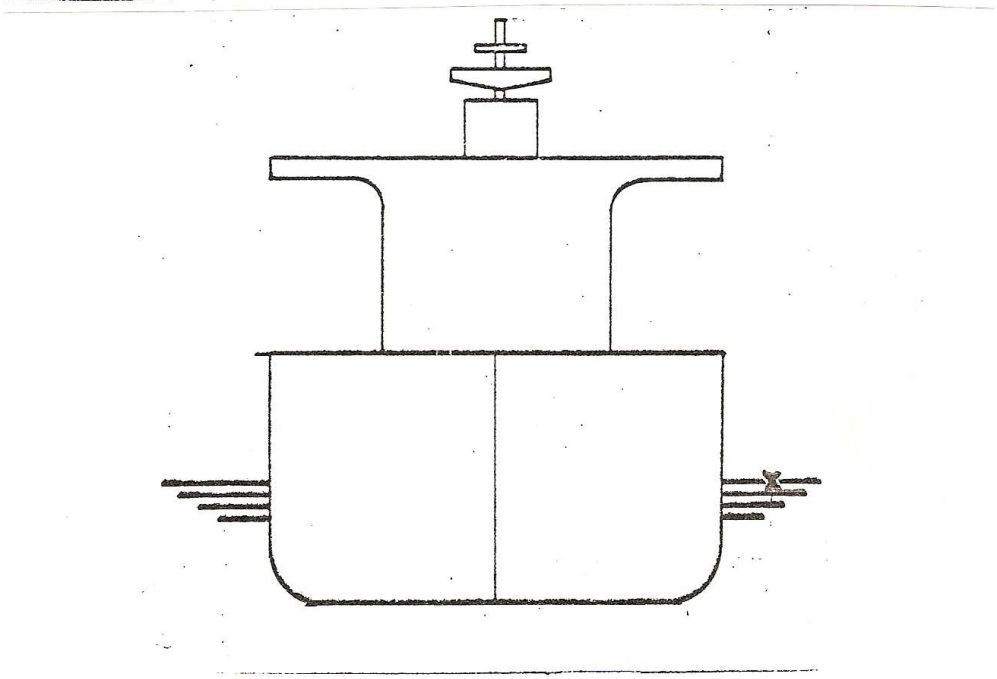
- SHIP DIMENSIONS
- LOADLINES
- TONNAGE
- SHIP PARTICULARS

Ship Dimensions

Reading task
Read the passage on *Ship Dimensions* and label the diagrams below drafting the dotted lines required to show all relevant dimensions clearly.







Ship Dimensions

Length (L) *[Lunghezza]*

Length Overall /Overall Length (LOA)
[Lunghezza fuori tutto]

It's the extreme length from the foremost to the aftermost ends of the ship

Length Between Perpendiculars (Lbp)
[Lunghezza tra perpendicolari]

It's the length of the ship on the **load waterline** (L.W.L.) *[linea di galleggiamento a pieno carico]* between the fore and the after perpendiculars

N.B.

The **fore perpendicular (F.P.)** is a vertical line at the point where the **fore edge of the stem** *[faccia prodiera del dritto /ruota di prora]* cuts the load waterline.

The **after perpendicular (A.P.)** is a vertical line through the **after edge** of the **rudderpost** *[dritto del timone]* or **sternpost** *[dritto di poppa]* or the centre of the **rudder stock** *[asse di rotazione del timone]*

BREADTH/BEAM (B) *[LARGHEZZA]*

Extreme Breadth

[Larghezza fuori tutto]

It's the greatest breadth measured from side to side at amidships **outside** the shell plating

Breadth Moulded

[Larghezza fuori ossatura]

It's the maximum breadth over frames and it's measured at amidships outside the frames but **inside** the shell/side plating.

DEPTH (D) *[ALTEZZA]*

Depth moulded

It's the vertical distance at amidships from the **moulded base line** *[linea di costruzione]* i.e. from the **top** of the keel to the top of the deck beams at the side of the uppermost continuous deck, or underside of deck plating at ship side

[Altezza di costruzione]

DRAUGHT/DRAFT (T) *[IMMERSIONE]*

Roughly speaking, it's simply the distance from the bottom of the ship to the water surface.

However

Draft moulded
[Immersione di costruzione o fuori ossatura]

It's the summer draft measured from the **top** of the keel to the summer loadline

Real draft
[Pescaggio effettivo]

It's the summer draft measured from the **bottom** of the keel to the summer loadline

AIR DRAUGHT/DRAFT OR HEIGHT *[ALTEZZA]*

Air Draught/Draft or Height
[Altezza]

It's the height of the exposed part of the ship, masts included, above the summer loadline.

FREEBOARD *[BORDO LIBERO]*

Freeboard
[Bordo libero]

It's the distance from the top of the deck line (i.e. upper surface of the freeboard deck at side) to the waterline (i.e. to the centre of the Plimsoll Mark.)

N.B.

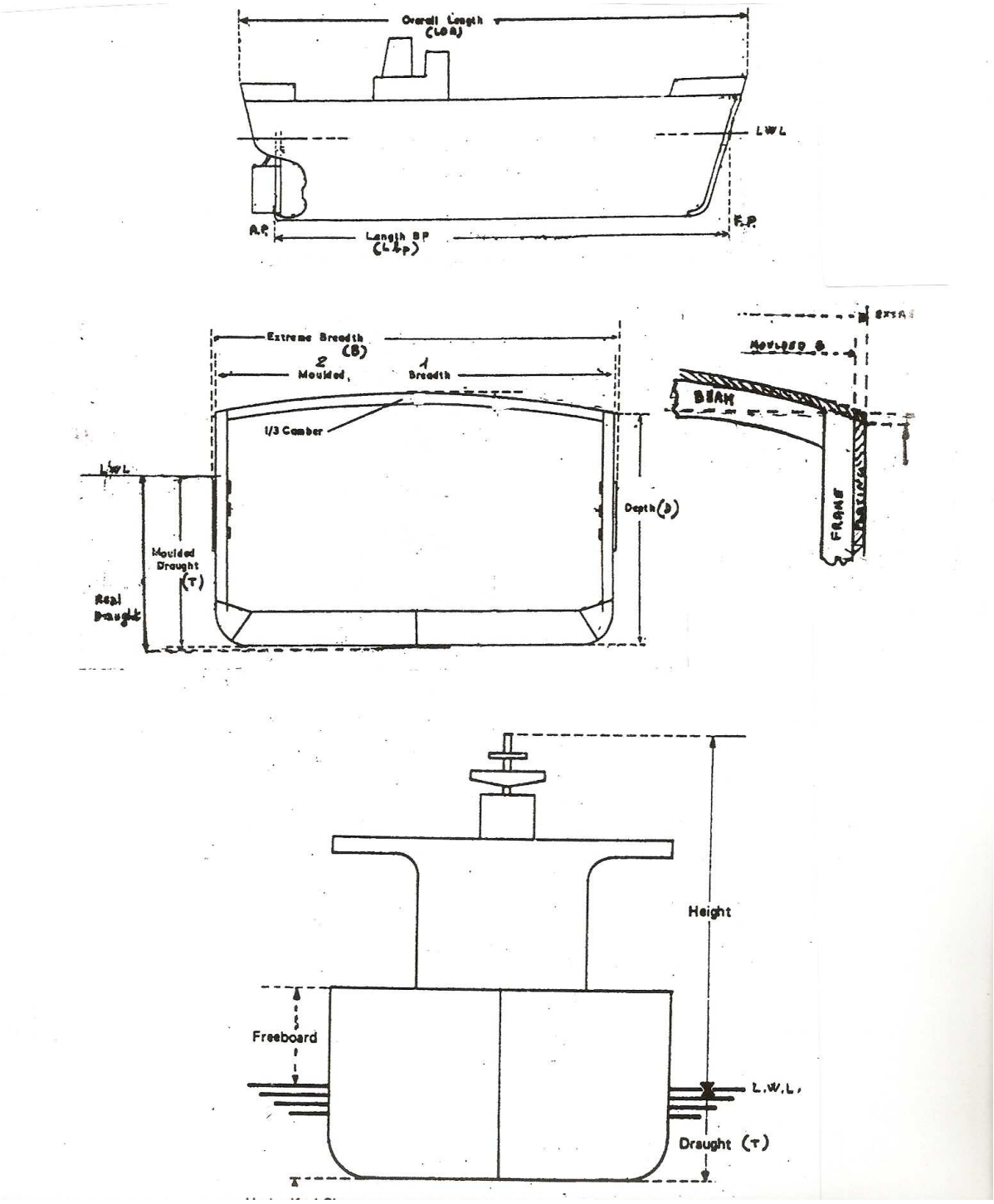
- The **freeboard deck** is the uppermost complete deck with permanent means of closing all openings in its weather portions.
- The **deck line** is a line 300 mm. long placed amidships. Its upper edge marks the level at which the top of the freeboard deck, if continued outward, would cut the outside of the shell plating.
- The **Plimsoll Mark or loadline disk** is placed directly under the deck line.
- The distance between the top of the deck line and the centre of the disk is **the statutory summer freeboard** and indicates the draft to which the ship can be loaded in summer. Forward of the disk are placed the loadlines which show the draft the ship may be loaded to in different seasons and waters.

Please note:

Lloyd's and A.B.S. (American Bureau of Shipping) dimensions are always **moulded dimensions**, i.e. measured inside the shell and deck plating.

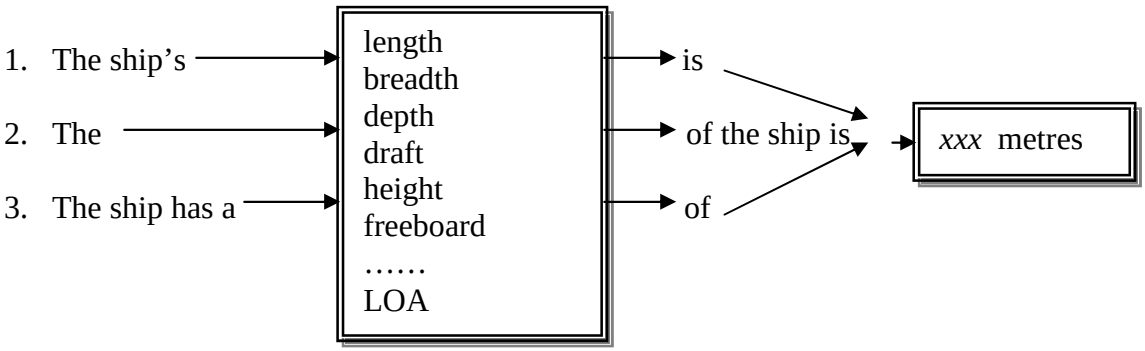
Ship Dimensions

Look at the diagrams and check the results of your *reading task*



Ship Dimensions

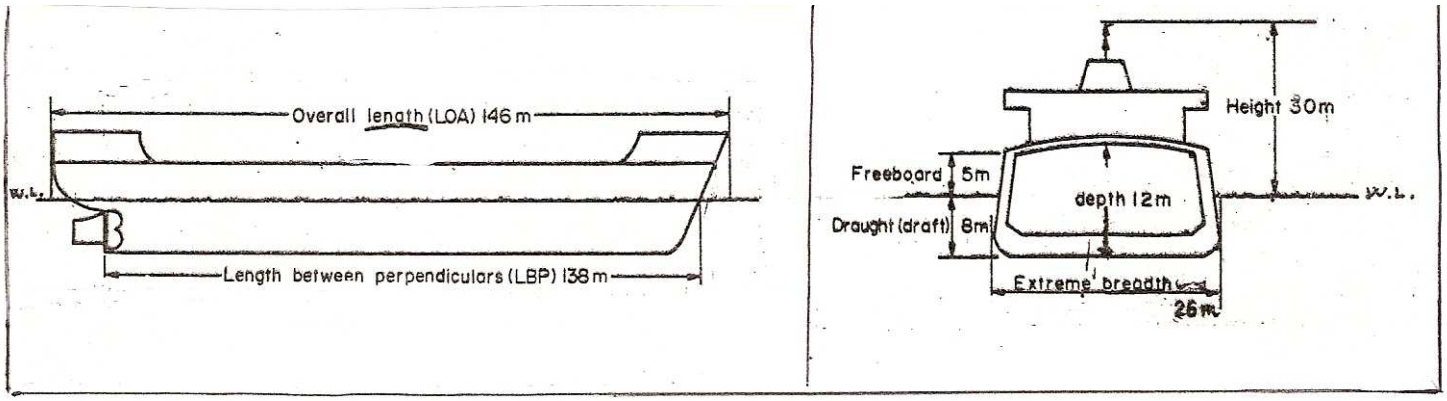
We can describe the dimensions of a ship using these patterns:



N.B. Draft may also be expressed verbally as follows: 'The ship draws *x* metres'

Task 1

Look at the following diagrams and describe this ship's dimensions using a variety of forms.



Task 2

You may be asked

What is your { freeboard / draft (forward/aft) / height / etc. }

You reply

{ My draft (forward/aft) / Freeboard / height / etc. } is…….

Working with your partner roleplay a dialogue asking and answering questions about the ship whose dimension are given in task1.

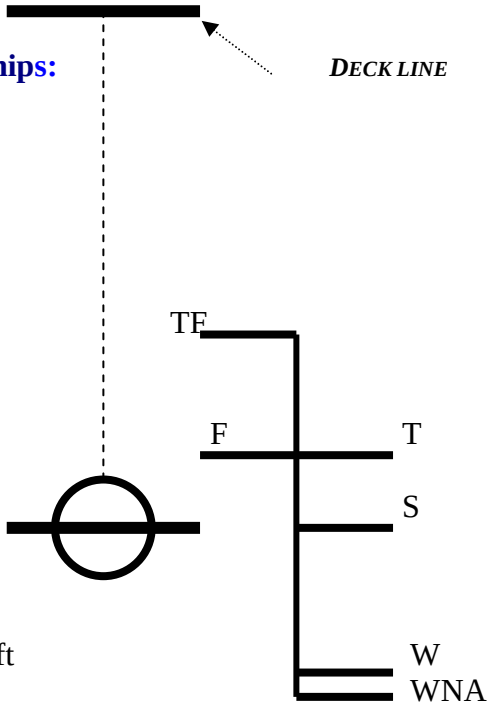
The loadlines, tonnage mark and deck line must be painted in white or yellow on a dark background or in black on a light background. All lines are 25 millimetres thick.
Their upper edges mark the level to which they refer.

The **deck line** is placed amidships and is 300 millimetres long.
Its upper edge marks the level at which the top of the freeboard deck, if continued outward, would cut the outside of the shell plating.
In ships which have a rounded sheerstrake, it is placed at, or sometimes below, the point where the lower edge of the curved plate meets the flat side plating.

The **loadline disk** or **Plimsoll Mark** is placed directly below the deck line. The distance from the upper edge of the deck line to the centre of the disk is the statutory summer freeboard.

A vertical line is placed 540 millimetres forward of the disk. On this area are marked the **ordinary loadlines** which show the drafts to which the ship may be loaded. These loading marks allow for the different specific gravities: with the same cargo, a ship will sink deeper into the water in seas near the equator than she will in the North Atlantic, in winter

The following ordinary loadlines must be marked on all ships:



TF The **tropical fresh water loadline**

F The **fresh water summer loadline**

T The tropical loadline

S The **summer loadline**, level with the centre of the loadline disk

W The **winter loadline**
Placed at a distance of 1/48 of the summer draft below the summer loadline

WNA **winter North Atlantic loadline**

LOAD LINES

A. Read the passage on *Loadlines* and decide whether these statements are TRUE or FALSE (tick the correct boxes).
Correct the wrong statements.

1.The loadlines show the drafts to which a ship may be loaded	T	F
2. They are marked on all ships and are painted in white or yellow or black	T	F
3. All lines are 25 cm. Thick. Their lower edges mark the level they refer to	T	F
4. The deckline is placed amidships. Its upper edge corresponds to the upper edge of the freeboard deck	T	F
5. The Loadline Disk or Plimsoll Mark is placed below the deck line forward	T	F
6. The summer loadline is level with the centre of the loadline disk and indicates the draft to which the ship can load in fresh water in the summer	T	F
7. The winter loadline is placed above the summer loadline	T	F
8. In tropical fresh water you can load a ship to a higher draft than in tropical sea water	T	F
9. By freeboard we mean the distance between the deck line and the centre of the Plimsoll Mark. It's the draft to which the ship can load.	T	F
10. A ship can load more cargo in tropical fresh water than in the North Atlantic in winter because tropical fresh water gives more buoyancy to the ship	T	F
11. The lowest loadline is the WNA and the highest is the TF loadline	T	F

B. Cover the text on *Loadlines* and explain what the pictures show

C. Translate back into English without looking at the text.
In generale le linee di carico, le marche di tonnellaggio e la linea del ponte devono essere dipinte in nero su uno sfondo chiaro o in bianco o giallo su uno sfondo scuro.
Le linee sono alte 25 millimetri. I loro bordi superiori marcano il livello di riferimento.
La linea del ponte è collocata a mezza nave ed ha una lunghezza di 300 millimetri. Il suo bordo superiore indica il punto in cui la sommità del bordo del ponte, se continuato verso l'esterno, dovrebbe incrociare il fasciame. Le navi con una cinta rotonda È messo sotto o quasi sotto il punto dove il bordo inferiore della lamiera curvata incontra il lato piano dell'altra lamiera. Questa linea deve essere marcata su tutte le navi
Il disco di linea di carico, comunemente chiamato "Marca di Plimsoll", è posto direttamente sotto la linea del ponte. La distanza dal bordo superiore della linea del ponte al centro disco è il bordo libero estivo.
Una linea verticale di 540 mm è segnata a proravia del disco Su questa si indicano le linee di carico,che mostrano i pescaggi che la nave può assumere quando è carica.
Queste linee sono richieste da tutti i tipi di nave:
TF - linea di carico estiva:con il livello nel centro del disco
W - è la linea di carico invernale:è a una distanza di 48 millimetri dalla linea di carico estiva
T- è la linea di carico tropicale, post sopra la linea di carico estiva ad una distanza di 48 millimetri
WNA - linea di carico del nord atlantico invernale:messa 50 millimetri sotto la linea invernale e solamente segnata sulle navi che sono inferiori ai 100 metri di lunghezza
F - linea di carico in acqua dolce:indica il pescaggio che la nave deve avere se naviga in acqua dolce.
TF - linea di carico dell'acqua dolce ai tropici:indica il livello di carico della nave quando in acque dolci tropicali. e' misurato sopra la linea di carico tropicale.

With regard to merchant ships *gross, net* and *deadweight tonnage* figures are normally used.

When we speak of tonnage it is important to distinguish between two terms *tons* and *tonnes*; the former refers to *cubic capacity (i.e. volume)* while the latter refers to *weight* in metric tonnes.

Tonnage measured by capacity is based on the international unit of $100ft^3$ or 2,83 m^3 equal to one ton. *Ton* does not, therefore, refer to weight as it is derived from the earlier *tun* which indicated the capacity of a wine cask.

Tonnage measured by capacity includes *gross*, and *net tonnage* figures.

Gross (registered) tonnage (g.r.t. or gt.) is the total of all permanently enclosed space above and below decks, with certain exceptions such as the wheelhouse, chart room, radio room, galley, washing facilities, and other specified spaces above deck.

Net (registered) tonnage (n.r.t.) I the earning space of the ship, i.e. the gross tonnage less the crew's accommodation, steering gear and anchor working space, workshops, ballast tanks, and the space for the propelling machinery.
Port and harbour dues are calculated on net tonnage.

Tonnage by weight is the weight of water displaced by a vessel. It includes:
light displacement, load displacement and *deadweight*.

Light displacement is the weight of the ship's hull, engines, spares and other items necessary for her working.

Load displacement is the ships weight when fully laden, i.e. hull, engines,cargo,crew, and everything on board sinking her down to the summer draught loadline.

Deadweight (d.w or dwt) is the difference between light and load displacement and therefore gives the weight, in metric tonnes, of the cargo, ballast, fresh water, fuel, crew and passengers.

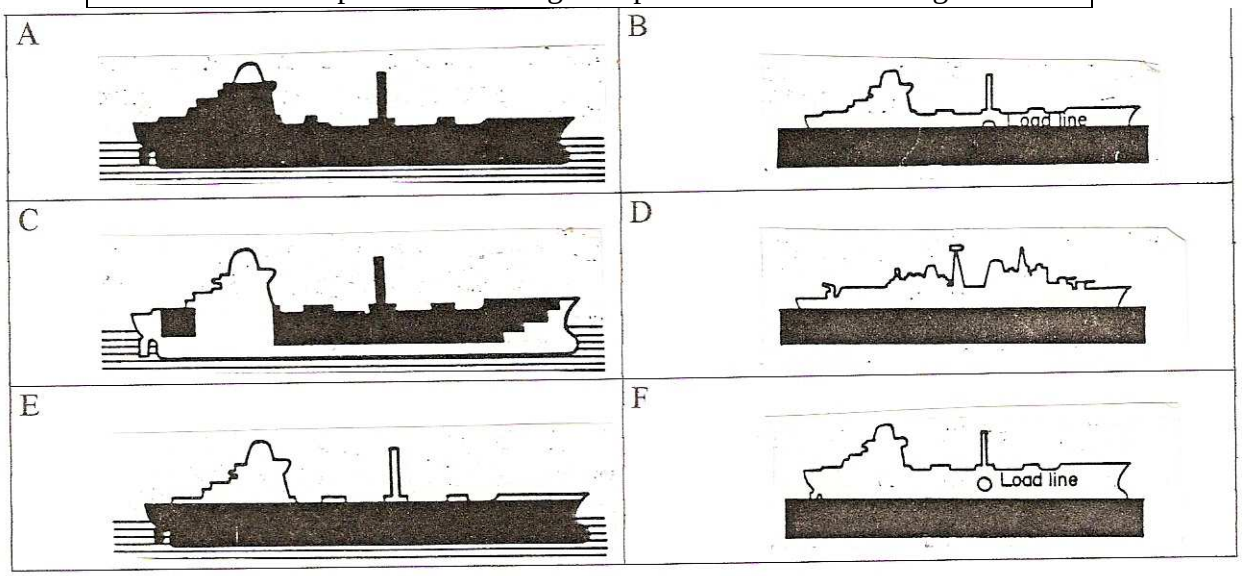
Displacement tonnages are calculated in relation to draught and the statutory freeboard. Tonnage marks must be shown on the ship's side. A triangular tonnage mark indicates that certain modified or alternative tonnages have been assigned to a ship.

Gross [register(ed)] tonnage = stazza lorda **Net [register(ed)] tonnage** = stazza netta **Tonnage deck** = ponte di stazza *It's the upper deck in single-decked ships and the second deck in all other. It's used in measuring ships for tonnage.*	**Load displacement** = dislocamento a pieno carico **Light displacement** = dislocamento leggero **Deadweight** = portata lorda

READING ACTIVITIES

Task 1: ***Read the text and label the pictures with***

❶underdeck tonnage ❷ net register tonnage ❸gross register tonnage
❹load displacement ❺ light displacement ❻deadweight



Task 2: *Read the text again and decide whether these statements are TRUE or FALSE*

1. The terms *ton* and *tonne* are synonymous (It's just a negligible difference in spelling) and they apply to the same measurement.		
2. The term *ton* refers to weight while the term *tonne* comes from *tun*, the weight of a water cask.		
3. One ton is equal to 100 cubic feet or 2.83 cubic metres.		
4. Tonnage by capacity refers to volume, while tonnage by weight is the weight of the water displaced.		
5. Gross tonnage refers to the cubic capacity of all permanently enclosed spaces below and above the tonnage deck, including wheelhouses, chartroom, water facilities, galley, etc.		
6. The tonnage deck always corresponds to the upper deck.		
7. Net tonnage is the earning space of the ship, crew accommodation, steering gear and anchor working space, workshops, ballast tanks and propelling plant space excluded.		
8. A ship pays her port and harbour dues on the basis of her net tonnage.		
9. Light displacement is the ship's weight when 'light', i.e. not loaded.		
10. Deadweight is the weight of the ship when fully loaded.		
11. Deadweight plus lightweight make up load displacement		
12. Load displacement gives the weight of the ship cargo or 'load'.		

 # Task 3: Compare your answers with your partner's. Do not read his/her paper and do not let him/her read yours. Whenever your answers differ discuss them together and find out which the correct answer is.

 # Task 4: Write a short summary of the passage on Tonnage. To do so, first rewrite the sentences from task 1 in their true/correct form and then connect the sentences together, putting them in a logical order

Ship Particulars

Tasks

Task 1. *Your teacher will give you the list of specifications of a vessel. Copy the specifications onto the appropriate column of the form below (i.e. the 'Your ship' column).*
Some of the information will be blank.

Basic Specifications	Your ship	YOUR PARTNER'S SHIP
SHIP'S NAME		
VESSEL TYPE		
CALLSIGN		
PORT OF REGISTRY		
FLAG		
DATE OF BUILD		
PLACE OF BUILD		
CLASS		
GROSS TONNAGE		
DEADWEIGHT		
LENGTH OVERALL (LOA)		
LENGTH BETWEEN PERPENDICULARS (LBP)		
EXTREME BREADTH		
MAXIMUM DRAFT		
PROPULSION		
AUXILIARY ENGINES		
SCREW		
MAX SPEED		
LIFE BOATS CAPACITY		

Task 2: *Walk round the class and gather the missing particulars about 'your ship' by asking questions (without showing your own sheet to others)*

Task 3: *Work with your partner. Ask him/her questions about' his/her ship to fill in the appropriate column in the form above (i.e. the 'Your partner's ship column)*

Task 4: *Check your results listening to your teacher.*

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FOR

SEAFARERS

Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1.3__

CARGO WORK

MANUELA REGUZZONI

BASICS/THE COMMON CORE
MODULE 4
CARGO WORK

Contents

TOPICS:

- CARGO WORK
- CARGO PACKING
- LOADING/UNLOADING EQUIPMENT

CARGO WORK

Merchant ships are designed to carry cargo. This cargo may be divided into two basic types: bulk cargo and general cargo.

- Bulk cargo consists of a single commodity. This commodity is usually carried loose.
- General cargo consists of a variety of goods. These goods are packed separately.

Bulk cargo is carried in specially designed vessels, therefore stowage presents few problems. With general cargo stowage presents many problems, because each item has its own type of packaging and characteristics.

Bulk cargo can be divided into liquid or dry bulk cargo.

Liquid bulk cargo is carried in tankers. Most tankers are designed to carry crude oil or its refined products, such as fuel oils. The oil is carried in tanks. These are connected by a system of pipes to a central manifold.: The cargo is pumped on board at the loading port by shore pumps. At the: discharging 'port the ship pumps the oil ashore using her own pumps.
Dry bulk cargo is:carried in bulk carriers. The cargo is carried in self-trimming holds. Dry bulk cargo includes grain, iron-ore, coal and sugar. It is loaded automatically by buckets ·or by a conveyor belt system or through large tubes. Although the cargo stows itself, it is important to maintain the ship's stability and to make sure that the cargo will not move during the voyage. Dry bulk cargo is unloaded by huge grabs on cranes or by giant suction tubes.

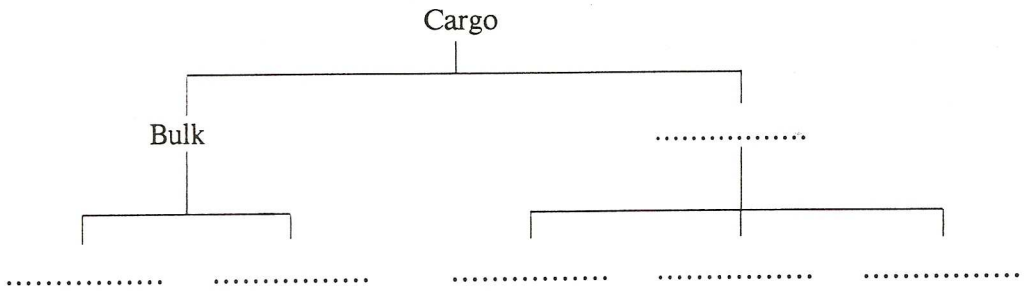
General cargo can be divided into: non-containerized, containerized and refrigerated cargo.

Non-containerized cargo presents most stowage problems, because each commodity has its own type of packaging and characteristics. Goods may be in bags, bales, cases or steel drums. Individual pieces of machinery may not be packaged at all. Some cargoes such as tobacco and rubber have a strong odour and will taint delicate cargoes such as tea and rice. Other cargoes such as cement and fertilizers are dusty and leave a residue behind them. Heavy cargoes must not be stowed on top of fragile cargoes. This can cause problems if the heavy cargo has to come out first. General cargo is loaded by cranes and the ship's own derricks. Non-containerized cargo is carried in multi-deck vessels.

To help with the problem of stowage many types of general cargo are now being put into containers of standard dimensions. A container is 8 feet high and 8 feet wide (2.44m x 2.44m) and is usually 20 feet or 40 feet (6.1m or 12.2m) in length. They are carried in specially designed container ships and loaded and unloaded by special cranes from the quayside. The containers are stowed both above and below deck.

Perishable cargoes such as meat, fruit and dairy produce are carried in ships with refrigerated holds. These holds are designed to keep food at the correct temperature. Some food such as fish is frozen solid, other food such as fruit is only chilled. Mutton and lamb are stowed fore and aft, beef when chilled is hung on hooks. Eggs and butter are easily tainted. Fruit needs good ventilation. Refrigerated cargo is loaded by cranes and derricks.

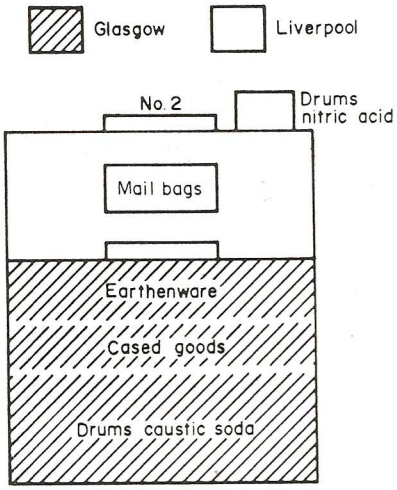
Exercise 1: *Complete this diagram to form a summary of the basic types of cargo:*



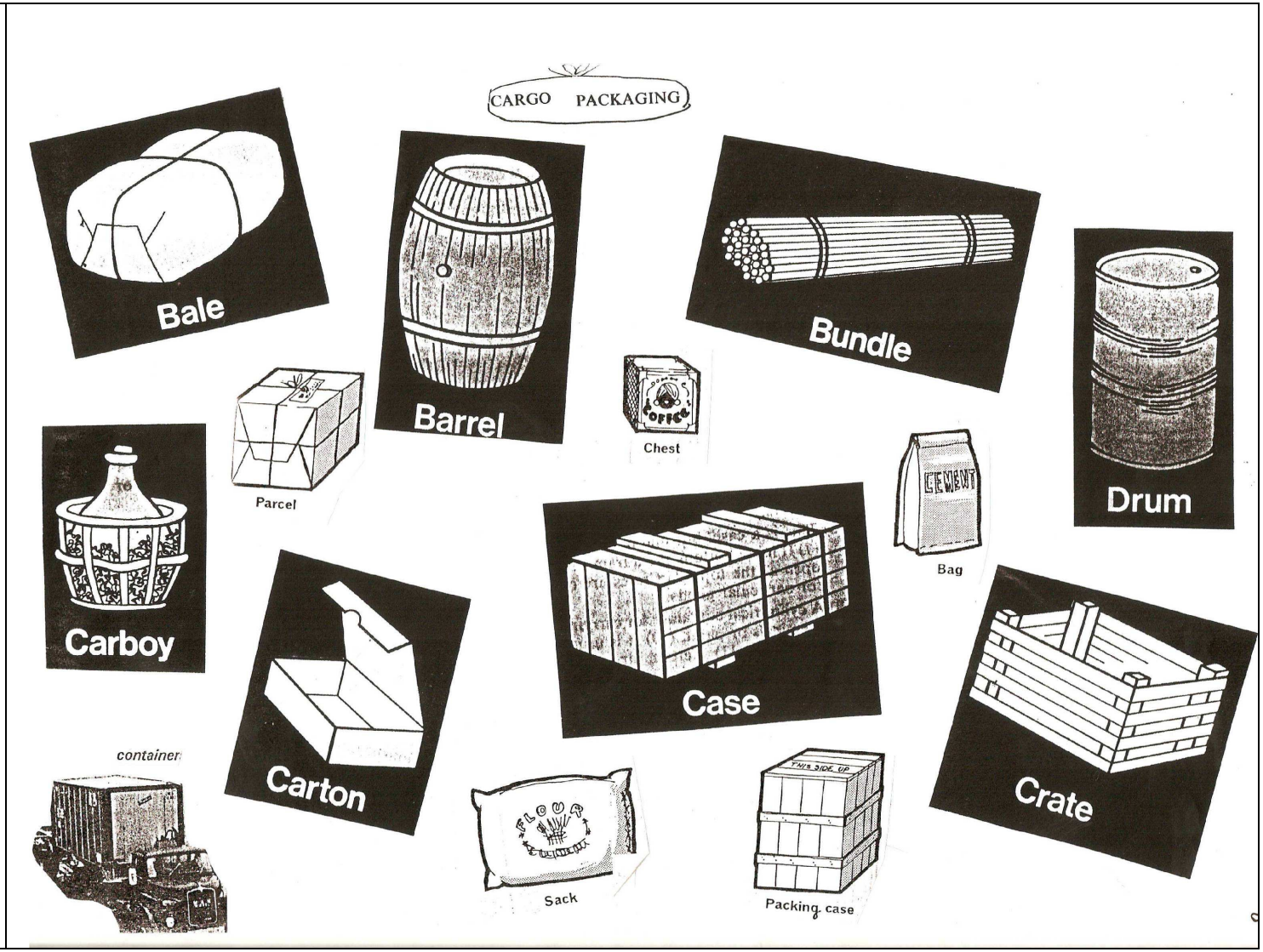
Ex 2: *Now complete this table to summarize some more information in the passage:*

Type of cargo	Examples	Type of ship	How (un)loaded
liquid bulk	.....	.....	.....
dry bulk	.....	.....	.....
containerized	.....	.....	.....
non-containerized	.....	.....	.....
refrigerated	.....	.....	.....

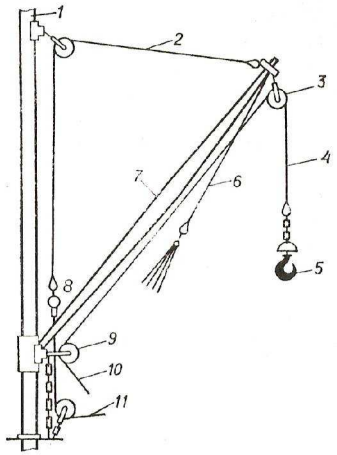
Exercise 3: Complete this description with a preposition



The cargo for Liverpool and Glasgow is stowed ..... No. 2 hold. The cargo for Liverpool is stowed ..... the cargo for Glasgow, because it is to be unloaded first. Six drums of nitric acid to be unloaded ..... Liverpool are stowed ..... deck. Mail bags are stowed ..... the hatch square of the 'tween deck. ..... the lower hold cased goods are stowed ..... drums of caustic soda. Directly ..... the cased goods is earthenware.

Task: Look at the pictures and traslate the cargo packing terms into Italian:	

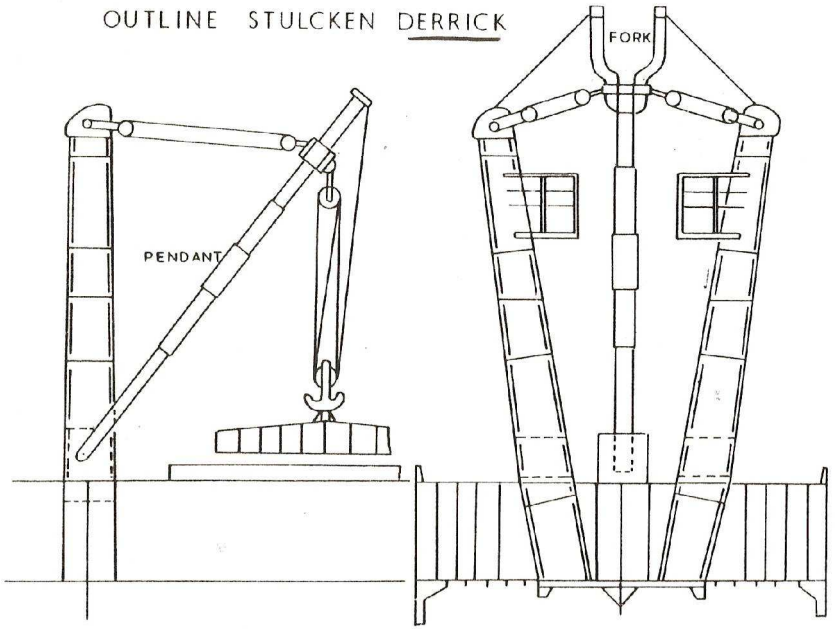
Un/Loading equipment



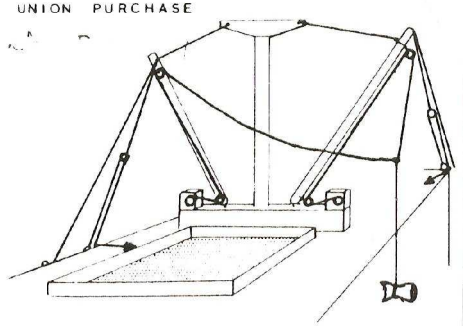
Derrick

1—mast; 2—topping lift bull rope; 3—head block; 4—cargo whip; 5—hook; 6—guy; 7—boom; 8—heel; 9—heel block; 10—cargo runner; 11—span rope

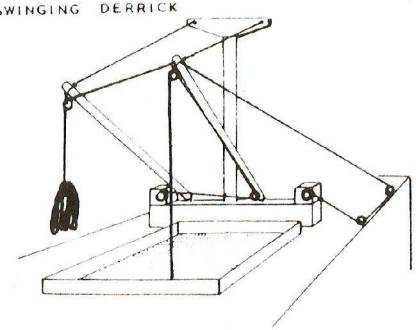
OUTLINE STULCKEN DERRICK

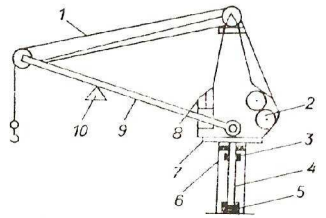


UNION PURCHASE



SWINGING DERRICK

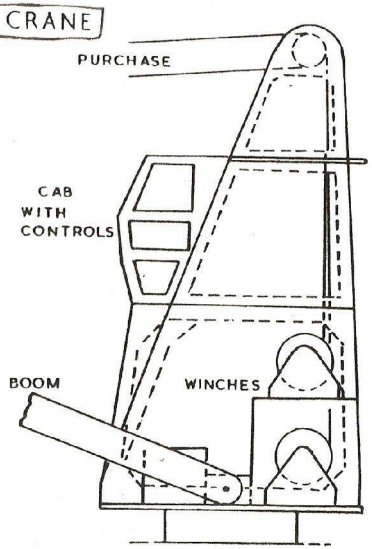


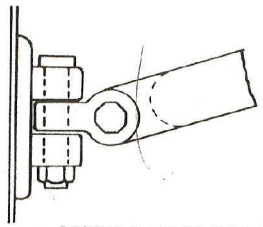


Ship crane

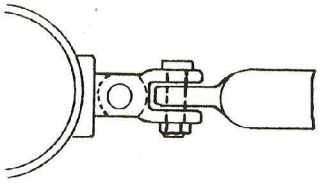
1—block-and-tackle (combined whipping line and topping lift); 2—drive units; 3—bearing; 4—spindle; 5—heel socket; 6—column; 7—platform; 8—control cabin; 9—crane boom; 10—illumination lamp

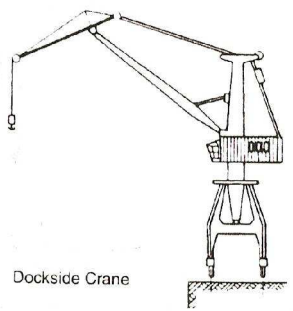
DECK CRANE



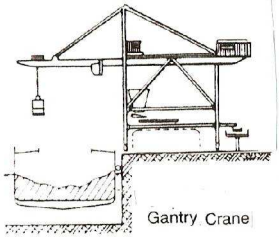


DERRICK GOOSENECK





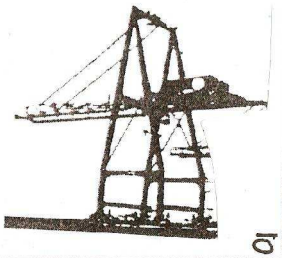
Dockside Crane



Gantry Crane

Transtainer
Straddle Carrier

Portainer



FONDAZIONE ACCADEMIA ITALIANA DELLA MARINA MERCANTILE

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MARITIME ENGLISH

FOR

SEAFARERS

Deck Cadets/Officers
Engine Cadets/Officers

BASICS/THE COMMON CORE

MODULE __1.5__

THE CREW

MANUELA REGUZZONI

BASICS/THE COMMON CORE
MODULE 1.5
THE CREW

Contents

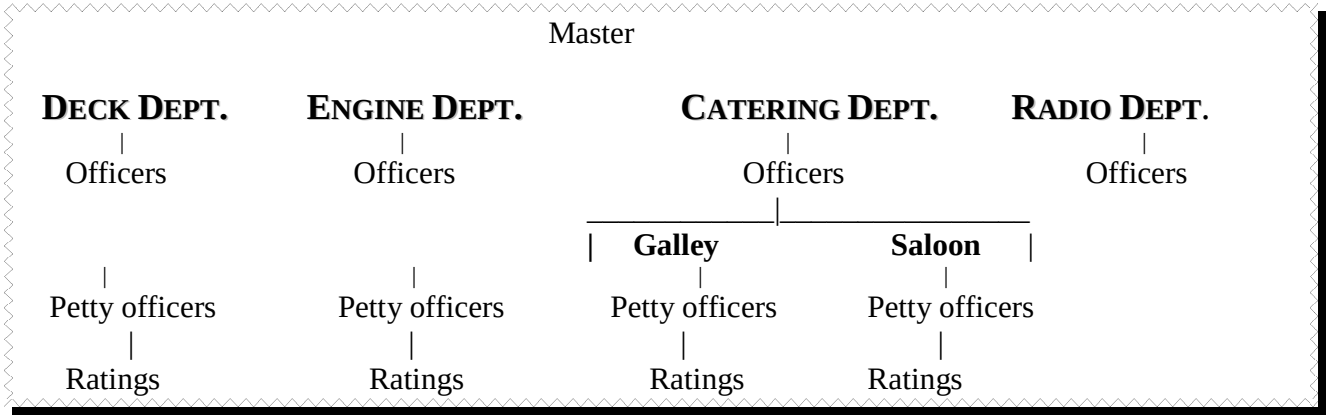
TOPICS:

The following reading text is based on the traditional organization of the ship's crew on British vessels.

The Ship's Crew

The **Master** is the man in charge of a ship**.** He is responsible for the ship, her cargo and the safety of the crew. He must be a well qualified experienced navigator. His correct title is Master but he is addressed as 'Captain'.

The traditional organization of the ship's crew is changing, but it is still customary to find **Deck, Engine, Catering and Radio Departments** in ships of a reasonable size. Each department is made up of a varied number of officers, petty officers and ratings.



The Master is assisted by the **Chief Officer/Mate** who is the head of the Deck Department. In his turn the Chief Officer is assisted by a **Second Officer/Mate, a Third Officer/Mate** and sometimes a **Fourth Officer/Mate.** Several companies employ a First officer as well as a Chief officer.
The deck Department also includes a **Boatswain (Bosun)** and a **Carpenter,** both petty officers and a number of ratings. On British ships these are there are several grades of seamen including **Able Seamen (AB), Efficient Deck Hands (EDH)** and **Ordinary seamen (OS)**

Navigating Cadets may be carried for training purposes.

The **Chief Engineer** is the head of the Engine Department. He is assisted by a **Second, Third, Fourth** and sometimes **Fifth Engineer**. An **Electrical Officer** may also be carried. The engine room petty officers are the **Storekeeper** and the **Donkeyman**. On tankers there is also a **Pumpman.** He, too, is a petty officer. The engine room ratings are Firemen, Greasers, Oilers **Engineer Cadets** may also be carried for training purposes.

The Catering Department, divided into Saloon Section and Galley Section, is under the **Chief Steward**. The Saloon Section is headed by the **Second Steward**, the Galley Section is under the **Ship's Cook**. They are both usually petty officers. They are assisted by several stewards and **cooks** and by a number of **junior ratings**.

The Radio Department often consists of only one man: the **Radio Officer**. On ships where continuous radio watches are kept there may be up to three radio officers: **Chief Radio Officer, Second Radio Officer** and **Third Radio Officer**

Read the text and do these activities

Activity 1: Complete this diagram

MASTER

Deck Dept.	**Engine Dept.**	**Catering Dept.**	**Radio Dept.**
Officers	*Officers*	*Officers*	*Officers*
1._____	7. _____	14. _____	15._____
2._____	8._____		16._____
3._____	9._____		17._____
4._____	10._____		
5._____	11._____		

6._____ 12._____
13._____

Deck Engine

Galley Saloon

Petty officers	*Petty officers*	*Petty officers*	*Petty officers*
18._____	20._____	23._____	24._____
19._____	21._____		
	22._____		

Deck	**Engine**	**Galley**	**Saloon**
Ratings	*Ratings*	*Ratings*	*Ratings*
25._____	28._____	30._____	32._____
26._____	29._____	31._____	33._____
27._____			

Activity 2. Complete these sentences.

1. The person in charge of the ship is _____
2. The bosun is _____ officer
3. The officer responsible for the careering department is _____
4. The _____ under the Chief Engineer.
5. The Master's chief officer is _____

Activity 3. Fill in the correct preposition

1. The Master is responsible _____ the ship.
2. Each department is made up _____ officers, petty officers and ratings.
3. The first mare is assisted ____ the other Mates

4. The Catering department is divided _____ Saloon and Galley Section.
5. The Radio Department usually consists ____ one man.

L'equipaggio

[Traduzione di Diego Villa ,3C, 1999]

Back version: Read this translation and translate it back into English.

Il responsabile della nave è il Comandante. E' responsabile della nave, del carico e della sicurezza dell'equipaggio. Deve essere un navigatore esperto ed essere ben qualificato. Sebbene il suo titolo corretto sia 'Comandante' ('Master'), gli si rivolge chiamandolo 'Capitano' ('Captain').

L'organizzazione dell' equipaggio di una nave da carico sta cambiando ma è ancora abituale trovare: coperta ('Deck'), macchine ('Engine'), approvvigionamento ('Catering') e radio su navi di certe dimensioni. Ogni reparto è costituito di un numero vario di ufficiali, sottufficiali e marinai.

Il primo ufficiale di coperta ('Chief Officer' o 'First Mate' come è spesso chiamato), è il primo ufficiale del capitano ed è responsabile della coperta. E' assistito dal secondo ufficiale ('Second Officer/ Mate'), dal terzo ufficiale ('Third Officer/Mate') e qualche volta da un quarto ufficiale ('Fourth Officer/Mate'). Varie compagnie impiegano anche un altro primo ufficiale ('First Officer').
La coperta include anche un nostromo ('Boatswain/Bosun') e un maestro d'ascia ('Carpenter'), entrambi sottufficiali, e un certo numero di marinai. Questi possono essere marinai scelti ('AB'), marinai comuni ('EDH') e marinai semplici ('OS'). Ci sono anche altre qualifiche di marinai. Su alcune navi sono imbarcati allievi ufficiali ('Navigating cadets') per addestramento.

Il Direttore di Macchina ('Chief Engineer') è a capo del repato macchine. E' assistito da un secondo, terzo, quarto e qualche volta un quinto macchinista ('Engineer'). Vi può anche essere a bordo un ufficiale elettricista ('Electrical officer').
I sottufficiali di macchina sono il magazziniere('Storekeeper') ed il fuochista('Donkeyman'). Sulle navi cisterna c'è anche un tanchista ('Pumpman'). E' anch' egli un sottoufficiale.La bassa forza è costituita da fuochisti ('Firemen') ed ingrassatori ('Greasers'). Ci possono anche essere allievi macchinisti ('Engineer Cadets')

Il reparto approvvigionamento è diretto dal maestro di casa ('Chief Steward'). E' diviso in reparto

sala e reparto cucina/cambusa. Il primo è diretto dal secondo maestro di casa (‘Second Steward’), l’altro è diretto dal cuoco della cave (‘Ship’s Cook’). Di solito sono entrambi sottufficiali. Sono assistiti da vari camerieri e cuochi e da un certo numero di apprendisti cuochi e camerieri.

Il reparto radio consiste spesso di un solo uomo l'ufficiale radio. Su navi dove sono tenuti continui turni di guardia vi possono esserci tre ufficiali radio: un primo, un secondo e un terzo.

THE CREW

CAPTAIN/MASTER			
DECK DEPARTMENT	**ENGINE DEPARTMENT**	**CATERING DEPARTMENT**	**RADIO DEPARTMENT**
OFFICERS	**OFFICERS**	**OFFICERS**	**OFFICERS**
Chief Officer First Mate	Chief Engineer	Chief Steward Purser	Chief Radio Officer
Second Officer/Mate	2nd Engineer		
3rd Officer/Mate	3rd Engineer		
4th Officer/Mate	4th Engineer		
	5th Engineer		
	Electrical Officer		
Navigating Cadet	Engine(er) Cadets		
PETTY OFFICERS	**PETTY OFFICERS**	**PETTY OFFICERS**	
		GALLEY	**SALOON**
Boatswain (Bosun)	Storekeeper	Ship's Cook	Second Steward
Carpenter	Donkeyman		
	Pumpman		
RATINGS	**RATINGS**	**RATINGS**	**RATINGS**
Helmsmen Quartermasters	Firemen	Cooks	Stewards

Able Seamen (A. B.)				
Efficient deck hands (E.D.H.)	Greasers	Junior ratings	Junior ratings	
Ordinary seamen (O.S.)				

Task: Read this chart carefully. Try to remember as much as possible about the crew's duties and responsibilities. Make ready to play the matching game your teacher is going to organise.

THE CREW: DUTIES and RESPONSIBILITIES	
CAPTAIN/MASTER	is an experienced navigator. He's responsible for: 1.the safety of the ship, her cargo, her crew and passengers 2.working out the best course
CHIEF OFFICER/1st MATE	must look after: 1. the efficient running of the deck department 2. the stowage of cargo 3. the cleaning and preparation of the holds 4. the working out of a programme of maintenance

SECOND OFFICER /MATE	is the navigating officer. It's his duty to: 1. keep the ship on course and 2. look after all the equipment used for navigation
3RD OFFICER/MATE	is in charge of the life-saving equipment
Navigating/Engine(er) CADET	is carried onboard for training purposes
BOATSWAIN (BOSUN)	sees that the orders of the deck officers are carried out, manages and supervises the crew's work.
CARPENTER	is usually a shipwright. He must: 1. sound the tanks and bilges, 2. do repair work with wood 3. operate the windlass
HELMSMAN/Quartermaster	steers the ship
ABLE (A.B.) SEAMAN	a certified experienced seaman competent to perform duties on deck with a specified period of service at sea
EFFICIENT DECK HAND	Seaman over 19 of age who has passed an exam entitling (E.D.H.) him to rank as a competent seaman
ORDINARY SEAMAN (O.S).	Seaman aged 18 or over who has no qualifications
CHIEF ENGINEER	is responsible to the master for the efficient running of the Engine Department, oversees engine operation and maintenance personnel
SECOND ENGINEER	looks after the maintenance of the engine room, deck, and other machinery
3rd/ 4th /5th ENGINEERS	have engine room watch-keeping duties
ELECTRICAL OFFICER	is responsible for repairing and maintaining all electrical Equipment
STOREKEEPER	is responsible for the storeroom, issues and keeps records of supplies
DONKEYMAN	is responsible for lubrication, supervises oilers
PUMPMAN	is responsible for loading and unloading oil and water ballast on tankers
FIREMEN	look after the boilers
GREASERS	have general oiling and cleaning duties
CHIEF STEWARD	supervises the catering department, oversees food ordering and preparation
SHIP'S COOK	must look after the Galley Section, oversees galley crew, prepares meals
SECOND STEWARD	is in charge of the Saloon Section

RADIO OFFICER	is responsible for radio communications
PURSER	is responsible for the ship's money transactions and stores

Extensive reading

(From the Internet)

Here's the rank structure in the British Merchant Navy

Master
Usually addressed as the Captain. He Is in overall command of the ship and is effectively her General Manager and ultimately responsible for the safe navigation and operation of the ship.
The Master keeps no regular watches but when the ship is in pilotage or close waters or in particularly bad weather or when conditions dictate would closely oversee the navigation of the ship.
He is the owner's representative and deals with charterers, port agents and cargo formalities.
He holds a Class 1 Certificate or occasionally in some smaller ships a lesser certificate with a Command Endorsement.

Chief Officer
Often known as and addressed as the Mate, he is responsible for the day to day working of the deck crew and for the stowage, loading, carriage and discharge of the cargo with particular attention to the ship's stability.
At sea he keeps the morning and evening bridge watches. Holds a Class 1 or 2 Certificate.

Second Officer
Often known as the Second Mate. He is the ship's navigator with a prime responsibility for the upkeep of charts and passage planning.
At sea he keeps the 12–4 watches and in port shares cargo watches with the Third Mate.
He is often the ship's medical officer.

Third Officer
The Third Mate holds a Class 4 (OOW Deck) Certificate and assists both the Mate and Second Mate, keeps the morning and evening 8-12 watches at sea and shares cargo watches with the Second Mate in port.

He is also responsible for the ships lifesaving and fire-fighting equipment

Chief Engineer Officer

The Chief Engineer is effectively the ship's technical manager and is responsible for the operation and upkeep of all machinery, engineering systems and the structural integrity of the ship.
The Chief Engineer holds a Class 1 certificate.

Second Engineer Officer

The Second Engineer is responsible for the day to day management of the Engineers and engine-room crew.
He has a prime responsibility for the main engines as well as spare gear and stores. Holds a Class 1 or Class 2 certificate.

Third Engineer Officer

The Third Engineer works closely with the Second Engineer and often has prime responsibility for the ships electrical plant (alternators). He also assists with any main engine upkeep.
In the absence of a dedicated Electrician or Electro-Technical Officer he would also be responsible for the ship's 'electrics'.

Fourth Engineer Officer

The Fourth Engineer holds a minimum of a Class 4 Engineering Officer of the Watch certificate and assists with all aspects of machinery upkeep.
He is usually responsible for fuelling and daily monitoring of fuel supplies.

Electrical / Electro Technical Officer

Some ships carry Electrical or Electro-Technical Officers responsible for the vast amount of electrical and electronic equipment fitted.
When ships are in pilotage or coastal waters or in fog or very adverse weather, the engineers may be required to keep traditional four hour watches in the engine-room.
However, when on passage the machinery is monitored by data loggers and engine-rooms

are classified as Unmanned Machinery Spaces, with the Engineers working a day work routine with a designated on-call Duty Engineer.

Cadet

Both Deck & Engineer Cadets follow a structured training programme with academic studies ashore coupled with practical experience afloat.
Whilst onboard they are required to complete various assignments towards their first 'OOW' Deck or Engineer Certificate and both assist and understudy the ship's officers in their duties.

Catering Officer, Purser, Chief Steward

Depending on the business of the ship, the catering staff are managed by a Purser or Catering Officer who is responsible for the ship's 'hotel services' and paperwork.

Deck Rating

Under the Bosun (Chief Petty Officer - insignia pictured right) the Deck Ratings - Able Seamen (SG1) - carry out routine upkeep work and provide the helmsmen and lookouts whilst the ship is at sea.

Engineroom Rating

Under the Petty Officer (Motorman) are the engine-room ratings who assist the engineers with machinery upkeep and watchkeeping.

Cooks and Stewards

Provide the 'hotel services' vital to the well-being of all onboard.

Task (A): After reading the text, choose one of the 'major' ranks and make ready to talk about it as if you had the rank you chose.

Task (B) Your teacher will assign you a rank. Read it carefully and make ready to answer the questions your mates will ask you to guess your rank.