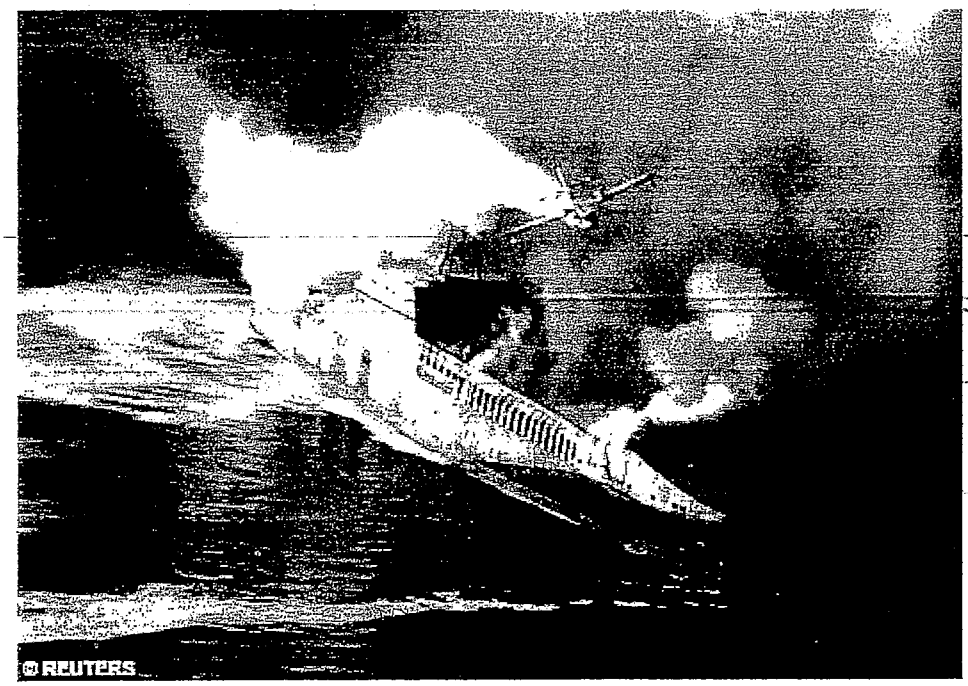
Β' ΕΞΑΜΗΝΟ

ΑΚΑΔΗΜΑΙΚΟ ΕΤΟΣ 2010-2011

Α. Ε. Ν. ΑΣΠΡΟΠΥΡΓΟΥ

IMO PHRASES



ΕΠΙΜΕΛΕΙΑ:

ΔΙΑΜΑΝΤΗ Α.

ΠΕΡΠΕΡΙΔΟΥ ΣΤ.

Second Semester

IMO PHRASES Unit 1

FIRE - EXPLOSION (PAGES 64-70)

A. Fill in the blanks

1. Vessel __ fire in _____ ...
2. What is __ fire? _____ on fire.
3. Is there danger of explosion? No, _____ __ _____
4. Report damage. MV has damage above / below _____
5. I am not _____ command.
6. I am _____ in the hold(s).
7. MV __ sinking after _____
8. What _____ of assistance do you require?
9. I require fire _____ assistance.
10. Report _____ persons.

B. Match the words on the left with their meaning on the right.

1. dangerous goods	a. έκρηξη
2. under control	b. ζημιά
3. require	c. ζητώ
4. explosion	d. κατάστρωμα
5. deck	e. τοξικό
6. engine room	f. υπό έλεγχο
7. medical assistance	g. μηχανοστάσιο
8. toxic	h. τραυματισμένος
9. damage	i. Ιατρική βοήθεια
10.injured	j. επικίνδυνα υλικά

C. Write the meaning of the following words in Greek.

1. Flooding =
2. Leak =
3. Waterline =
4. Assistance =
5. Divers =
6. List =
7. Critical =
8. Proceed =
9. Escort =
10. Compartments =

IMO EXERCISES (PAGES 158 - 160)

A. Rewrite the following sentences using standard IMO phrases.

1. The general emergency alarm must be activated.

2. Say the distress alert again.

3. We have touched the bottom of the ship.

4. Gather on deck.

5. You mustn't get on the lifeboats.

6. Crew members will get off (only for a while) for safety reasons.

7. There is no reason to get anxious.

8. Watch keepers must stay at stations and wait for another order.

9. We contact other vessels via radio.

10. Fire-fighting stations are waiting.

B. Provide the appropriate word for each of the following definitions or terms.

1. A list containing the obligations of the crew members in case of an emergency: _____

2. A place where crew members gather for a specific purpose: _____

3. Ομάδες πυρόσβεσης: _____

4. Υπερκατασκευή: _____

5. Πνευστή σχεδία: _____

6. Δίοδος διαφυγής: _____

7. Γενικός συναγερμός έκτακτης ανάγκης: _____

8. Πρυμναίο κατάστρωμα: _____

9. Ασφαλίσεις: _____

10. Ομάδα ελέγχου βλαβών: _____

C. Translate the following sentences using standard IMO phrases.

1. Η διαδρομή προς το σταθμό συγκέντρωσης θα γίνει μέσω...

2. Πάρτε μαζί σας τον εξοπλισμό εκτάκτου ανάγκης.

3. Εγκαταλείψτε τις θέσεις σας αμέσως. Κλείστε όλα τα ανοίγματα.

4. Βοήθεια έγινε αποδεκτή από...

5. Ενημερώστε τον παράκτιο ραδιοσταθμό...

IMO EXERCISES (PAGES 160 - 168)

A. Translate the following terms in English or give the appropriate word for each definition.

1. Οδηγοί καθέλκυσης =
2. τροχαλία =
3. ξάρτια =
4. πείρος =
5. αντλία σεντινών =
6. κορδόνι εμφύσησης =
7. ετικέτα επιθεώρησης =
8. διαδικασίες =
9. τάπες αποστράγγισης (των διαμερισμάτων του πυθμένα του πλοίου)=
10. κατάστρωμα συγκέντρωσης για επιβίβαση σε σωσίβιες λέμβους =
11. όργανα καθέλκυσης =
12. φορείο =
13. εξαρτισμός =
14. στάθμη λαδιού =
15. καπόνι =
16. βίντζι =
17. κουπιά =
18. The act of checking how many passengers and crew members are present at assembly stations by reading out a list of their names =

B. Translate the following sentences into English using standard IMO phrases (pages 161 - 169).

1. Ελέγξτε τους μηχανισμούς (κινητά μέρη) και αναφέρατε.

2. Ελέγξτε τις ασφάλειες των οργάνων καθέλκυσης.

3. Εκκενώστε τους χώρους ενδιαίτησης και αναφέρατε.

4. Συμπλήρωσε τον εξοπλισμό της σωσίβιας λέμβου.

5. Όλοι είναι εκτός της επικίνδυνης ζώνης.

6. Φορέστε ζεστά ρούχα, μακρυμάνικα πουκάμισα, γερά παπούτσια και προστατευτικό κάλυμμα στο κεφάλι.

7. Χαμήλωσε τη λέμβο νούμερο ... παραπλεύρως του καταστρώματος επιβίβασης και αναφέρατε.

8. Μην σπρώχνεστε καθώς επιβιβάζεστε.

9. Πέταξε στη θάλασσα τη σχεδία νούμερο... και αναφέρατε.

10. Ανοίξτε την είσοδο για τη σχεδία.

11. Κρατηθείτε από τα σχοινιά ή από τη θέση σας καθώς κατεβαίνετε.

12. Ενημερώστε τα πλοία στην περιοχή για τον αριθμό των μελών πληρώματος ... που παραμένουν στο πλοίο.

13. Άφησε την πλωτή άγκυρα και αναφέρατε.

14. Χρησιμοποιούμε γυαλιά, λάμπες, καθρέφτες για αναγνώριση.

15. Έχετε το νου σας μήπως υπάρχουν κι άλλοι άνθρωποι στη θάλασσα.

16. Σηκώστε τα πανιά.

17. Ανάψτε φωτοβολίδες για αναγνώριση.

C. Rewrite the following sentences using standard IMO phrases (pages 161 - 174)

1. The inspection tag is no longer valid.

2. We can not contact in any way.

3. Give an account of the number of visible lifeboats.

4. Depart!

5. Enter the other liferaft.

6. Give medical treatment to those who have been hurt.

7. Keep your distance from the vessel.

8. Put new securings.

9. Number .... lifeboat doesn't have any harbour pins.

10. Put the slip gear in the correct position.

11. The launching appliances do not work.

12. The inflation cord of number ... liferaft is not firmly fixed on the ship.

13. Number ... liferaft container is not in good condition.

14. Leave all decks.

15. We can't enter the deck space yet.

16. Give an account of the people who are not present after the accident and of the things damaged.

17. Ask for medical help from...

18. We are still searching.

19. Missing passengers / crew members have been found.

.....

20. The opposite of launch.

.....

IMO EXERCISES (PAGES 174 - 181)

A. Translate the following terms into Greek / English.

1. portable extinguisher / lifeline =

2. main / hydrant =

3. hose / nozzle =

4. watertight door =

5. inspection tag =

6. δείκτης / φεγγίτης =

7. αναπνευστική συσκευή =

8. προσήνεμα =

9. περίπολος πυρκαγιάς =

10. εφεδρική ηλεκτρογεννήτρια =

B. Rewrite the following sentences using standard IMO phrases.

1. Have someone looking out for fire all the time.

.....

2. You cannot reach the portable extinguishers in ...

.....

3. Nothing is missing from the firemen's equipment and it can be used immediately.

.....

4. Water is coming in in hold number 9.

.....

5. The team responsible for first aid is ready and waiting.

.....

6. Have you put out the fire yet?

.....

7. The signal for the fire fighting team to back out is...

.....

8. Small / great damage in ... / to ...

9. The electricity lights are working.

10. Openings in ... cannot be reached.

C. Translate the following sentences into English using standard IMO phrases

1. Οι ετικέτες επιθεώρησης των φορητών πυροσβεστήρων έχουν λήξει.

2. Έλεγξε το σύστημα ψεκαστήρων και ανάφερε.

3. Η σωλήνα νερού έχει φρακάρει.

4. Άναψε τα ηλεκτρικά φώτα.

5. Καπνός από τον εξαερισμό.

6. Η φωτιά εξαπλώνεται στο ...

7. Διατηρήστε οπτική επαφή.

8. Αμολήστε τις μάνικες και αναφέρατε.

9. Αλλάξτε πορεία προς ...

10. Η πυρκαγιά είναι υπό έλεγχο;

IMO PHRASES Unit 2 B3 / 11.1 - 11.6 (PAGES 204 - 210)

A. Rewrite the following sentences using IMO phrases.

1. How many tons of grain can the vessel carry?

2. What is the number of the forty foot containers the vessel is going to charge?

3. How big are the openings of the hatches?

4. How much weight can the crane lift with safety?

5. Are there any (light) forks - lift trucks for the cargo holds easy to find?

6. We cannot work safely with the cargo using these slings.

7. You should work on the stability calculation.

8. Yes, the holds don't smell of anything at all.

9. Is the safety equipment in the hold(s) in good order and condition so as to be used?

10 Tell the winchmen what to do.

11 Inspect the hatch covers ... in case there is any damage and let us know.

12 The battens of the cargo have been damaged.

13 The hatches must be closed in case of rain, so do it know.

14 Lash all lashings again.

B. Translate the following sentences using IMO phrases.

1. Πόσα κυβικά μέτρα χώρου φόρτωσης χρειάζονται;

2. Το πλοίο θα ανεφοδιαστεί ακόμα με .... μετρικούς τόνους.

3. Ποιά είναι η ικανότητα χειρισμών του γερανού εμπορευματοκιβωτίων / της γερανογέφυρας;

4. Απασφαλίστε τα καλύμματα των κυτών.

5. Τοποθετήστε τους προστατευτικούς χειραγωγούς στο (α) υπ' αριθμόν ... κύτος (η).

6. Ποιός είναι ο μέγιστος ρυθμό φόρτωσης;

7. Μην ξεπεράσετε το ρυθμό φόρτωσης ... μετρικών τόνων ανά ώρα.

8. Οι γερανοί θα λειτουργούν σε ... λεπτά.

9. Ελέγξτε τους ολκούς (γκάιδες)

10 Απενεργοποιήστε τον εξαερισμό των κυτών (αμπαριών).

11 Αρνηθείτε να φορτώσετε ξανακαρφωμένα καφάσια.

12 Λειτουργούν τα βαρούλκα;

13 Τα ελαστικά στεγανοποιήσεως (σφραγίσεως) του καλύμματος του κύτους έχουν ζημιές.

IMO PHRASES Unit 3

B1 / 1.1 - 3 pages 146 - 148 & A2 / 3.1 - 3.4 pages 134 - 136

A. Make all the necessary changes to produce correct IMO phrases.

1. The course board has been completed.

2. A vessel is coming on opposite course.

3. The vessel is about to let us pass first.

4. We are not obliged to let the other vessel pass first.

5. I cannot see any dangerous targets on the radar.

6. The master should be called if any vessel passes with CPA of less than .... Miles.

7. No, the radar cannot work.

8. No, there is not an automatic pilot on board.

9. How long do you need to turn from hard - a - port to hard - a - starboard?

10 We are going towards buoy ... on port side.

11 We are getting in the area ...

12 The distance between the keel and the bottom of the sea is ... meters.

B. Translate into English.

1. Παρεκκλίνουμε ... μοίρες για να αντισταθμίσουμε το ρεύμα.

2. Οπτήρας σε ετοιμότητα στο πρόστεγο.

3. Αλλάξτε το ραντάρ σε σχετική κίνηση με την πλώρη άνω.

4. Χρειάζομαι τα χαρακτηριστικά χειρισμών.

5. Απαιτούνται ... δευτερόλεπτα (από όλο αριστερά σε όλο δεξιά).

6. Ποιά είναι η απόσταση προχωρήσεως και η μετατόπιση σε κράτηση έκτακτης ανάγκης;

7. Είναι η επίδραση περιστροφής της έλικας (προπίλας) πολύ ισχυρή;

8. Διεύθυνση και ένταση (του ρεύματος) είναι ... μοίρες... κόμβοι ...

9. Το επόμενο σημείο αναφοράς είναι ...

10 Θα ολοκληρώσω το χειρισμό.

11 Το GPS δεν είναι σε λειτουργία.

12 Οι ενδείξεις του βυθομέτρου είναι αναξιόπιστες.

13 Τα φώτα ναυσιπλοΐας είναι αναμμένα.

14 Διατηρείστε ταχύτητα κόμβων.

C. Make questions for the following answers.

1. The engine room is manned.

2. No, extra power is not available.

3. We have a controllable - pitch propeller.

4. The twin propellers turn inward when going ahead.

5. The whistle control is on the console.

6. ... minutes notice is required (to reduce3 from full sea speed to manoeuvring speed)

7. Yes, the radar is operational.

8. Yes, the radar has blind sectors from ... to ... degrees and from ... to ... degrees.

9. My air draught is ... metres.

10 Yes, we have an automatic pilot.

IMO PHRASES Unit 5

B1 / 1.5 Briefing on meteorological conditions (page 150)

A. Make all the necessary changes and additions to produce correct IMO phrases.

1. The direction of the tidal current is going to change in ... hours.

2. We have turned on automatic fog signal.

3. We are expecting that the sea state will change (within hours).

4. We heard a tropical storm warning for the area ... at ... hours UTC.

5. The reading on the barometer is the same.

B. Translate into English using IMO phrases.

1. Ένα αδύναμο παλιρροϊκό ρεύμα κατευθύνεται ... μοίρες.

2. Αναμένεται ήρεμη / ταραγμένη / κυματώδης / τρικυμιώδης θάλασσα από ... (βασικά / ενδιάμεσα σημεία ορίζοντα) (εντός ... ωρών).

3. Η ορατότητα αναμένεται μεταβλητή μεταξύ ... και ... ναυτικά μιλίων (εντός ... ωρών).

4. Ο άνεμος αυξήθηκε / ελαττώθηκε (εντός των τελευταίων ωρών).

A1 / 3.11 Meteorological and hydrological conditions

A1 / 3.12 Restricted visibility (pages 80 & 82)

A. Make proper IMO questions using the words provided.

1. Wind direction / force / your position?

2. Wind / expected / my position?

3. Sea state / expected / change / next ... hours?

4. Maximum winds / expected / storm area?

B. Give answers to the above questions.

1. .....

2. .....

3. .....

4. .....

C. Translate into English using IMO phrases (page 80)

1. Δελτίο τροπικής θύελλας την ώρα UTC . Τυφώνας ... (όνομα) / τροπικός κυκλώνας / ανεμοστρόβιλος / willy - willy / τυφώνας ... (όνομα) με κεντρική πίεση ... χιλιοστόβαρα / εκτοπασκάλ εντοπίστηκε στην περιοχή ... Παρούσα κίνηση ... (βασικά / ενδιάμεσα σημεία ορίζοντα) με ... κόμβους.

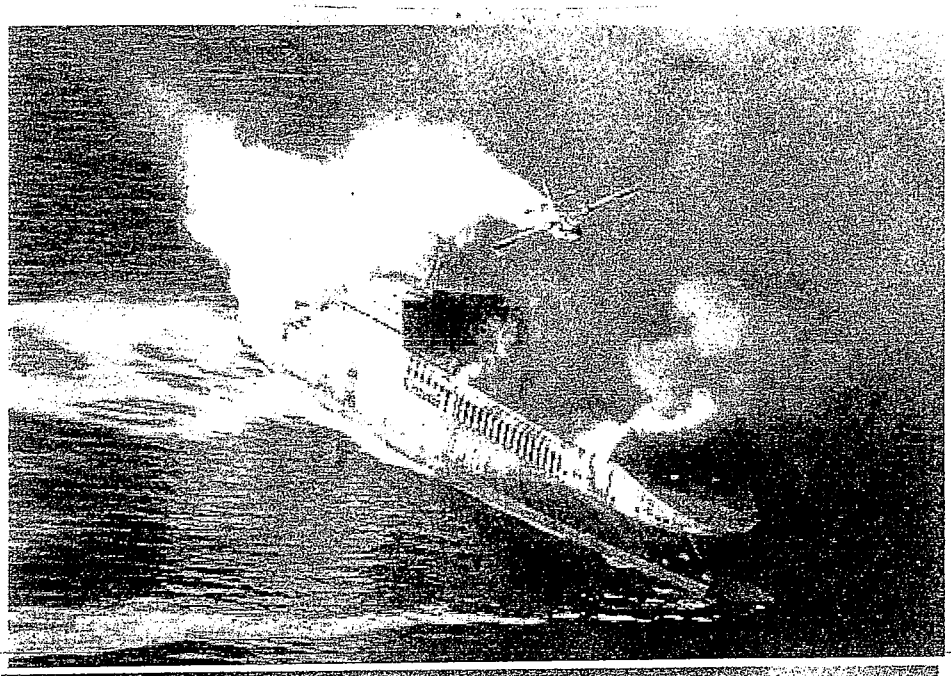
2. Η ορατότητα είναι περιορισμένη λόγω αραιής ομίχλης / ομίχλης / χιονιού / σκόνης / βροχής.

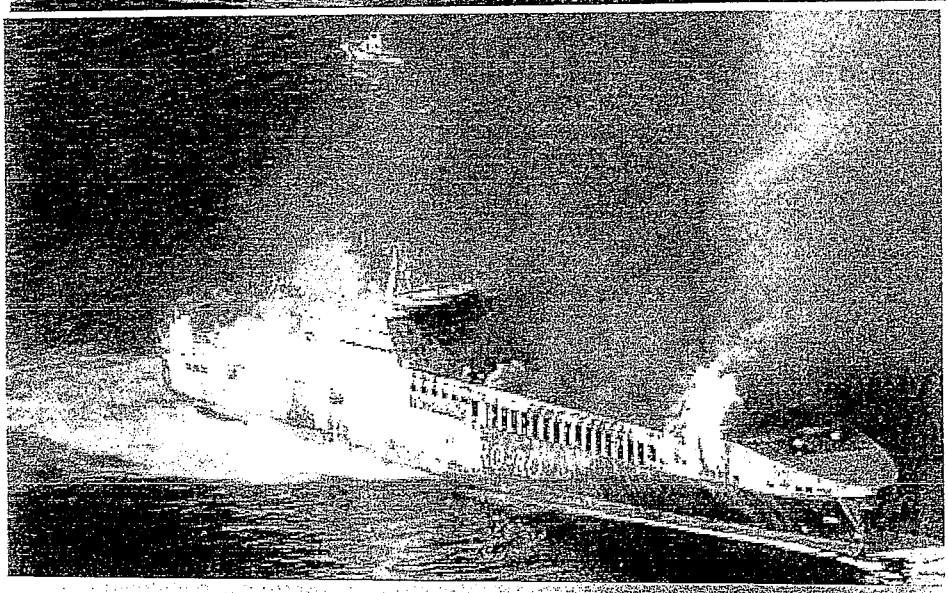
Β' ΞΕΑΜΗΝΟ

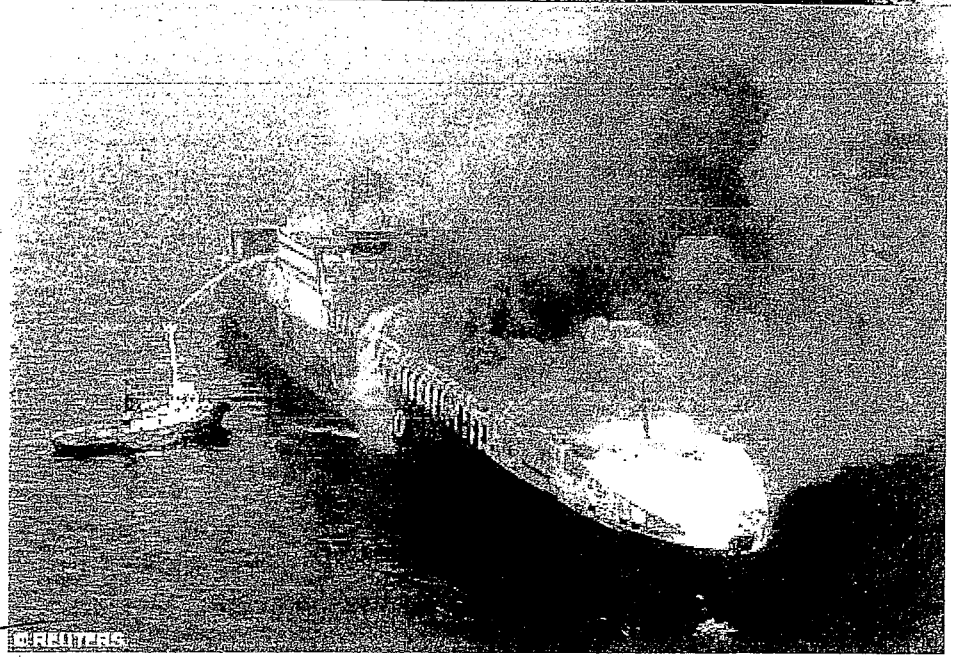
Unit 1

ΑΚΑΔΗΜΑΪΚΟ ΕΤΟΣ 2010-2011

Α. Ε. Ν. ΑΣΠΡΟΠΥΡΓΟΥ







ΕΠΙΜΕΛΕΙΑ:

ΔΙΑΜΑΝΤΗ Α.

ΠΕΡΠΕΡΙΔΟΥ ΣΤ. ΧΡΙΣΤΟΔΟΥΛΟΥ ΚΩΝ.

INITIAL ACTION ON HEARING GENERAL EMERGENCY ALARM SIGNAL

***Signal:* sounding of alarms and seven or more blasts followed by a long blast on ship's whistle**

Decide which action (a-c) best describes each of the following situations.

1. _____
The general emergency signal is not the abandon ship signal. Information on the nature of the emergency and further action to be taken will be obtained at your muster station.

2. _____
If it should be necessary to enter the water on abandoning the ship the initial 'cold shock' may prove disabling, or even fatal. Extra clothing will markedly reduce this shock effect, while an immersion suit could prevent it entirely.

The extra clothing or immersion suit will prolong your survival time by reducing loss of body heat. It will not weigh you down, the opposite is true: when you enter the water the air trapped between the extra layers of clothing will help your life jacket in keeping afloat.

Even if you do board the survival craft without getting wet the extra clothing or immersion suit may well help to save your life while awaiting rescue. COLD, not lack of food and water, is the great killer.

3. _____
Without a lifejacket even good swimmers will have difficulty in staying afloat in cold water because of the disabling effects of cold, shock and cramp.

A lifejacket will keep you afloat without effort or swimming no matter how much clothing is worn. If unconscious a lifejacket will keep your mouth clear of water.

If your ship does not have totally enclosed lifeboats take your Thermal Protective Aid (TPA) with you to the survival craft. These may be stowed in a Boat Deck locker or in the lifeboat itself. Some spares will be available anyway as part of the liferaft equipment.

a. Put on your lifejacket. Follow donning instructions

b. Go to your muster station in an orderly manner

c. Put on plenty of warm clothing. Wooly clothing is best; as many layers as possible with an anorak or oilskin as the outer layer. If available, put on an immersion suit. Remember that some immersion suits are not insulated and it is essential that warm clothing is worn before putting on the suit.

EMERGENCY SCHEDULES FOR MATERIALS LISTED IN APPENDIX B

1. INTRODUCTION

1.1 Ship's masters and officers trained to fire-fighting techniques are frequently unsure of the best action to take when solid bulk cargoes of a chemical nature are involved. For this reason emergency schedules have been prepared to cover the materials described in appendix B to this code, i.e. materials possessing chemical hazards when carried in bulk. Each individual entry refers to an emergency schedule which relates to an emergency response action for that material.

1.2 Conditions at sea differ markedly from those on land and ships' masters are restricted by the special emergency equipment available on board and their inability to summon specialist assistance normally readily available ashore. Therefore, emergency procedures are recommended which are simple and concise and afford the maximum safety for crews. However, the phrasing is such as to permit the master to use his discretion in interpreting the recommendations.

2. EXPLANATORY NOTES

2.2 Section 2 – Special emergency equipment to be carried.

2.2.1 All ships carrying materials possessing chemical hazards when carried in bulk should carry sufficient number **of sets of protective clothing, self – contained breathing apparatus and spray jets** for dealing with emergencies and may be additional to statutory requirements.

2.2.2 Protective clothing varies resistance to various chemicals and the clothing provided should be suitable for the substances being carried. The manufacturer's recommendations concerning suitability for various materials should be followed. Other clothing of reasonable thickness does, however, afford some protection, even if the cloth itself may be attacked. All contaminated clothing should be cleaned or disposed of safely after use.

2.3 Section 3 – Emergency procedures

2.3.1 This section deals with the preparation of the emergency team prior to dealing with an incident.

2.3.2 The advice given assumes that when, for example, it is required to batten down, no excessive amount of smoke is likely to be present and also assumes the action would normally be carried out on a weather deck. Whenever a **material** involved in a fire is likely to give off **toxic, irritating or corrosive fumes the wearing of breathing apparatus has been advised.**

2.3.3. Breathing apparatus should always be used if it is necessary to enter an enclosed or confined space.

3

2.4 Section 4 – Emergency action

2.4.1 The schedules are developed primarily for the use of ships at sea, and are intended to indicate recommended action when a bulk material is on fire or directly involved in a fire.

2.4.2 Generally, **when a bulk material is directly involved in a fire** the best action is to **batten down to exclude all air from the cargo space.** For materials possessing chemical hazards there are notable exceptions to this practice, e.g. ammonium nitrate fertilizers.

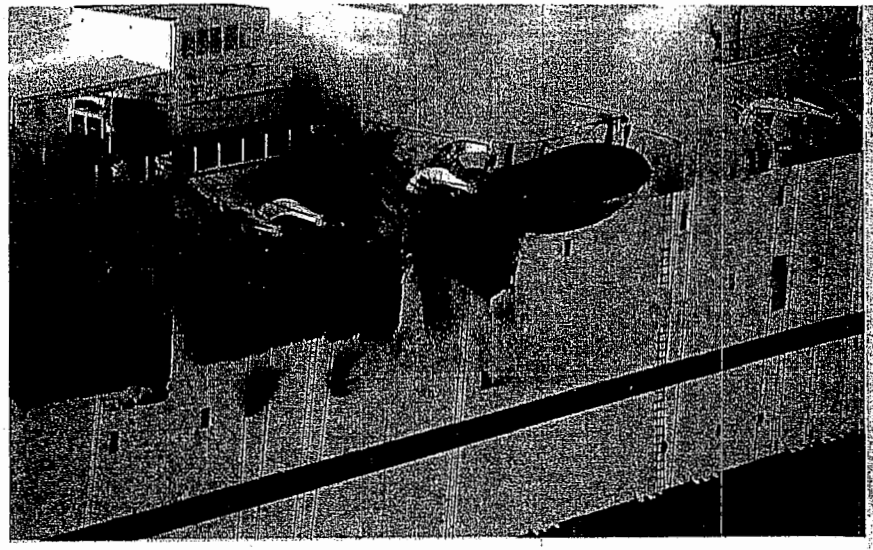
2.4.3 Many ships carrying bulk materials have no fixed fire fighting installation in the cargo spaces and this is allowed for in the schedules.

2.4.4 The use of water for fire-fighting is only recommended for those materials for which neither exclusion of air nor the use of the ship's fixed fir-fighting installation is effective.

2.5 Section 5 – Medical first aid

2.5.1 With regard to first-aid treatment, reference is made in the schedules to the *Medical first aid guide for Use in Accidents Involving Dangerous Goods (MFAG)*

2.5.2 In the event of any dangerous materials coming in contact with the skin and particularly the eyes, then the affected areas should be immediately washed with copious quantities of water for 10-15 minutes.



A boat on fire.

A	B
construct	the crew
exercise	the alarmn
exclude	an extinguisher system
extinguish	a fire
install	inflammable materials
maintain	a foam extinguisher
remove	means of excape
sound	oxygen
use	a ship

B. Match the adjectives in list A with the nouns in list B.

A	B
early	accident
immediate	action
internal	bulkheads
inflammable	detection
fire-retarding	extinguisher
prompt	exercises
proper	material
portable	sounding
regular	subdivision
serious	ventilation

LANGUAGE PRACTICE

Revision of passive

EXERCISE 7

Study the table including word collocations and complete the text below using the correct form of the verb.

tackle detect discover	a fire

raise the alarm
reduce the air supply/ relative velocity
stop ventillation
alter course and speed
keep a detection system in good order
maintain a fire patrol
allot duties

A fire should be _____ as soon it is _____ and the alarm _____.
To make sure that a fire is promptly _____, it is essential that a detection system should _____ in good order and a fire patrol _____.
To _____ the air supply to the fire, all ventillation should be _____ and the course and speed of the ship should _____, so that the relative velocity _____ almost to nil.
The crew should go to the station to carry out the duties _____ to them.

COMMUNICATION PRACTICE

Useful Maritime Navigational Vocabulary

EXERCISE 8

Student A reads the emergency schedule concerning **inflammable solids:**

Student B repeats what s/he is listening to using the imperative. Then s/he writes the information in the space provided.

Inflammable solids	
A	B
Emergency procedures	
Full protective clothing must be worn when dealing with fire.	
Emergency action	
All sources of ignition must be avoided, that is, naked lights, unprotected lightbulbs, electric handtools.	
FIRE	
On deck	
For small fires, inert material must be used for larger fires, water sprays must be used from as many hoses as possible, from as far away as practicable.	
Under deck	
Action as for "on deck" must be adopted.	
SPILLAGE	
On deck	
Spillage overboard must be washed with copious quantities of water.	
Under deck	
Spillage must be collected where practicable, using damp inert material, and must be disposed of overboard in a safe manner.	

B. Complete the dialogue getting information from the emergency schedule concerning inflammable solids. Then act it out with your partner.

Student A	Student B
What emergency procedures should be followed when dealing with fire?	
What should be done when taking action?	
Could you give some examples of sources of ignition?	
How should I deal with spillage on deck?	
And should I follow the same procedure when dealing with it underdeck?	
How can I fight fire on deck with regard to small and large fires?	
Should I adopt the same action under deck as for on "deck"?	

EXERCISE 9

Complete this emergency schedule using the imperatives in the table.

wash
wear
keep (2)
avoid
consider
keep the packages wet
collect
remove
adopt

EXPLOSIVE SUBSTANCES AND ARTICLES, WHICH MAY DETONATE EN MASSE AND WHICH MAY EVOLVE TOXIC FUMES IN A FIRE

Special Emergency Equipment to be carried
Self-contained breathing apparatus. Soft footwear. Soft brushes and plastics trays.

EMERGENCY PROCEDURES

_____ soft footwear when dealing with SPILLAGE and additionally self-contained breathing apparatus when dealing with FIRE.

EMERGENCY ACTION

_____ sources of ignition (e.g. naked lights, unprotected light bulbs, electric hand tools, mechanical shock, friction).

	On deck	Under deck
SPILLAGE	_____ wet. _____ spillage overboard with copious quantities of water.	_____ wet. _____ spillage, where practicable, using soft brushes and plastics trays, for safe disposal.
FIRE	_____. _____ packages likely to be involved. If the fire reaches the explosive, risk of mass explosion arises. In such a case _____ abandoning ship.	_____ action as for "On deck".

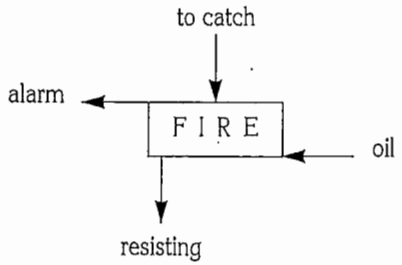
EXERCISE 10

Complete this dialogue getting information from the emergency schedule (exer. 9) and act it out with your partner.

Student A	Student B
— In case explosive substances detonate en masse and evolve	
emergency procedures should be followed when dealing with spillage and fire?	
— What should I do when taking action?	
— What do you mean by sources of ignition?	
— How should I deal with spillage on deck?	
— And should I follow the same procedure when dealing with it under deck?	
— How can I fight fire on deck?	
— Should I adopt the same action under deck as for "on deck"?	
— When should I consider abandoning ship?	

FUN TIME

How many adjectives, nouns or verbs can you think of that can combine with the word FIRE?



PREPARATION FOR ABANDONING SHIP

1 Follow instructions in preparing the ship's survival craft.

ABANDON SHIP ONLY WHEN TOLD TO DO SO.

It may or may not be necessary to abandon ship: the order to abandon ship will be given by the Master/Skipper.
In many cases the ship itself proves to be the best lifeboat.

ABANDONING SHIP: PRECAUTIONS TO BE TAKEN

Put the Following precautions in order.

If it is necessary to enter the water, choose a suitable place from which to leave the ship, bearing in mind the following points:

a) drift of the ship;

The ship may drift down on you faster than you can swim away.

b) position of any survival craft in the water;

Remember that the survival craft may drift much more quickly than you can swim. If there is no survival craft available it may be preferable to abandon the ship from the bow or stern to get clear of the ship with more certainty. There may be difficulty in getting clear from amidships because of the ship's drift.

c) the sea state;

d) other hazards, e.g., burning oil.

When the order is given get into lifeboats and/or davit-launched liferafts at the embarkation deck.

This way you will keep dry.

When the order is given, launch throw-over liferafts

a) before launching make sure the painter is made fast to a strong point on the ship;

Unless the painter is properly made fast, the liferaft will be lost. The painter is used to inflate the raft and to hold it alongside.

b) make sure the water in the launching area is clear of people or obstructions;

c) after launching, pull and keep pulling on the painter until inflation occurs;

There may be as much as 72 metres (240 ft) of painter within the liferaft container which must be fully withdrawn and given a sharp pull, before inflation can occur.

d) wait until the buoyancy tubes are fully inflated before boarding;

Premature boarding may prevent proper inflation.

e) prevent the liferaft chafing on the ship's side if possible.

So as to avoid damage to liferaft fabric.

Do not jump into the water unless essential; use over-side ladders or, if necessary, lower yourself by means of a rope or fire hose. Unless it is unavoidable, do not jump from higher than 20 ft into the water.

If possible, board lifeboat or liferaft without entering the water.

It is important to avoid entering the water if at all possible to reduce the effects of COLD.
Jumping on to the liferaft canopy could cause injuries to yourself or a person already inside and may damage the canopy.

Never jump onto the canopy of a liferaft. While waiting for others to board prevent raft from chafing alongside the ship.

7α

7 a

MERCHANT MARINE ACADEMY
OF ASPROPYRGOS

Fall Semester 2010

Course: Maritime English
Semester: Second

UNIT 1

QUESTIONS BASED ON

EMERGENCY SITUATIONS: FIRE / ABANDONING SHIP

1. What is a general emergency alarm signal?

2. Mention the factors that could reduce and prevent the cold shock effect.

3. When an immersion suit is not insulated what do you need to wear underneath?

4. In an emergency fire situation what kind of cargoes are considered difficult to handle?

5. What kind of emergency procedures are recommended for crews in a fire situation?

6. What kind of outfit and equipment should the crew use aboard ships that carry hazardous chemical bulk cargo?

7. When is it advisable to wear a breathing apparatus?

8. What action should be taken when bulk cargo is on fire?

9. When is the use of water recommended in a fire situation?

10. What measures should one take when one's skin or eyes come in contact with dangerous materials?

11. In an abandoning ship situation mention:

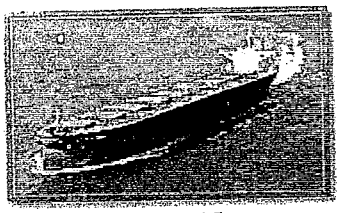
i) the five (5) precautions

ii) a. the points one should bear in mind when one enters the water and b. the procedure one follows in order to enter the water

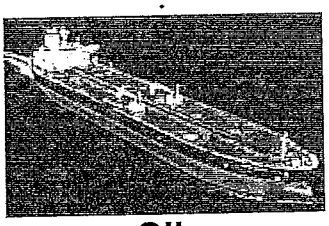
iii) the reasons why it is not a good idea to enter the water

Unit 2

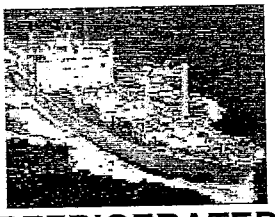
TYPES OF CARGO SHIP



BULK CARRIERS

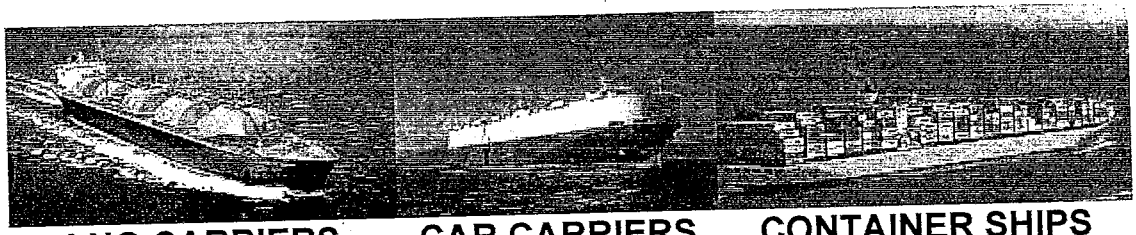


OIL TANKERS

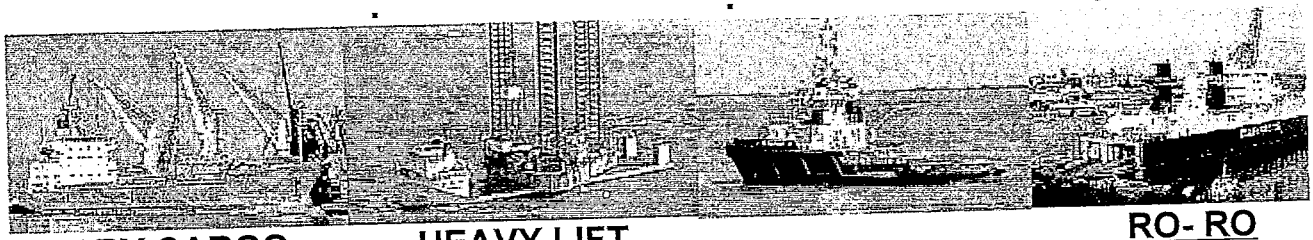


REFRIGERATED CARGO SHIPS

LIVESTOCK CARRIERS



LNG CARRIERS CAR CARRIERS CONTAINER SHIPS



DRY CARGO VESSELS HEAVY LIFT VESSELS TUGS RO- RO VESSELS

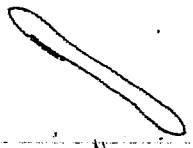
8

Unit 2

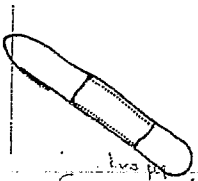
Match the following types of merchant ships with their appropriate definition .

1. Bulk carrier, freighter or bulker	a. a type of ship used to transport perishable commodities which require temperature-controlled transport, mostly fruits, meat, fish, vegetables, dairy products and other foodstuff
2. container ship	b. ships designed to transport liquid in bulk
3. dredgers	c. ferries designed to carry wheeled cargo such as automobiles, trucks, semi-trailers, trailers or railroad cars
4. ferries	d. a merchant ship specially designed to transport unpackaged bulk cargo such as grains, coal, ore, and cement in its cargo holds
5. passenger ship	e. ships used to carry all of their load in truck-size containers, in a technique called containerization
6. reefer ships	f. ships or boats equipped with a dredge
7. coasters	g. a boat used to maneuver, primarily by towing or pushing other vessels in harbors, over the open sea or through rivers and canals. They are also used to tow barges, disabled ships or other equipment like oil platforms
8. tanker ship	h. boat or ship used to carry passengers and their vehicles across a body of water. Also used to carry freight and railroad cars
9. tug boats	i. a ship that carries passengers
10. roll-on / roll-off	j. smaller ships for any category of cargo which are normally not on ocean-going routes but in coastwise trades

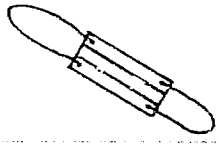
Ex.1 Look at the cargo-handling gear and match them with the cargo they are used to lift.



Rope sling

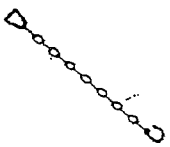


Canvas sling



Board sling

Knotter



Chain sling

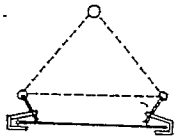
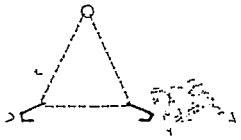
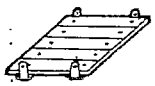


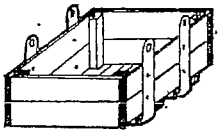
Plate clamps



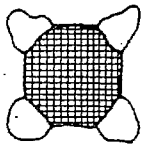
Can hooks



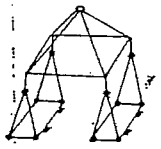
Tray



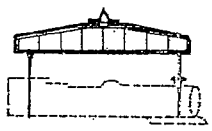
Box



Net



Car sling



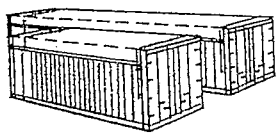
Heavy lift beam

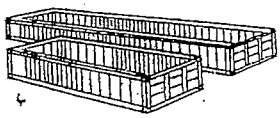
Cargoes

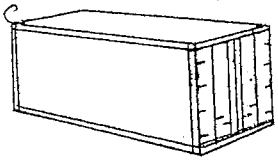
- bags of grain, rice, coffee _____
- cases, bales, timber _____
- drums, barrels _____
- small packages, mail _____
- cars, lorries _____
- bags, bales _____
- locomotives, long heavy cargoes _____
- logs, iron rails _____
- bags of cement _____
- steel plates _____
- explosives _____
- cases drums _____

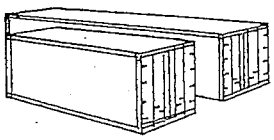
Ex. 2 Match the pictures of the containers with their terms. 10

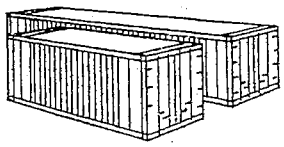
10

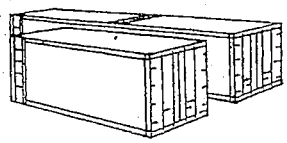
a 

b 

c 

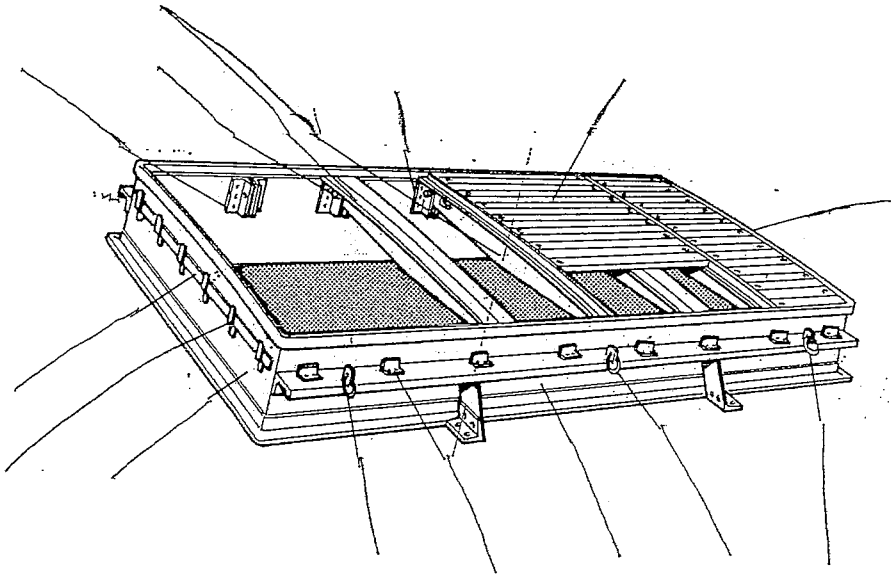
d 

e 

f 

- steel container
- open top container half height
- plywood container
- refrigerated container
- open top container
- insulated container

Ex. 3 This is the diagram of the layout of a traditional hatchway. Place the terms provided in their correct place. (some are used more than once)



- Cleats
- Beam bolt
- Beam socket
- Hatch batten
- Side coaming
- End coaming
- Ring bolt
- Hatch covers

Measurement: Read the definitions and do the exercise.

A ship's **underdeck, gross and net** tonnage are measurements of volume not of weight. They are measured in cubic capacity and then converted to tons using the formula 100 cubic feet = 1 ton.

Underdeck tonnage

This is the total volume of a ship below the tonnage deck. If the ship has double-bottom tanks, these are not included.

Gross register tonnage

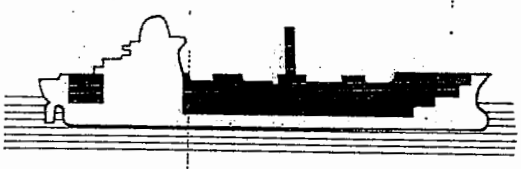
This is the sum of the underdeck tonnage and the permanently closed-in spaces above the tonnage deck. Certain spaces are excluded. Passenger ships are usually measured in gross tons.

Net register tonnage

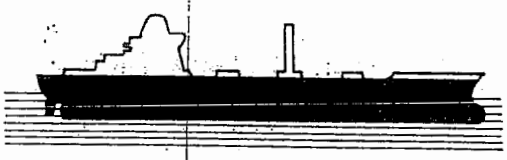
This is the cargo-carrying capacity of a ship. It can be calculated by deducting the machinery, navigating, boiler and bunker space and the crew and storage spaces from the gross tonnage. Port and canal charges are calculated on the net tonnage.

Exercise 1. *Label these diagrams with* ***underdeck tonnage, gross register tonnage*** *and* ***net register tonnage,*** *as appropriate:*

(a)



(b)



(c)

(B) Measurement

(viii) SI system

1. Basic units

Study the table below showing the six basic units of the SI system and their symbols, and the two supplementary symbols. Some have already been used in previous units.

Quantity	Unit	Symbol
length	metre	m
mass	kilogramme	kg
time	second	s
electric current	ampere	A
luminous intensity	candela	cd
temperature	kelvin	K
plane angle	radian	r
solid angle	steradian	sr

2. Derived units I

These are units expressed in terms of base and supplementary units only.

e.g. unit of area = square metre = m^2

Exercise 1. *Complete the following table:*

(*Note:* Per is expressed by a stroke (/) and indicates that the unit in front of the stroke is divided by the unit after the stroke.)

Quantity	Unit	Symbol
area	square metre	.....
volume	cubic metre	.....
velocity	metre per second	.....
angular velocity	radian per second	.....
acceleration	metre per second second	.....
density	kilogramme per cubic metre	.....
momentum	kilogramme metre per second	.....

3. Derived units II

Some units have special names. These are shown in the table below.

frequency	hertz	Hz
force	newton	N
work, energy, heat	joule	J
power heat-flow rate	watt	W

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(B) Measurement

(x) *Number compounds*

1. The length, height, weight etc., of an object can be described in the following way:

e.g. The mast is twenty feet high ⇒it is a twenty-foot mast
The load weighs ten tons ⇒it is a ten-ton load
The size of the gun is six inches ⇒it is a six-inch gun

(*Note:* (a) The scale of measurement is always in the singular.
(b) When the number is written adjectivally, there is a hyphen(-))

2. Number compounds can also be formed by using these prefixes:

Prefix	Meaning	Examples
uni- / mono-	one, single	unicolour, monotone
bi-	two	biplane
tri-	three	tripod
quadr-	four	quadrilateral
semi- / hemi-	half	semi-skilled, hemisphere
multi- / poly-	many	multi-deck, polygon
twin-	two the same	twin-masted

Exercise 1. *Explain these compounds:*

(a) a six-inch ruler
(b) a twin-screw vessel
(c) a two-inch nail
(d) a bipod
(e) three-stranded hemp line
(f) multi-grade oil
(g) 15-ton derrick
(h) a uni-flow scavenging air system
(i) 120-fathom coils of rope

2. Reading : Read the passage and do the exercises.

14

Three men, two in white boiler-suits and one in blue, were busy working on the starboard winch of number one hatch. They were Mr. McFie, the Chief Engineer, the Third Engineer, and a Donkeyman. The winches on the "Pastoria" are driven by electricity and it is the responsibility of the engine room crew to see that they work properly. Although cranes on the quayside are loading the "Pastoria" aft, she is using her own gear to load forward, and there has been a delay because this winch has gone wrong.

The "Pastoria" has ten winches, two on each hatch. They are situated at the two after corners, and consist of revolving drums around which steel rope is wound so that it can be *paid out* (released) or *hauled in* under control. Winches can be driven either by steam or electricity supplied by the engine room.

The main function of the winch, in conjunction with the *derricks*, is handling the cargo. The former provides the power, the latter the direction. There are a number of methods of rigging derricks. At number one hatch at the moment they are rigged in an arrangement called *union purchase* or *married gear*.

Derricks, or *cargo booms*, can be between twenty and fifty feet long, according to need. They are made of tubular steel and when not in use are housed either side of the hatch. The end or *heel* of the derrick, which is attached to the *tabernacle* or *housing* round the foot of the mast, is arranged or *stepped into* a *gooseneck*, or pivot, which allows it to be swung in any direction.

It is used, in conjunction with the *mast*, *guys*, *blocks*, *runners*, and *preventers*, for hoisting and lowering weights.

In the previous illustration Mr. Guinness had directed that both the derricks should be fixed in certain positions with *guys*. One is guyed directly over the hatch; the other over the side. This is known as to *plumb the hatch* and to *plumb overside*. The *falls* from both derricks are shackled to the same *cargo hook*. The sling of goods on the quayside is hooked on and hove up with the overside derrick until it is higher than the hatch coaming. Then the midship fall heaves the weight inboard until it has it all immediately over the hatch. Then both winches pay out, lowering the cargo into the hold. This method is suitable for weights of up to 2 tons in normal cargo vessels.

Another technique is the *double-lift method*. This is used for quick handling of mixed general cargo. One derrick lifts the cargo from the quay and lands it on deck, the other lifts it off the deck and lowers it into the hold.

(a) Answer the questions:

1. Who is responsible for keeping the winches operational?
2. Can a vessel ask for shore assistance while loading?
3. What is the function of the winch?
4. What is the function of the derrick?
5. How many techniques of loading are mentioned?

(B) Find the terms for the following definitions.

1. Rigging, tackle, fittings, implements, equipment, tools or essential parts.
2. Hauling part of a purchase or tackle. _____
3. Opening in deck that gives access to hold or space below _____
4. Machine consisting of a horizontal barrel revolving on an axis and operated by hand or power. Used for lifting and lower cargo and for other purposes that require more power than can be supplied by crew. _____

5. Boom or spar used for hoisting or lowering weights. made of wood or steel, controlled by guys, supported by topping lift and pivoted at lower end. _____

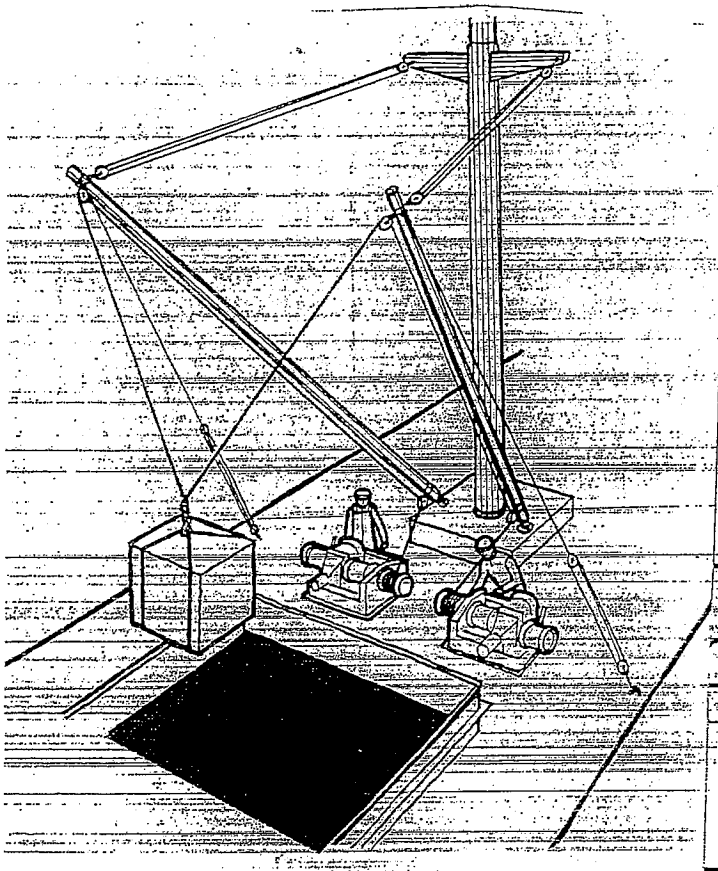
6. Term applied to duplicated rigging. In some cases it seems to be used with its original -and literal- meaning of «coming before». _____

F. Rope or tackle by which a boom or derrick is controlled laterally. _____

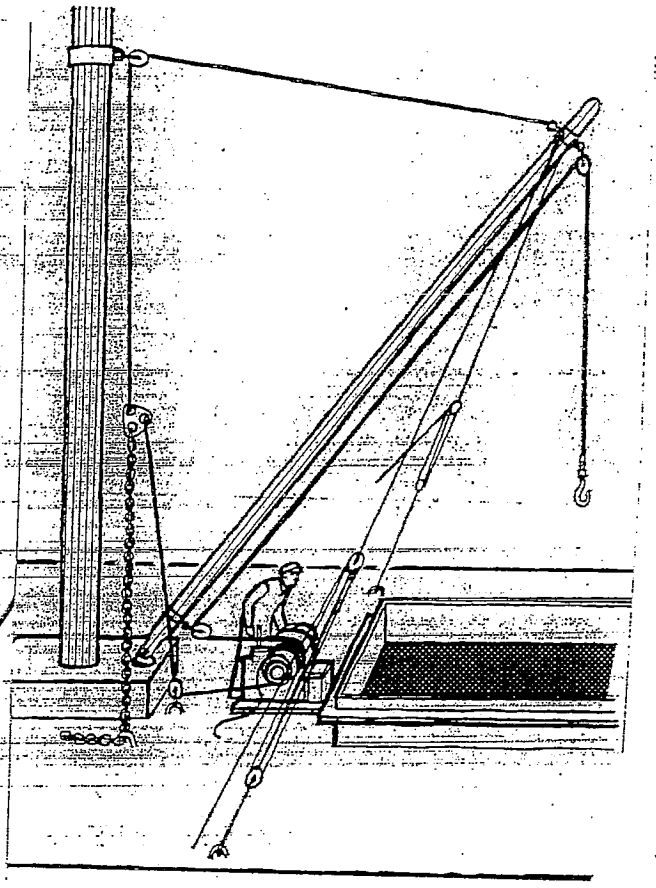
I. Back stay which can be slackened or detached to avoid fouling the boom. _____

J. Method of rigging cargo derricks so that they need not ~~be moved while loading~~ or discharging a hatch. _____

K. To pull; to drag along. _____



Union purchase



Single derrick lift

15 a

UNIT 2

QUESTIONS BASED ON A) TYPES OF CONTAINERS, B) SHIP TYPES, C) CARGO HANDLING GEAR, D) MEASUREMENT, D) LOADING TECHNIQUES

1. How many types of containers do you know? Name them.

2. Name ten (10) kinds of merchant vessels.

3. Mention six (6) different cargo handling gear and the cargo they are designed to carry.

4. How is a ship's volume measured? Define each tonnage.

5. Who is responsible for keeping the winches operational?

6. What is the function of a) the winch and b) the derrick?

7. How many loading techniques do you know?

8. What other parts are used with the derrick for hoisting and lowering weights?

9. Explain the terms "plumb the hatch" and "plumb the side".

10. What is the "double lift method" used for? Describe the way in which it handles the cargo.

ΚΛΙΜΑΚΑ ΕΝΤΑΣΕΩΣ ΑΝΕΜΟΥ ΚΑΙ ΚΑΤΑΣΤΑΣΕΩΣ ΘΑΛΑΣΣΑΣ

(SCALE OF WIND FORCE AND SEA STATE)

ΒΑΘΜΙΔΕΣ ΚΛΙΜΑΚΑ BEAUFORT	ΧΑΡΑΚΤΗΡΙΣΜΟΣ ΑΝΕΜΟΥ	ΤΑΧΥΤΗΤΑ ΑΝΕΜΟΥ				ΠΕΡΙΓΡΑΦΗ ΑΠΟΤΕΛΕΣΜΑΤΩΝ ΑΝΕΜΟΥ			ΠΙΘΑΝΟ ΥΨΟΣ ΚΥΜΑΤΟΣ ΣΤΟ ΑΝΟΙΚΤΟ ΠΕΛΑΓΟΣ ΣΕ ΜΕΤΡΑ (ΜΕΓΙΣΤΟ)	ΚΑΤΑΣΤΑΣΗ ΘΑΛΑΣΣΑΣ		ΥΨΟΣ ΚΥΜΑΤΟΣ ΣΤΟ ΑΝΟΙΚΤΟ ΠΕΛΑΓΟΣ ΣΕ ΜΕΤΡΑ
		ΣΕ ΚΟΜΒΟΥΣ	ΜΕΣΗ ΤΑΧ. ΣΕ ΚΟΜΒΟΥΣ	ΣΕ m/sec	ΣΕ km/h	ΣΤΗΝ ΞΗΡΑ	ΣΤΟ ΑΝΟΙΚΤΟ ΠΕΛΑΓΟΣ	ΚΟΝΤΑ ΣΤΙΣ ΑΚΤΕΣ Ή ΣΕ ΚΛΕΙΣΤΕΣ ΘΑΛΑΣΣΙΕΣ ΠΕΡΙΟΧΕΣ		ΨΗΦΙΟ ΚΛΙΜΑΚΑΣ	ΠΕΡΙΓΡΑΦΗ ΣΤΟ ΠΕΛΑΓΟΣ	
0	Άπνοια Calm	Λιγότερο από 1	00	0-0.2	1	Άπνοια. Ο καπνός υψώνεται κατακόρυφα.	Θάλασσα σαν καθρέφτης.	Γαλήνη (σαν λάδι).	0	0	Γαλήνη (Σαν καθρέφτης) Calm (Glassy)	0
1	Περίπου άπνοια Light air	1-3	02	0.3-1.5	1-5	Η διεύθυνση του ανέμου φαίνεται από τον καπνό και όχι από τον ανεμοδείκτη.	Σχηματίζονται ρυτίδες με μορφή λεπτών ψαριού, αλλά χωρίς αφρώδεις ράχες.	Τα ιστιοφόρα μόλις μπορούν να κυβερνηθούν.	0.1 (0.1)	1	Γαλήνη (Με ρυτίδες) Calm (Rippled)	0-0.1
2	Πολύ ασθενής Light breeze	4-6	05	1.6-3.3	6-11	Άνεμος αισθητός στο πρόσωπο. Τα φύλλα των δένδρων θροΐζουν και ο ανεμοδείκτης κινείται.	Μικρά κυματίδια χαμηλά αλλά αρκετά σχηματισμένα. Οι ράχες τους είναι λείες και δεν σπάζουν.	Ο άνεμος γεμίζει τα πανιά στα ιστιοφόρα και μπορούν να κινηθούν.	0.2 (0.3)	2	Ήρεμη Smooth (Wavelets)	0.1-0.5
3	Ασθενής Gentle breeze	7-10	09	3.4-5.4	12-19	Τα φύλλα και μικρά κλωνάρια των δένδρων βρίσκονται σε συνεχή κίνηση. Ο άνεμος τεντώνει μικρή σημαία.	Μεγάλα κυματίδια. Οι ράχες αρχίζουν να σπάζουν και εμφανίζεται λείος αφρός με όψη διασπαρμένων λευκών προβάτων.	Τα ιστιοφόρα αρχίζουν να γέρνουν και να κινούνται ταχύτερα.	0.6 (1)	3	Λίγο ταραγμένη Slight	0.5-1.25
4	Μέτριος Moderate breeze	11-16	13	5.5-7.9	20-28	Ο άνεμος σηκώνει σκόνη και φύλλα χάρτου. Κινεί μικρά κλαδιά δένδρων.	Μικρά κύματα που επιμηκύνονται. Λευκοί αφροί με όψη πολλών λευκών προβάτων.	Ικανοποιητικός άνεμος για ιστιοφόρα. Φουσκώνουν όλα τα πανιά τους και γέρνουν περισσότερο.	1 (1.5)	4	Ταραγμένη Moderate	1.25-2.5
5	Λαμπρός Fresh breeze	17-21	19	8.0-10.7	29-38	Μικρά δένδρα και φύλλα αρχίζουν να κινούνται. Σχηματίζονται κυματίδια σε λίμνες.	Μέτρια κύματα με σαφή επιμήκη μορφή. Όψη πολυάριθμων λευκών προβάτων. Ενδεχόμενη δημιουργία πιτύλου (σπρέι).	Τα ιστιοφόρα ελαττώνουν ιστιοφορία.	2 (2.5)			
6	Ισχυρός Strong breeze	22-27	24	10.8-13.8	39-49	Κινούνται μεγάλα κλαδιά δένδρων. Ακούγεται συριγμός στα τηλεγραφικά σύρματα. Οι ομπρέλες χρησιμοποιούνται με δυσκολία.	Μεγάλα κύματα αρχίζουν να σχηματίζονται. Ράχες με λευκό αφρό εξαπλώνονται παντού. Πιθανοί πιτύλοι (σπρέι).	Τα ιστιοφόρα διπλομουδάρουν.	3 (4)	5	Κυματώδης Rough	2.5-4

συνεχίζεται

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(Unit 5) 16

Describe weather conditions; understand forecasts

Vocabulary

Weather words

7	Πολύ ισχυρός Near gale	28-33	30	13.9-17.1	50-61	Τα δένδρα κινούνται ολόκληρα. Το αντίθετο στον άνεμο βάδισμα γίνεται δύσκολα.	Η θάλασσα αγκαλιάζεται (φουσκώνει) και λευκός αφρός από κύματα που σπάζουν, αρχίζει να παρασύρεται και να σχηματίζονται ραβδώσεις κατά τη διεύθυνση του ανέμου.	Τα ιστιοφόρα παραμένουν στο λιμάνι και εκείνα που βρίσκονται εν πλω, στρέφουν και πλέουν εγγύτατα προς τον άνεμο.	4 (5.5)	6	Πολύ κυματώδης Very rough	4-5
8	Θυελλώδης Gale	34-40	37	17.2-20.7	62-74	Σπάει μικρά κλωνάρια δένδρων. Γενικά εμποδίζει το άντιθετο στον άνεμο βάδισμα.	Μετρίως υψηλά κύματα μεγαλύτερου μήκους. Οι κορυφές στις ράχες των κυμάτων σπάζουν και γίνεται πίτυλος. Ο αφρός παρασύρεται και σχηματίζει καλά σχηματισμένες ραβδώσεις κατά τη διεύθυνση του ανέμου.	Όλα τα ιστιοφόρα δένουν στο πιο κοντινό αγκυροβόλιο.	5.5 (7.5)	7	Τοικυμιώδης High	6-9
9	Πολύ θυελλώδης Strong gale	41-47	44	20.8-24.4	75-88	Προκαλούνται μικρές ζημιές σε κατασκευές. Αρπάζονται πήλινοι καπνοδόχοι και κεραμίδια.	Υψηλά κύματα. Πυκνές ραβδώσεις αφρού κατά τη διεύθυνση του ανέμου. Οι ράχες των κυμάτων αρχίζουν να γέρνουν, να πέφτουν και να κυλούν. Ο πίτυλος είναι δυνατό να επηρεάζει την ορατότητα.	———	7 (10)			
10	Καταιγίδα Storm	48-55	52	24.5-28.4	89-102	Σπάνια παρατηρείται στο εσωτερικό της ξηράς. Ξεριζώνει δένδρα και προξενεί μεγάλες ζημιές στις κατασκευές.	Πολύ υψηλά κύματα με ράχες που κρέμονται. Ο αφρός που είναι πολύ περισσότερος παρασύρεται σε πυκνές λευκές ραβδώσεις κατά τη διεύθυνση του ανέμου. Η επιφάνεια της θάλασσας στο σύνολό της γίνεται λευκή. Το σπάσιμο και κύλισμα των κυμάτων γίνεται έντονο και βίαιο. Η ορατότητα επηρεάζεται.	———	9 (12.5)	8	Πολύ τρικυμιώδης Very high	9-14
11	Βίαιη Καταιγίδα Violent storm	56-63	60	28.4-32.6	103-117	Πολύ σπάνια παρατηρείται. Γίνονται πολύ μεγάλες ζημιές.	Εξαιρετικά υψηλά κύματα. (Η θέα πλοίων μικρής και μεγάλης χωρητικότητας ίσως για λίγη ώρα να χάνεται πίσω από τα κύματα). Η θάλασσα καλύπτεται τελείως από λευκούς αφρούς που επιμηκύνονται κατά τη διεύθυνση του ανέμου. Παντού οι κορυφές στις ράχες των κυμάτων βρίσκονται σε αφρώδη κατάσταση. Η ορατότητα επηρεάζεται.	———	11.5 (16)			
12	Τυφώνας Hurricane	64 και περισσότερο		32.7 και περισσότερο	118 και περισσότερο	———	Ο αέρας είναι γεμάτος με αφρό και πίτυλο. Η θάλασσα είναι εντελώς λευκή. Η ορατότητα επηρεάζεται σημαντικά.	———	14 και περισσότερο	9	Παράφορη (πολύ άγρια) Phenomenal	14 και περισσότερο

ΚΛΙΜΑΚΑ ΟΜΙΧΛΗΣ – ΟΡΑΤΟΤΗΤΑΣ ΚΑΙ ΑΠΟΘΑΛΑΣΣΙΑΣ
(FOG – VISIBILITY AND SWELL SCALES)

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ΟΜΙΧΛΗ – ΟΡΑΤΟΤΗΤΑ

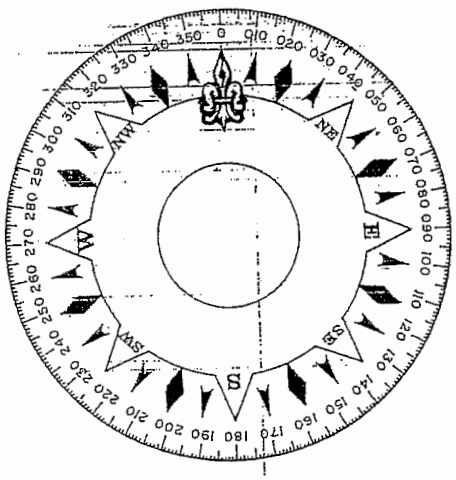
0	Πυκνή ομίχλη Dense fog	Ορατότητα	έως	50	γυάρδες
1	Παχεία ομίχλη Thick fog	"	"	100	"
2	Ομίχλη Fog	"	"	200	"
3	Μέτρια ομίχλη Moderate fog	"	"	½	μίλι
4	Ελαφρά ομίχλη Thin fog	"	"	1	"
5	Μικρή ορατότητα Poor visibility	"	"	2	μίλια
6	Μέτρια ορατότητα Moderate visibility	"	"	5	"
7	Καλή ορατότητα Good visibility	"	"	10	"
8	Πολύ καλή ορατότητα Very good visibility	"	"	30	"
9	Εξαίρετη (τέλεια) ορατότητα Excellent (exceptional) visibility	"		>30	"

ΑΠΟΘΑΛΑΣΣΙΑ

0	Ελαφρά (Low)	Λιπαρά γαλήνη No swell	Κύμα 0-2 μέτρα ύψος
1		Γαλήνη (μπουνάτσα) Low swell, short or average length	
2		Ευθαλασσία (θαλασσάκι) Low swell, long	
3	Μέτρια (Moderate)	Κυματισμός (θάλασσα) Moderate swell, short	Κύμα 2-4 μέτρα ύψος
4		Σάλος (τρικυμία) Moderate swell, average length	
5		Επίσαλος (φουρτούνα) Moderate swell, long	
6	Βαρεία (Heavy)	Κλυδώνιον (μεγάλη φουρτούνα) Heavy swell, short	Κύμα από 4 μέτρα ύψος και άνω
7		Κλύδων (χερή φουρτούνα) Heavy swell, average length	
8		Μαινομένη (χονδρή φουρτούνα) Heavy swell, long	
9		Παράφορος Confused swell	

(A) Terms relating to compass cards

Study the compass card below. It is divided up clockwise into 360 degrees. It also shows eight of the points of the compass (N, NE, E, etc.).



Exercise 1. Write out in full the eight points of the compass shown above (the first two have been done for you): 19

(a) N = North

(b) NE = North-East

(c) E = ...

(d) SE = ...

(e) S = ...

(f) SW = ...

(g) W = ...

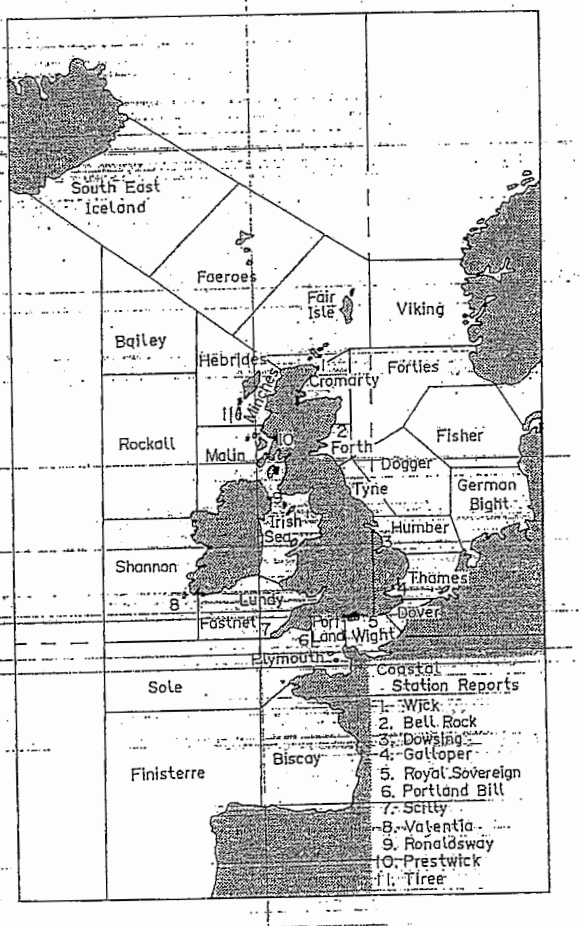
(h) NW = ...

Exercise 2. What would the following points be in degrees?

(a) S (b) NE (c) NW (d) E
(e) SW (f) N (g) W (h) SE

B Reading : Shipping forecasts

Shipping forecasts are broadcast by radio stations throughout the world at set times during the day. A shipping forecast will give you details of the weather conditions in your areas and contains a lot of useful information which is difficult to note down without a system of symbols and abbreviations and a carefully organized outline to guide you. For example : Look at the beginning of the forecast for the sea area around the British Isles, as might be broadcast by the BBC, and try to note down the information before it fades out. Now study the map and the completed table on page 113 while reading the complete forecast.



Shipping forecast at 0640 hours

Gale warnings are in operation in sea areas Forties, Dogger, Fisher and German Bight.

The general synopsis at midnight last night. A depression of 988 millibars which was positioned at 60° North 10° East is expected to move north-east. A depression of 1004 millibars which was positioned at 56° North 19° West is expected to move east and to be centred over the south of Scotland by midnight tonight.

The sea area forecast is as follows:

Viking: Wind north-westerly force 6, becoming north-westerly force 5 to 6. Periods of rain, moderate to good visibility.

Forties: Wind north-westerly force 6 to 8, moderating to north-west force 3 to 5, rain showers, moderate to good visibility.

Cromarty: Wind north-westerly force 3 to 5, veering to south-east force 6, rain, good to moderate visibility.

Dogger, Fisher, German Bight: Wind north-westerly force 6 to 8, moderating to force 4 to 5, periods of rain, good visibility.

Humber, Thames, Dover: Wind westerly force 3 to 5, force 6 in Dover, backing south-westerly force 5 to 7 in Thames, rain, good visibility.

Wight, Portland, Plymouth: Wind westerly force 4 to 6, rain turning to drizzle with mist, poor visibility.

Biscay: Wind westerly force 3, cloudy, good visibility.

Finisterre: Wind north-easterly force 3 to 5, cloudy, good visibility.

Sole, Lundy, Fastnet, Irish Sea, Shannon: Wind south-westerly force 4 to 6, rain at first, drizzle with mist later, good to poor visibility.

Rockall: In the south of the region the wind will be south-westerly force 4 to 6 and in the north south-easterly force 3 to 5.

Malin: Wind variable force 3 with winds becoming force 5 to 7 at the centre of the low.

Hebrides, Minches: Wind variable, becoming easterly force 3 to 6.

Fair Isle: Wind northerly force 6, becoming easterly force 6, cloudy, good visibility.

Bailey: Wind south-easterly force 5, cloudy, good visibility.

Faeroes: Wind northerly force 3 to 5, becoming easterly force 3 to 5, cloudy, good visibility.

SE Iceland: Wind variable force 3, becoming south-easterly force 4 to 6, cloudy, good visibility.

Coastal reports for 0400 hours

Wick: West force 2, 16 miles, 1016 millibars, rising.

Bell Rock: West force 5, cloudy, 22 miles, 1016 millibars, rising slowly.

Dowsing: Wind west-north-west force 4, cloudy, 5 miles 1019 millibars.

Galloper: Wind west force 4, 5 miles, 1021 millibars, steady.

Royal Sovereign: Wind westerly force 4, 16 miles, 1022 millibars, steady.

Portland Bill: Wind west by south force 3, 22 miles, 1022 millibars, falling.

Scilly: Wind south-west force 4, light rain during the past hour, 16 miles, 1023 millibars, falling.

Valentia: Wind south-west force 4, light rain, 6 miles, 1017 millibars, falling.

Ronaldsway: Calm, light rain during the past hour, 9 miles, 1017 millibars, falling.

Prestwick: Wind south-easterly force 2, light rain, 13 miles, 1017 millibars, falling.

Tiree: Wind east-south-east force 4, 27 miles, 1015 millibars, falling.

Ex 3 Write side: what the following abbreviations stand for.

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Weather Forecast Date: 24th May Time: 0640 hrs.

General Synopsis at 0000 G.M.T.

System	Present Position	Movement	Forecast Position	At
L 988	60N 10E	NE		
		↳		
L 1004	56N 19W	E	S Scot	2400

Forecast for Sea Areas

Area	Gales	Wind Now	Wind Later	Weather	Visibility
Viking		NW6	NW5/6	pr	m/g
Forties	✓	NW6/8	NW3/5	pr	m/g
Cromarty		NW3/6	SE 6	r	g/m
Forth					
Tyne					
Dogger	✓				
Fisher	✓	NW6/8	NW4/5	pr	g
German Bight	✓				
Humber		W3/5			
Thames			SW5/7	r	g
Smith's Knoll					
Dover		W 6			
Wight					
Portland		W4/6		r/d/m	p
Plymouth					
Biscay		W 3		c	g
Finisterre		NE3/5		c	g
Sole					
Lundy					
Fastnet		SW 4/6		r/d/m	g/p
Irish Sea					
Shannon					
Rockall		SW4/6 NW3/5			
Malin		Var 3	S/7 at centre of L		
Hebrides		Var	E 3/6	c	g
Minches					
Fair Isle		N6	E6	c	g
Bailey		SE5		c	g
Faeroes		N3/5	E3/5	c	g
S.E. Iceland		Var 3	SE 4/6	c	g

Reports from Coastal Stations at 0400 hrs. G.M.T.

Station	Wind Direction	Wind Force	Weather	Visibility	Barometer	Tendency
Wick	W	2		16	1016	/
Bell Rock	W	5	c	22	1016	—
Dowsing	WNW	4	c	5	1019	
Galloper	W	4		5	1021	—
Royal Sovereign	W	4		16	1022	—
Portland Bill	W×S	3		22	1022	/
Scilly	SW	4	r	16	1023	/
Valentia	SW	4	r	6	1017	/
Ronaldsway	Calm		r	9	1017	/
Prestwick	SE	2	r	13	1017	/
Tiree	ESE	4		27	1015	/

c Listening: Listen to the weather forecast and do ex. 4

Ex. 4 On the map below mark the areas of possible gales and the anticipated weather for German Bight and Fisher. (L)