T.C.
Milli Eğitim Bakanlığı

DENİZCİLİK

MESLEKİ YABANCI DİL 1
(DENİZCİLİK İNGİLİZİZCESİ)
222YDK056

ANKARA, 2012
Bu modül, mesleki ve teknik eğitim okul/kurumlarında uygulanan Çerçeve Öğretim Programlarında yer alan yeterlikleri kazandırmaya yönelik olarak öğrencilere rehberlik etmek amacıyla hazırlanmış bireysel öğrenme materyalidir.

- Millî Eğitim Bakanlığına ücretsiz olarak verilmişdir.
- PARA İLE SATILMAZ.
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**MODÜLÜN TANIMI**
Bu modül, yolcularla iletişim kurabilme,gemileri sınıflandırma ve yapı elemanlarını öğrenebilme,gemideki sertifika, belge ve dokümanları öğrenebilme,yangınla mücadele,meteoroloji ve tahminlerini yapabilme ve denizcilik teknik terim ve cümlelerini İngilizce olarak anlama ve uygulamayı sağlar.

**SÜRE**
40/24

**ÖN KOŞUL**
Bu modülün ön koşulu yoktur.

**YETERLİK**
Yabancı dilinde denizcilik ile ilgili konuları dinlemek, konuşmak, okumak ve yazmak

**MODÜLÜN AMACI**

**Genel Amaç:**
Öğrenci, bu modül ile gerekli ortam sağlandığından yolcularla iletişimi, gemilerle ilgili sınıflandırmayı ve yapı elemanlarını, gemide bulunan sertifika, dokümanlar ve yayınılar, yangınla mücadele ve terimlerini, meteorolojik terimleri ve tahminlerini ile denizcilik terimler ve tanımları öğrenerek İngilizce olarak yazılı ve sözlü kullanabilecektir.

**Amaçlar:**
1. Yolcularla iletişim,
2. Gemilerin sınıflandırılması ve yapı elemanları,
3. Gemideki sertifika, belge ve dokümanlar,
4. Yangınla mücadele,
5. Meteorolojik terimler ve tahminler,
6. Denizcilik teknik terim ve cümleleri kullanır.

**EĞİTİM ÖĞRETİM ORTAMLARI VE DONANIMLARI**
Ortam: İngilizce Laboratuvarı
Donanım: Projeksiyon, VCD,DVD,CD oynatıcı, bilgisayar, İngilizce denizcilik sözlüğü

**ÖLÇME VE DEĞERLENDİRME**
Öğrenci, aşağıdaki performans ölçütlerini yerine getirecektir.
1. Eski gemi türlerini tanır
2. Yeni gemileri tanır
3. Geminin kısımlarını tanır
4. Gemi yapı elemanlarını tanır
5. Gemi işletmeciliği işlemlerini yapar
6. Denizde güvenlik iletişimlerini yapar
7. SMCP haberleşme kalıplarını kullanır.
Dear Student;

Marine Vehicles are used in various areas such as defending, transportation and the need for these vehicles are increasing day by day in today’s world which is getting smaller and smaller. So the amount of vehicles navigating over the seas is getting higher also. It has become an obligation to establish a worldwide system to maintain vessel to vessel and vessel to land communication. The system established by International Association of Maritime has been called Standard Marine Communication Phrases. Knowledge of such patterns is of vital importance, especially in international waters. You will be able to find standard phrases for required for all communication types in this module.
AIM

You will learn how to communicate with passengers.

SEARCH

- Visit a foreign ship and observe officers. Pay attention what they talk and how they talk.

1. COMMUNICATE WITH PASSENGERS

1.1. Read These Dialogues.

- Dialogue 1

  Officer: Welcome to our ship.
  Passenger: Thank you very much.
  Officer: May I see your ticket?
  Passenger: Of course, here it is.

- Dialogue 2

  Passenger: Do you know when we arrive at İzmir?
  Officer: At normal weather and sea conditions we will be there at 8 o’clock.
  Passenger: Thanks.

- Dialogue 3

  Passenger: Could you tell me how can I get to my room.
  Officer: Certainly madam/sir. Your room is on the 3rd floor. You can use the elevator. Your room is on the left number 308.
  Passenger: What kind of facilities are there in my room?
  Officer: A shower, tv, minibar and an air conditioner.
  Passenger: Thank you.
Dialogue 4

Passenger: I have a problem with my shower.
Officer: What is the problem?
Passenger: There isn’t hot water.
Officer: I see. I will send a plumber as soon as possible.
Passenger: Thank you.

Dialogue 5

Passenger: I can’t turn on the lights in my room.
Officer: I will send an electrician.
Passenger: OK. Thanks.

Dialogue 6

Passenger: What are the features of this ship?
Officer: This ship is 880 feet long and 92 feet width. Its speed is 35 knots and also it has 2 triple expansions and 1 tribune. There are 320 people work in this ship.
Passenger: Oh that’s great numbers. Thank you.
APPLICATION ACTIVITY

<table>
<thead>
<tr>
<th>Steps Of Process</th>
<th>Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Make a dialogue about communication with passengers.</td>
<td>➢ Use technical English dictionary.</td>
</tr>
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</table>

CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Do you know, if you were an officer how to communicate with passanger?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Do you understand passanger’s intention?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ If you were an officer, can you help passanger like that?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EVALUATION

Please review your "No" answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the “Measuring and Evaluation".
1. Complete the dialogues.

-Dialogue 1

Officer: Welcome to our ship.
Passenger: ____________________
Officer: May I see your ticket?
Passenger: ____________________

-Dialogue 2

Passenger: ____________________
Officer: At normal weather and sea conditions we will be there at 8 o’clock.
Passenger: ____________________

-Dialogue 3

Passenger: ____________________
Officer: Certainly madam/sir. Your room is on the 3<sup>rd</sup> floor. You can use the elevator. Your room is on the left number 308.
Passenger: ____________________
Officer: A shower, tv, minibar and an air conditioner.
Passenger: ____________________

-Dialogue 4

Passenger: ____________________
Officer: What is the problem?
Passenger: ____________________
Officer: I see. I will send a plumber as soon as possible.
Passenger: ____________________

-Dialogue 5

Passenger: ____________________
Officer: I will send an electrician.
Passenger: ____________________
-Dialogue 6

Passenger: __________________

Officer: This ship is 880 feet long and 92 feet width. Its speed is 35 knots and also it has 2 triple expansions and 1 tribune. There are 320 people work in this ship.

Passenger: __________________

EVALUATION

Please compare the answers with the answer key. If you have wrong answers, you need to review the Learning Activity. If you give right answers to all questions, pass to the next learning activity.
AIM

You will learn types of ships

SEARCH

➢ Visit a harbor and observe what kind of ships are there.

2. CLASSIFICATION OF SHIPS AND CONSTRUCTION ELEMENTS

A ship is a large boat which carries passengers or cargoes. The cargo indicates a particular load that is being transported. The ship, in its various forms, has developed its functions depending upon three main factors: type of cargo carried, type of construction and the area of operation. There are three kind of vessels. These are: 1. Merchant ships 2. War ships 3. Yachts

Merchant ships are of concern to us. The particular features of appearance, construction, layout, size etc will be determined for the following ship types. Many other types and minor variations exist but three types are considered representative of the major part the world’s merchant fleet.

➢ Cargo ships
➢ Service ships
➢ Passenger ships
➢ Cruise ships

2.1. Cargo Ships

Cargo ships are classified into three groups:

➢ **Dry cargo ships**: I- Reefer or refrigerated ships II- Bulk Carriers III- Container Ships
➢ **Liquid cargo ships**: I-Oil/product Tankers II-Very large crude-oil carriers III-Chemical Tankers IV- Gas Tankers
➢ **Mixed cargo ships**: I-OBO carriers II- General cargo vessels III- Ro-Ro Ships
2.1.1. Dry Cargo Ships

➢ **Reefers or Refrigerated Ships:**

The fitting of refrigeration plants for the cooling of cargo holds allow the carriage of fresh food by sea. Refrigerated ships differ little from general cargo ships. They may have more than one tweendecks and all hold spaces will be insulated to reduce heat transfer. Cargo may be carried frozen or chilled depending upon its nature. Refrigerated ships are usually faster than general cargo ships, often having s up to 22 knots and they may cater for up to 12 passengers.

![Picture 2.1 Reefer](image)

➢ **Bulk Carriers:**

Bulk carriers are single deck vessels which transport single-commodity cargoes such as grain, sugar and ore in bulk. They have long, wide hatches, closed by steel covers which are designed to facilitate rapid loading and discharge of the cargo. They don’t have a catwalk. The size of this type of vessel has also steadily increased and ore carriers have reached up to 250,000 tones deadweight. They have low silhouette and compact bridge superstructure. The loading and discharging of bulk cargoes are done by dockside cranes and grabs.
2.1.2. Liquid Cargo Ships

2.1.2.1. Crude Oil/Product Tankers

Crude Oil/Product Tanker is designed to carry clean oil, motor sprit or kerosene or black oil such as fuel and diesel oil, from refineries to discharge ports from there it is spread out by road, railway, pipeline or sea. These tankers are long, low outline, end three-island shape with one or twin funnels. Each island is connected by gangway or catwalk which helps crew members to walk safely in rough weather. These tankers are easily recognizable because of their catwalks.

![Picture 2.4 Crude Oil Tanker](image)

![Picture 2.5 Crude Oil Tanker](image)
Very Large Crude-oil Carrier

Very Large Crude-oil Carrier (VLCC) is easily distinguished by her immense size and very simple outline with a single bridge structure close to stern. They have very deep draught, the giant tanker’s activities are limited to a few terminal ports; two methods of discharging the oil have been developed to neutralize this disadvantage.

One method is to offload the cargo into smaller tankers in a deep, but sheltered, anchorage somewhere near refineries. Second method is to discharge at a deepwater terminal and pump the oil overland to the refineries.

2.1.2.2. Chemical Tankers

A huge variety of chemical cargo is now essential to be carried in bulk. Many of these cargoes are highly acidic and mismatched while others require close control of temperature and pressure. Safety and prevention of contamination are the most important issues about these tankers. To avoid corrosion of the structure, stainless steel is widely used for the tanks.
Picture 2.7 Chemical Tanker

Picture 2.8 Pipes of a chemical tanker
2.1.2.3. Gas Tankers

The liquefied gas carrier is distinguished from the normal oil tanker or bulk carrier by the elaborate deck fittings and pipe work and the horizontal pressure cylinders. This type of vessel is designed for the carriage of propane, butane and methane.

![Gas tanker](Picture 2.9 Gas tanker)

2.1.3. Container Ships

Container ships are designed for the carriage of containers. In certain trades, there are advantages in packing cargo into containers of standard size at the place of manufacture. This cuts handling costs and speeds up delivery time. The majority of containers are designed for general dry cargo but specialized units can take liquid, powder or refrigerated cargoes.
2.1.4. Mixed Cargo Ships

➢ **OBO Carrier**

The multi-purpose bulk carrier has been developed with special tanks to carry oil-bulk-ore. Some ship’s hull designated to hold only one of these cargoes. OBO carrier’s hull is divided for the bulk cargoes such as grain or ore and surrounded by oil tanks. There are also oil tanks between the floors of the holds and the ship’s bottom.
General Cargo Vessels

The General Cargo ships are designed to carry different types of cargoes between specific ports. They usually have four or five holds and one or two tweendecks which run for the full length of the ship so that different cargoes can be stowed for suitable access at the related ports of discharge and weight of the cargo can be easily distributed. The current range of sizes for general cargo vessel is from 2000 to 15000 displacement tones with speeds of 12-18 knots.

2.1.5. RORO Ships

RORO ships are planned to carry wheeled vehicles. They have flat and unobstructed decks which reduce cargo handling costs. The ramp at the after or fore end allows vehicles to drive on or off the ship. Vehicles stay on board in their loaded position. Accommodations are provided for drivers are usually located additional passenger space. Holidaymakers with their cars have greatly increased and this causes tourism growth.
Picture 2.13 RORO Ship

Picture 2.14 Vehicles are loading in a RORO ship
2.2. Service Ships

Service ships are divided into 6 groups:

- Dredgers
- Tugs
- Icebreakers
- Cable ships
- Lightships
- Supply vessel

2.2.1. Dredger

Dredger is a ship which is constructed with a different machine used to widen the size of harbors, rivers and canals.

![Picture 2.15 How a dredger works](image)
2.2.2. Tugs

Tugs are small vessels used for towing and helping larger ships to maneuver in curbed places.
2.2.3. **Icebreaker**

Icebreakers are designed to clear the way for other vessels in the ice covered water. They have thick shell plating and powerful propulsion plant which eases sailing through icy water.
2.2.4. Cable Ship

Cable ship is designed to lay and repair underwater data and communication cables.

![Cable ship](image)

Picture 2.20 Cable ship

2.2.5. Lightship

Lightship’s duty is to service sound and light to indicate dangerous shores and waters where she is anchored.

![Light ship](image)

Picture 2.21 Light ship
2.2.6. Supply vessel

A supply vessel is a multi-purpose service ship which provides assistance to carry stores, fuel-oil, drilling gear and personnel to the offshore units, oil platforms etc. She can also tow.

Picture 2.22 Supply vessel

Picture 2.23 Supply ship with a crane
2.3. Passenger Ships

A passenger ship is a ship whose primary function is to carry passengers from one point to another. The purpose of this carriage may be tourism or transportation.

Passenger ships include ferries, which are vessels for day or overnight short-sea trips moving passengers and vehicles (whether road or rail); ocean liners, which typically are passenger or passenger-cargo vessels transporting passengers and often cargo on longer line voyages; and cruise ships, which typically transport passengers on round-trips, in which the trip itself and the attractions of the ship and ports visited are the principal draw.

An ocean liner is the traditional form of passenger ship. Once such liners operated on scheduled line voyages to all inhabited parts of the world. With the advent of airliners transporting passengers and specialized cargo vessels hauling freight, line voyages have almost died out. But with their decline came an increase in sea trips for pleasure, and in the latter part of the 20th century ocean liners gave way to cruise ships as the predominant form of large passenger ship.
By convention and long usage, the size of civilian passenger ships is measured by gross tonnage, which is a measure of enclosed volume. Gross tonnage is not a measure of weight, although the two concepts are often confused. Weight is measured by displacement, which is the conventional means of measuring naval vessels. Often a passenger ship is stated to "weigh" or "displace" a certain "tonnage", but the figure given nearly always refers to gross tons.
2.3.1 Cruise ships

A cruise ship or a cruise liner is a passenger ship used for pleasure voyages, where the voyage itself and the ship's amenities are considered an essential part of the experience. Cruising has become a major part of the tourism industry, with millions of passengers each year. Cruise ships operate on a mostly set roundabout courses, returning with their passengers to their originating port. In contrast, ocean liners do "line voyages" in open seas, are strongly built to withstand the rigors of transoceanic voyages, and typically ferry passengers from one point to another, rather than on round trips. Some liners also engage in longer trips which may not lead back to the same port for many months.

![Cruise ship](image)

Picture 2.27 Cruise ship
2.4. MAIN PARTS OF A SHIP

There are two main parts of a ship: the hull and the machinery. The main structure of a ship is hull. The hull is divided into three areas: fore end, after end and amidships. The fore end is bow, the after end is stern. The right side of the ship is called the starboard and the other side is port. The depth of ship’s bottom or kneel below the waterline is draught. The beam of the ship is the distance between the two sides. The frames, bulkheads, floors and beams complete the skeleton of hull. The frames which are ribs of the ship are covered by plating. Today most ships are built with double-hulled bottoms. Fuel and water are commonly stored in the spaces formed by the double bottoms.

Picture 2.28 A 3D Hull of a ship

Picture 2.29 Main parts of a ship
2.4.1 DECK

The upper deck covers the holds and tanks. Deck equipment includes cargo handling, steering, anchoring and mooring arrangements. The cargo is loaded or unloaded through hatches by cranes or by derricks. The derricks are fitted to the masts on the deck and operated by winches. The anchoring arrangement is the windlass used for lowering and raising the anchor or anchor chain. The mooring arrangement consists of a winch, bitts and fairleads. Lifeboats are arranged on the port and starboard side. They are carried in davits and used for life-saving purposes.
2.4.2. STERN

The purpose of steering gear is to keep vessel on a steady course. A ship is steered by its rudder which is a flat plate at the ship’s stern. The rudder is turned by steering engine which is located in the steering gear compartment.

Picture 2.32 Stern of an ancient ship

Picture 2.33 Rudder
2.4.3. PROPELLER

The ship is moved through the water by one or more propellers. Propellers are made of cast iron, steel or manganese bronze for the resistance to corrosion. Shafts transmit the rotary motion of a ship’s engines to its propellers. The engine is fitted in the engine room and most modern engine rooms are highly automated.

Picture 2.34 Propeller

2.4.4. ACCOMMODATION

The ship is controlled from the bridge by the captain or navigation officers. Near the bridge there is funnel. The captain, officers and the crew are accommodated in cabins. The meals are prepared in galleys and laundry is done in the laundry room. Officers generally have single accommodation with en-suite shower/wc facilities. Accommodation for staff may be single or shared. Cabins allocated to crew are often shared subject to space availability. Officers usually eat in the officer’s mess with waiter service. Crew members dine in the self-service or waiter service crew mess.

Picture 2.35 Crew’s cabin
APPLICATION ACTIVITY

<table>
<thead>
<tr>
<th>Steps Of Process</th>
<th>Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Draw a ship picture</td>
<td>➢ Use technical English dictionary.</td>
</tr>
<tr>
<td>➢ Put the english meaning for main parts</td>
<td></td>
</tr>
<tr>
<td>of the ship</td>
<td></td>
</tr>
</tbody>
</table>

CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Can you remember ships’ names?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Do you know ships’ types?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Can you pronounce ships’ names correctly?</td>
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<td></td>
</tr>
</tbody>
</table>

EVALUATION

Please review your “No” answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the "Measuring and Evaluation".
1. Complete these sentences.

a) Cargo ships are divided into __________ parts.

b) Bulk carriers are ______________________

c) Container ships are designed for ___________

d) Oil/Product Tanker is designed for __________

e) Gas tankers are designed for ___________

f) RORO ships are planned to ______________

g) Dredger is a ship which is _______________

h) Tugs are small vessels used for __________

i) Icebreakers are designed to ______________

j) Cable ship is designed to _______________
AIM

You will learn names of documents that used at ships.

SEARCH

➢ Visit a harbor and try to find out what kind of documents does a ship require.

3. CERTIFICATES, DOCUMENTS AND PUBLICATIONS

Documents are related with the carriage of cargo and explain their value to watch keeping duties in port. Ships hold different types of certificates and documents to declare that they obey the regulations of international conventions.

3.1. SHIPS CERTIFICATIONS AND DOCUMENTS

1. Ship Register Certificate contain ship’s name, tonnage, calling sigh, official number, technical details, engines.
2. Measurement Certificate states the measurement of the places for passengers, cargo and personnel.
3. Seaworthiness Certificate points that the ship ready for the voyage.
4. Safety Certificate must be carried by all passenger ships to state they have all safety systems.
5. Safety Radio Telegraph and Telephony Certificates are carried by the cargo ships over 1600 gt to indicate that the ship has compulsory communication equipment.
6. Load Line Certificate signifies the name and the official number of the ship, GT, freeboard and detail of the load line.
7. Light Dues indicates that maintenance of the light, light ships, quay, buoys and port is completed.
8. Exemption Certificate indicates that in some cases the ship is excused despite doesn’t have required or expected conditions.
9. Passenger Number Certificate is given the ships having more than 12 passengers. It signifies that the ship has life-saving equipment and maximum number of passengers of ship.

10. Bill of Health points out that the personnel of the both port and ship. It can be clean, foul or quarantine.

11. Permission for Voyage indicates that the ship has enough fuel, water, food and personnel for the voyage.

12. Custom and Immigration Permission is given by the Customs Officers and the Police when buyer, the ship’s duty is finished in the port.

13. Log Book includes all the events with details on times. Only small boats don’t have log books.

14. Muster List specifies extra safety precautions in unexpected situations such as fire, floating, abandoning the ship etc.

3.2. CARGO DOCUMENTS

3.2.1. Dock Receipt

Dock Receipt is issued to the deliverers when the cargo is delivered to the cargo terminal. The dock receipt contains all the information about the cargo. If there is any damage or missing cargo, suitable endorsements will be made to the document.

Picture 3.1 Dock receipt
3.2.2. Cargo Damage Report

A cargo damage report is compiled and signed by the stevedores in the case of stevedore damage to the cargo. In the case of stevedore damage, the dispute is between the vessel and the stevedores.

3.2.3. The Booking Note

The booking note notifies the carrier that ship’s cargo space has been booked. It becomes a contract concerning the carriage of cargo consignments under liner terms when it is accepted.

3.2.4. The Berthing Note

The berthing note is used for carriage of part cargo under both liner and tramp terms when a vessel is in port and is able to receive certain additional goods ready for shipment.

3.2.5. The Fixture Notes

The fixture note is a firm arrangement for a ship to be ready to load cargo on a fixed date and at a port convention to the charterers.
3.2.6. A ship’s pocket plan

A ship’s pocket plan is used for stowage of cargo into holds in accordance with hold dimensions for part cargoes. This document is always used for finding the maximum capacity of cargo holds by brokers.

3.2.7. The Cargo Plan

The cargo plan which is the cargo taken on board in accordance with should always be approved by the master. When the planning the stowage of goods in the ship’s cargo spaces, the vessel’s stability and seaworthiness should be taken into consideration.

3.2.8. Charterparty

A contractual agreement between a ship owner and a cargo owner, usually arranged by a broker, whereby a ship is chartered (hired) either for one voyage or a period of time.

3.2.9. Notice of readiness

When a vessel arrives within the port and is ready to begin cargo operations, as express in the charter party, the master will set up the notice of readiness to present to shipper or his agent stating the readiness of the arrived ship to load.

3.2.10. Mate’s list

After the goods are transported to the ship they are certificated in an advance known as the boat note. The chief officer signs the advice and after that it is called mate’s receipt. The shipper exchanges the mate’s receipt for a bill of landing which is completed from the information shown on the former papers. The bills are consolidated into a manifest which includes cargo on board. It permits the discharge to be designed and customs events managed.

3.2.11. Bill of Lading

The bill of lading is a document signed by the master when the cargo has been loaded. It is the formal document based on the mate’s receipt. The bill of lading has three functions:

1. It is a receipt for the cargo and is evidence of the quality and condition of the cargo.
2. It is a document of title
3. It is evidence of the contract of affreightment

Bill of landing made under a charter party.
3.3. NAUTICAL PUBLICATIONS

Nautical publications is a technical term used in maritime circles describing a set of publications, generally published by national governments, for use in safe navigation of ships, boats, and similar vessels.

The nature of waterways described by any given nautical publication changes regularly, and a mariner navigating by use of an old or uncorrected publication is courting disaster. Every producer of nautical publications also provides a system to inform mariners of changes that effect the chart. In the United States, corrections and notifications of new editions are provided by various governmental agencies by way of Notice to Mariners, Local Notice to Mariners, Summary of Corrections, and Broadcast Notice to Mariners. Radio broadcasts give advance notice of urgent corrections.

A convenient way to keep track of corrections is with a Chart and Publication Correction Record Card system. Using this system, the navigator does not immediately update every publication in the library when a new Notice to Mariners arrives, instead creating a card for every chart and noting the correction on this card. When the time comes to use the publication, he pulls the publication and its card, and makes the indicated corrections to the publication. This system ensures that every publication is properly corrected prior to use.

Various and diverse methods exist for the correction of electronic nautical publications.

![Picture 3.4 Nautical publications](image)
APPLICATION ACTIVITY

<table>
<thead>
<tr>
<th>Steps Of Process</th>
<th>Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Visit a ship and go to the ship office. And then you want to help ship’s officers for searching cargo documents and ship’s certificates.</td>
<td>➢ Use technical English dictionary.</td>
</tr>
<tr>
<td></td>
<td>➢ Be careful for safety of work</td>
</tr>
</tbody>
</table>

CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Can you remember documents’ names?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Do you know certificates features?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Can you pronounce documents’ names correctly?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EVALUATION

Please review your “No” answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the "Measuring and Evaluation".
1. **Complete these sentences.**

   a) Ship Register Certificate contains ___________________
   b) Measurement Certificate states ___________________
   c) Seaworthiness Certificate points that _________________
   d) Safety Certificate must be carried by _________________
   e) Exemption Certificate indicates that _________________
   f) The booking note notifies __________________________
   g) The berthing note is used for ______________________
   h) A ship’s pocket plan is used for ____________________

**EVALUATION**

Please compare the answers with the answer key. If you have wrong answers, you need to review the Learning Activity. If you give right answers to all questions, pass to the next learning activity.
LEARNING ACTIVITY-4

AIM

You will learn about fire.

RESEARCH

➢ Visit a ship and try to find out what kind of fire precautions are taken.

4. FIRE

When a substance enters into a chemical reaction with oxygen, oxidization occurs. Fire is a case of oxidization. Three things are required for a fire: combustible substance (fuel), heat and oxygen. This is called fire triangle. Fire extinguish is achieved by removing one of these items.

Diagram 4.1
4.1. CLASSIFICATION OF FIRE

Fires are classified as class A-B-C and D according to the nature of the combustible involved.

**Class A fires** occurs in ordinary combustible materials such as wood, cloth, paper and similar materials. Class A fires are usually extinguished with water, using high or low velocity fog or solid streams.

**Class B fires** are those that occur in the vapour-air mixture over the surface of flammable liquids, such as gasoline, diesel oil, paints, thinners, solvents and lubricating oils. Dry chemical, aqueous film forming foam (AFFF), Halon 1301, carbon dioxide(CO2) or water fog can be used to extinguish class B fires.

**Class C fires** are those which occur in electrical equipment. Non-conducting extinguish agents such as carbon dioxide and halon 1301 are used to extinguish class C fires. Carbon dioxide and halon 1301 are preferred because they leave no residue.

**Class D fires** occur in combustible metals, such as magnesium, titanium and sodium. Most class D fires are fought by applying large amounts of water on the burning material to cool it down below its ignition temperature. Magnesium fires can be smothered by covering the magnesium with lots of dry sand.

4.2. FIRE EXTINGUISHING

Basic fire extinguishing methods are:

- **Smothering**
- **Cooling**
- **Breaking the chain reaction**
- **Removing the combustible material**

Smothering is preventing oxigen supply by mixing, separation, emulsification and dilution. Mixing is done by providing a non-combustible or inert gas to reduce the level of oxigen to support a fire. Separation is done by preventing the contact between the burning substance and oxygen by means of an agent. Emulsification is whipping water droplets into the burning surface of liquid to create and emulsion. Dilution is mixing the combustible liquid with water to decrease the combustibility.

Cooling is to eliminate the heat side of the fire triangle. The fire is cooled by applying something that will absorb the heat.

Some substances have the effect of preventing and reducing the chemical reaction which causes a fire. These substances are called inhibitors. Dry chemical fire extinguishing agents and halon 1301 don’t extinguish fire by cooling or smothering. Instead, they interrupt the chemical reaction of the fuel and oxygen.
Removing the combustible material may be done if it is possible to cut off leakage or source of combustible substance.

4.2.1. Fire Extinguishing Agents

An extinguishing agent is a substance that will cut out a fire. Fire extinguishing agents are three types according to their effect:

- **Smothering agents**: carbon dioxide, foam, light water, steam
- **Cooling agents**: water
- **Agents to break the chain reaction**: dry chemical, halon (halogenated hydrocarbon)

4.2.2. Fire Extinguishing Equipments

The fire extinguish mediums can be stored in fixed or portable containers. Fixed fire extinguish systems may be actuated manually or automatically. The common fixed fire extinguishing mediums are water, gas and foam systems.

- **Sprinklers**:
  
  Sprinkles are nozzles placed along the piping network to distribute a uniform pattern of water on the area being protected. There are three types of sprinklers; automatic wet sprinklers, dry sprinklers and pre-action sprinklers.

- **Water Monitors (Cannon)**:
  
  Water monitors are mounted on the upper deck. The monitors can rotate 360 degrees and throw the liquid over 50m and has a capacity of 5000l/min

- **Foam Systems**:
  
  Foam is produced by mixture of a foam concentrate with water. Foam is used against oil fires.

- **Halon**:
  
  Halogenated hydrocarbons (Halon) are used to extinguish fires in areas where water or dry chemical agents are inappropriate such as computer and equipment rooms. Halon is used to prevent fires from breaking out.

- **Carbon Dioxide**:
  
  Carbon Dioxide is an effective extinguish medium in an enclosed space. The system consists of battery of CO2 receptacles connected by pumps to the protected spaces. As CO2 gas is stable and non-inflammable, a fire may be extinguished by completely surrounding the fire with CO2 gas or reducing the oxygen content of the atmosphere around the fire

- **Dry Chemicals**:
  
  Dry chemical systems may be fixed or mobile. If mobile, the unit may consist of a container with the capacity of 100kg powder and a propellant gas unit.
### APPLICATION ACTIVITY

<table>
<thead>
<tr>
<th>Steps Of Process</th>
<th>Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ You should go to fire station on your ship or school</td>
<td></td>
</tr>
<tr>
<td>➢ Then take a note book and write their names as you see</td>
<td></td>
</tr>
<tr>
<td>➢ Be careful for safe working</td>
<td></td>
</tr>
</tbody>
</table>

### CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

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<tr>
<th>Evaluation Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Do you know how fire occur?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Do you know how to extinguish a fire?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Can you pronounce fire terms correctly?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### EVALUATION

Please review your “No” answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the "Measuring and Evaluation".
1. Complete these sentences.

a) There are ___________ types of fire.

b) Fire is a case of ______________

c) Basic fire extinguishing methods are __________________

d) Smothering agents are __________________

e) Carbon Dioxide is an effective extinguish medium in an ____________
AIM

You will learn about meteorology.

RESEARCH

- Visit a near meteorology station and observe the instruments.

5. METEOROLOGY

Meteorology is the science of observing and predicting the weather. Climate is defined as statistical weather information that describes the variation of weather at a given place for a specified interval. Weather is the day to day state of the atmosphere and its short term variation. Weather is the combination of temperature, humidity, precipitation, cloudiness, visibility and wind.

5.1. ATMOSPHERE

The atmosphere is the shell of air and water vapour surrounding the earth. The layers of the atmosphere are troposphere, stratosphere, mesosphere and thermosphere. Almost all of the earth’s weather events occur in the troposphere.

5.2. TEMPERATURE

Temperature is a measure of heat energy in degrees. Several different temperatures scales are in use. On the Fahrenheit (F) scale pure water freezes at 32 and boils at 212. On the Celsius (C) scale the freezing point is 0 C and the boiling point is 100. On the Kelvin (K) scale, the freezing point is 273 and the boiling is 373.

5.3. PRESSURE

Atmospheric pressure is one of the basic elements of a meteorological observation. It is a measure of the force exerted by air on all objects. Air pressure is related to temperature. Warm air is lighter than cold air and consequently exerts less pressure. Changes in air pressure often signify weather changes. Rising air pressure usually means fair weather, whereas falling air pressure generally signals stormy weather.
5.4. WIND

Wind is the movement of parallel to the Earth’s surface. This motion is produced by differences of atmospheric pressure. Winds blow from areas of high pressure toward areas of low pressure. The factors that affect wind speed and direction are the Coriolis Effect and friction.

5.5 HUMIDITY

Humidity is a measure of the amount of water vapour in the air. Relative humidity is the ratio of the pressure of water vapour present in the atmosphere to the saturation vapour pressure at the same temperature. The relative humidity will vary with the air temperature. As air temperature decreases, the relative humidity increases or as the air warms the relative humidity drops. At some point saturation takes place and any further cooling results in condensation of some of the moisture. The temperature at which this occurs is called the dew point.

5.6 PRECIPITATION

All the forms of water that fall from the air to the Earth’s surface are called precipitation. If the air is above freezing, the precipitation will almost likely be rain. If the air is below freezing the precipitation will most likely be snow. When air temperature is only a few degrees above freezing precipitation may fall as sleet.

5.7 FOG

The visible aggregate of tiny water dropslets suspended in the atmosphere near the earth’s surface is called fog. A light or thin fog is usually called mist. Fog may occur when the moisture content of the air increased beyond the saturation point. Fogs formed as a result of radiation cooling are termed radiation fogs.

5.8 CLOUDS

A cloud is a visible aggregate of tiny water droplets or ice crystals suspended in the atmosphere. Clouds can be grouped into three according to either their apperance as cirrus, cumulus or stratus of their height as follows.

High Clouds (above 20000 feet)
- **Cirrus** (Ci) is generally white, thin, silky cloud that has a tendency to elongate.
- **Cirrocumulus** (Cc) is small cotton-ball type clous.
- **Cirrostratus** (Cs) is thin, whitish, transparent, layerlike cloud.
Picture 5.1 Cirrus clouds

Picture 5.2 Cirrocumulus clouds
Middle Clouds (between 6500 and 20000 feet)

*Altocumulus (Ac)* is grey, fluffy and ball-like masses that tend to merge together. *Altostratus (As)* is like cirrostratus but grey, thicker and at a lower altitude.
Low Clouds (lower than 6500 feet)

Stratocumulus (Sc) is low cloud appearing as soft, gray, roll-shaped masses.

Stratus (St) is in a uniform layer resembling fog. Stratus is often quite thick, permitting so little sunshine to penetrate

Nimbostratus (Ns) is a low, dark, shapeless cloud layer usually nearly uniform and a typical rain cloud. The precipitation which falls from this cloud is steady or intermittent but not showery.

Cumulus (Cs) is dense cloud with vertical development formed by rising air which is cooled as it reaches greater heights.

Cumulonimbus (Cb) is a massive cloud with great vertical development associated with thunderstorms. Cumulonimbus often produces showers of rain, snow or hail accompanied by lightning and thunder.
Picture 5.7 Stratus clouds

Picture 5.8 Nimbostratus clouds
Picture 5.9 Cumulus clouds

Picture 5.10 Cumulonimbus clouds
5.9 WEATHER INSTRUMENTS

Weather conditions such as air temperature, pressure, humidity, precipitation are measured by a variety of instruments.

- **Thermometer:** Temperature is measured by a thermometer which is a glass tube in which mercury expands and contracts with the rise and fall of the temperature of the surrounding air.

  ![Thermometer](image)

  **Picture 5.11 Thermometer**

- **Barometer:** A cubic foot of air at standard sea level temperature and pressure weighs 1.22 ounces. Because of this weight the atmosphere exerts a pressure upon the surface of the earth of about 15 pounds per square inch. Barometre measures this pressure.
Anemometer: A wind vane indicates the direction of wind. An anemometer measures the force or speed of the wind. Aboard ship the two instruments usually are mounted together. They automatically transmit wind force and direction to indicators. Direction is measured in degrees from the bow of the ship and speed is measured knots.
Hygrometer and Psychrometer: Humidity is measured with a hygrometer. The hygrometer is used for measuring directly the humidity. For that reason hair is used in hygrometer because hair is very sensitive to moisture. A psychrometer consists of two thermometers mounted together. One of the thermometers is lower and has its bulb covered with muslin. When the muslin covering is moistened evaporation cools the bulb of the thermometer, causing it to indicate a lower reading than the other. The difference between the dry-bulb and wet-bulb temperatures is used to enter psychrometric tables to find the relative humidity and dew point.
- **Ceilometer:** The ceiling is measured by an automatic ceilometer. The ceilometer can measure in the daytime or at night. Other methods sometimes used are the ceiling light and the ceiling balloon.

![Picture 5.16 Ceilometer](image)

- **Rain Gauge:** Precipitation is usually measured by a rain gauge. Rain gauges are the primary instruments for measuring the quantity of precipitation.

![Picture 5.17 Rain gauge](image)
### APPLICATION ACTIVITY

**Steps Of Process**

<table>
<thead>
<tr>
<th>Suggestions</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ You should go to the meteorology lab. or go to the ship and take a notebook then write their names of meteorological instruments of english meaning as you see.</td>
</tr>
<tr>
<td>➢ You should take a picture from sky at different times and then guess them what their names of clouds.</td>
</tr>
<tr>
<td>➢ During your search and application take help your teacher or ship’s captain.</td>
</tr>
<tr>
<td>➢ During your application be care of yourself for safe working</td>
</tr>
</tbody>
</table>

### CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

<table>
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<tr>
<th>Evaluation Criteria</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>➢ Do you know cloud types?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Do you know meteorology instruments?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>➢ Can you pronounce meteorology terms correctly?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### EVALUATION

Please review your “No” answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the "Measuring and Evaluation".
1. Complete these sentences.

a) Meteorology is the science of ______________________________

b) The atmosphere is ______________________________

c) Temperature is ______________________________

d) Atmospheric pressure is ______________________________

e) Humidity is a measure of the amount of ______________

f) Precipitation is ______________________________

g) Fog is ______________________________

h) Cloud is ______________________________

i) High clouds are ______________________________

j) Middle clouds are ______________________________

k) Low clouds are ______________________________

l) Temperature is measured by ______________________________

m) Barometre measures ______________________________

n) Humidity is measured with ______________________________

EVALUATION

Please compare the answers with the answer key. If you have wrong answers, you need to review the Learning Activity. If you give right answers to all questions, pass to the next learning activity.
AIM

You will learn maritime terms and definitions.

RESEARCH

➢ Visit a ship and try to learn maritime terms.

6. MARITIME TERMS AND DEFINITIONS

A

Abaft the beam: Said of the bearing of an object which bears between the beam and the stern (further back than the ship's middle).

Abaft: A relative term used to describe the location of one object in relation to another, in which the object described is farther aft than the other. Thus, the mainmast is abaft the foremost (in back of).

Abandon ship: Get away from the ship, as in an emergency.

Abeam: The bearing of an object 90 degrees from ahead (in a line with the middle of the ship).

Able bodied seaman: The next grade above the beginning grade of ordinary seaman in the deck crew.

Aboard: In the vessel (on the ship).

Aboveboard: Above decks; without concealment of deceit (out in the open).

Abreast: Abeam of (alongside of).

Accommodation ladder: The portable steps from the gangway down to the waterline.

Admiral: Comes from the Arabic "Emir" or "Amir" which means "First commander" and "Al-bahr which means "the sea". Emir-al-barh evolved into Admiral.

Adrift: Loose from the moorings (not tied or secured).

Afloat: Floating.

Aft: At, near, or toward the stern (back end).

Aground: Resting on the bottom.

Ahoy: A call used in hailing a vessel or boat (hey!).

Air tank: A metal air-tight tank built into a boat to insure flotation even when the boat is swamped.
Alee: To the leeward side (away from the wind).
Alive: Alert (pep it up!).
All hands: The entire crew.
All standing: To bring to a sudden stop.
Aloft: Above the upper deck (above).
Alongside: Side to side.
Amidships: In or towards the middle of a ship in regard to length or breadth (center of).
Anchor: A device or iron so shaped to grip the bottom and holds a vessel at anchor by the anchor chain.
Anchor bar: Wooden bar with an iron shod, wedge: shaped end, used in prying the anchor or working the anchor or working the anchor chain. Also used to engage or disengage the wild-cat.
Anchor chain: Heavy, linked chain secured to an anchor for mooring or anchoring.
Anchor lights: The riding lights required to be carried by vessels at anchor.
Anchor watch: The detail on deck at night, when at anchor, to safeguard the vessel (not necessarily at the anchor; a general watch).
Anchor's aweigh: Said of the anchor when just clear of the bottom (leaving or moving).
Anchorage: A place suitable for anchoring.
Ashore: On the shore (on land).
Astern: The bearing of an object 180 degrees from ahead (behind).
Athwartships: At right angles to the fore-and-aft line of the vessel (sideways-across).
Avast: An order to stop or cease hauling (stop action at once).
Awash: Level with the water (water ready to, or slightly covering decks).
Awning: A canvas canopy secured over the ship's deck as a protection from the weather (covering).
Aye, aye, sir: The reply to an officer's order signifying that he is understood and will be obeyed (I understand).

B

Bail: To throw water out of a boat; a yoke, as a ladder bail (rung).
Ballast tanks: Double bottoms for carrying water ballast and capable of being flooded or pumped out at will.
Ballast: Heavy weights packed in the bottom of a boat or ship to give her stability.
Batten down: To make watertight. Said of hatches and cargo (tie up or secure).
Beachcomber: A derelict seaman found unemployed on the waterfront, especially in a foreign country (seaman without a ship).
Beam wind: A wind at right angles to a vessel's course (wind blowing at the ship's side.)

Bear a hand: To assist or help.

Bear down: To approach (overtake or come up to).

Bearing: The direction of an object (with reference to you, your ship, another object).

Becalmed: A sailing vessel dead in the water due to lack of wind (not moving).

Becket: A rope eye for the hook of a block. A rope grommet used in place of a rowlock. Also, a small piece of rope with an eye in each end to hold the feet of a sprit to the mast. In general any small rope or strap used as a handle.

Belay: To make fast as to a pin or cleat. To rescind an order (tie up).

Belaying pin: A wooden or iron pin fitting into a rail upon which to secure ropes.

Bells: see Ships Time

Belly strap: A rope passed around (center) a boat or other object for hanging.

Below: Beneath the deck (under).

Bend: The twisting or turning of a rope so as to fasten it to some object, as a spar or ring.

Berth: A vessel's place at anchor or at a dock. Seaman's assignment.

Between decks: The space between decks. The name of the deck or decks between the ceiling and main deck.

Bight: Formed by bringing the end of a rope around, near to, or across its own part.

Bilge: The curved part of a ship's hull where the side and the flat bottom meet.

Binnacle: The stand, usually of brass or non-magnetic material in which the compass rests and which contains the compensating magnets (compass holder).

Bitter end: The last part of a rope or last link in an anchor chain.

Bitts: A pair of vertical wooden or iron heads on board ship, used for securing mooring or towing lines. Similar to dock bollards.

Black gang: Member of the engine-room force, which included the engineers, firemen, oilers, and wipers.

Block and block: Same as two blocks.

Block: An apparatus consisting of an outside shell and a sheave through which a rope may be passed (pulley).

Boat-fall: A purchase (block and tackle) for hoisting a boat to its davits.

Bollard: An upright, wooden or iron post to which hawsers or mooring lines may be secured.

Boom: A spar used for fore and aft sails.

Boom cradle: A rest for a cargo-boom when lowered for securing for sea.

Boot-topping: The anti-corrosive paint used on and above the waterline.

Bos'n: Shortening of the old term "boatswain," an unlicensed member of the crew who supervises the work of the deck men under direction of the first mate.
Bos'n's chair: The piece of board on which a man working aloft is swung.
Bos'n's chest: The deck chest in which the bos'n keeps his deck gear.
Bos'n's locker: The locker in which the bos'n keeps his deck gear.
Bow: The forward part of a vessel's sides (front).
Bowsprit: A spar extending forward from the stem.
Boxing the compass: Calling names of the points of the compass in order.
Break ground: Said of anchor when it lifts clear of the bottom.
Breaker: A small cask for fresh water carried in ship's boats. A sea (wave) with a curl on the crest.
Bridge: The raised platform extending athwartships, the part of the ship from which the ship is steered and navigated.
Bright work: Brass work, polished (also varnished wood work in yachts).
Bulkhead: Transverse or longitudinal partitions separating portions of the ship ("walls" in a ship).
Bunk: Built-in bed aboard ship.
Bunker: Compartment for the storage of oil or other fuel.
By the board: Overboard (over the side).
By the head: Deeper forward (front end deepest in water).
By the Run: To let go altogether.

C

Cabin: The captain's quarters. The enclosed space of decked-over small boat.
Cable-laid: The same as hawser-laid.
Cable-length: 100 fathoms or 600 feet (6 feet to a fathom).
Cable: A chain or line (rope) bent to the anchor.
Calm: A wind or force less than one knot (knot: 1 nautical mile per hour).
Camel: A wooden float placed between a vessel and a dock acting as a fender.
Capstan-bar: A wooden bar which may be shipped in the capstan head for heaving around by hand (to heave up anchor or heavy objects by manpower).
Capstan: The vertical barrel device used to heave in cable or lines.
Captain of the Head: A guy who gets Head (toilet) cleaning detail.
Cardinal points: The four principal points of the compass: North, East, South and West.
Cast off: To let go.
Caulk: To fill in the seams with cotton or oakum.
Chafe: To wear the surface of a rope by rubbing against a solid object.
Chafing gear: A guard of canvas or rope put around spars, mooring lines, or rigging to prevent them from wearing out by rubbing against something.

Chain locker: A compartment forward where the chain cable is stowed.

Charley Noble: The galley smoke-pipe (cook's stove pipe), named after The English sea captain who was noted for the scrupulous cleanliness and shine of the brass aboard his ship.

Check: To ease off gradually (go slower and move carefully).

Chief mate: Another term for first mate.

Chief: The crew's term for the chief engineer.

Chock: A heavy wooden or metal fitting secured on a deck or on a dock, with jaws, used for the lead or to guide lines or cables.

Choked: The falls foul in a block. The falls may be chocked or jammed intentionally for a temporary securing (holding).

Cleat: A fitting of wood or metal, with horns, used for securing lines (tying up).

Clipper bow: A stem curving up and forward in graceful line.

Coaming: The raised framework around deck openings, and cockpit of open boats (hatch coaming).

Cockpit: The well of a sailing vessel, especially a small boat, for the wheel and steerman.

Colors: The national ensign.

Cofferdam: The space between two bulkheads set close together, especially between fuel tanks (two walls separated to use for drainage or safety).

Coil: To lay down rope in circular turns.

Coming around: To bring a sailing vessel into the wind and change to another tack. One who is influenced to a change of opinion.

Cork fenders: A fender made of granulated cork and covered with woven tarred stuff.

Cradle: A stowage rest for a ship's boat.

Crossing the line: Crossing the Equator.

Crow's nest: The platform or tub on the mast for the look-out.

Cut-water: The foremost part of the stem, cutting the water as the vessel forges ahead.
Davit: A curved metal spar for handling a boat or other heavy objects.
Dead ahead: Directly ahead on the extension of the ship's fore and aft line.
Dead light: Steel disc, that is dogged down over a porthole to secure against breakage of the glass and to prevent light from showing through.
Derelict: An abandoned vessel at sea (a danger to navigation).
Dip: A position of a flag when lowered part way in salute (method of salute between vessels, like planes dipping wings).
Displacement: The weight of the water displaced by a vessel.
Distress signal: A flag display or a sound, light, or radio signal calling for assistance.
Ditty-bag: A small bag used by seamen for stowing small articles.
Doldrums: The belt on each side of the Equator in which little or no wind ordinarily blows.
Dolphin: A cluster of piles for mooring.
Double up: To double a vessel's mooring lines.
Dowse: To take in, or lower a sail. To put out a light. To cover with water.
Draft: The distance from the surface of the water to the ship's keel (how deep the ship is into the water).
Drag: A sea anchor contrived to keep a vessel's head to the wind and sea.
Dressing ship: A display of national colors at all mastheads and the array of signal flags from bow to stern over the masthead (for special occasions and holidays).
Dry dock: A basin for receiving a vessel for repairs, capable of being pumped dry (to repair vessel and scrape marine growth from bottom).
Dungarees: Blue working overalls.

Eagle Flies: Pay day
Easy: Carefully (watch what you're doing).
End-for-end: Reversing the position of an object or line.
End seizing: A round seizing at the end of a rope.
Ensign: (1) The national flag. (2) A junior officer.
Even keel: Floating level (no list).
F

Fake: A single turn of rope when a rope is coiled down.
Fake down: To fake line back and forth on deck.
Fantail: After deck over counter. The part of a rounded stern which extends past the rearmost perpendicular.
Fathom: Six feet. Comes from the Dutch word "fadem" which was the distance between fingertips of outstretched hands.
Fend off: To push off when making a landing.
Fender: Canvas, wood or rope used over the side to protect a vessel from chafing when alongside another vessel or a dock.
Fid: A tapered wooden pin used to separate the strands when splicing heavy rope.
Field day: A day for general ship cleaning.
Flemish down: To coil flat down on deck, each fake outside the other, beginning in the middle and all close together.
Fo’c’sle: A modern version of the old term "forecastle," or bow section of the ship, where the crew lived.
Fog horn: A sound signal device (not necessarily mechanically operated).
Fog-bound: Said of a vessel when forced to heave to or lie at anchor due to fog.
Fore peak: The part of the vessel below decks at the stem.
Forecastle: A compartment where the crew lives.
Forefoot: The heel of the stem where it connects to the keel.
Foul: Jammed, not clear.
Fouled hawse: Said of the anchor chain when moored and the chain does not lead clear of another chain.
Founder: To sink (out of control).
Freeboard: The distance from the surface of the water to the main deck or gunwale.
Freeing port: A port in the bulwark for the purpose of freeing the deck of water.
Freighter: A ship designed to carry all types of general cargo, or "dry cargo."

G

Gantline: A line rove through a single block secured aloft.
Garboard strake: The strake next to the keel (running fore and aft).
Gather way: To attain headway (to get going or pick up speed).
Gear: The general name for ropes, blocks and tackles, tools, etc. (things).
Gilguy (or gadget): A term used to designate an object for which the correct name has been forgotten.

Gipsey (gypsey): A drum of a windlass for heaving in line.

Glass: Term used by mariners for a barometer.

Glory hole: Steward's quarters.

Go adrift: Break loose.

Golden Slippers: Tan work shoes issued to U.S. Maritime Service trainees

Grapnel: A small anchor with several arms used for dragging purposes.

Grating: A wooden lattice-work covering a hatch or the bottom boards of a boat; similarly designed gratings of metal are frequently found on shipboard.

Graveyard watch: The middle watch.

Green sea: A large body of water taken aboard (ship a sea).

Ground tackle: A term used to cover all of the anchor gear.

Grounding: Running ashore (hitting the bottom).

Gunwale: The upper edge of a vessel or boat's side.

H

Hail: To address a vessel, to come from, as to hail from some port (call).

Half-mast: The position of a flag when lowered halfway down.

Halliards or halyards: Ropes used for hoisting gaffs and sails, and signal flags.

Hand lead: A lead of from 7 to 14 pounds used with the hand lead line for ascertaining the depth of water in entering or leaving a harbor. (Line marked to 20 fathoms.)

Hand rail: A steadying rail of a ladder (banister).

Hand rope: Same as "grab rope" (rope).

Hand taut: As tight as can be pulled by hand.

Hand: A member of the ship's company.

Handybill: A watch tackle (small, handy block and tackle for general use).

Hang from the yards: Dangle a man from one of the yard arms, sometimes by the neck, if the man was to be killed, and sometimes by the toes, if he was merely to be tortured. A severe punishment used aboard sailing ships long ago. Today, a reprimand.

Hatch: An opening in a ship's deck for passageway or for handling cargo or stores.

Hawse buckler: An iron plate covering a hawse hole.

Hawse-pipes: A pipe lead-in for anchor chain through ship's bow.

Hawser: A rope used for towing or, mooring.

Hawser-laid: Left-handed rope of nine strands, in the form of three three-stranded, right-handed ropes.
Head: The ship's water closet (toilet or wash-room). The upper edge of a quadrilateral sail.

Head room: The height of the decks, below decks.

Heart: The inside center strand of rope.

Heave: To haul or pull on a line; to throw a heaving line.

Heave around: To revolve the drum of a capstan, winch or windlass. (Pulling with mechanical deck heaving gear).

Heave away: An order to haul away or to heave around a capstan (pull).

Heave in: To haul in.

Heave short: To heave in until the vessel is riding nearly over her anchor.

Heave taut: To haul in until the line has a strain upon it.

Heave the lead: The operation of taking a sounding with the hand lead (to find bottom).

Heave to: To bring vessel on a course on which she rides easily and hold her there by the use of the ship's engines (holding a position).

Heaving line: A small line thrown to an approaching vessel, or a dock as a messenger.

Hemp: Rope made of the fibers of the hemp plant and used for small stuff or less than 24 thread (1.75 inch circumference). (Rope is measured by circumference, wire by diameter.)

High, wide and handsome: Sailing ship with a favorable wind, sailing dry and easily. A person riding the crest of good fortune

Hoist away: An order to haul up.

Holiday: An imperfection, spots left unfinished in cleaning or painting.

Hold: The space below decks utilized for the stowage of cargo and stores.

Holy stone: The soft sandstone block sailors use to scrub the deck, so-called, because seamen were on their knees to use it.

Horse latitudes: The latitudes on the outer margins of the trades where the prevailing winds are light and variable.

House flag: Distinguishing flag of a merchant marine company flown from the mainmast of merchant ships.

House: To stow or secure in a safe place. A top-mast is housed by lowering it and securing it to a lowermast.

Hug: To keep close.

Hulk: A worn out vessel.

Hull down: Said of a vessel when, due to its distance on the horizon, only the masts are visible.

Hurricane: Force of wind over 65 knots.
Ice-bound: Caught in the ice.

Inboard: Towards the center line of a ship (towards the center).

Irish pennant: An untidy loose end of a rope (or rags).

Jack: The flag similar to the union of the national flag.

Jack Tar: Sailors were once called by their first names only, and Jack was their generic name. Tar came from seamen's custom of waterproofing clothing using tar.

Jacob's ladder: A ladder of rope with rungs, used over the side.

Jam: To wedge tight.

Jettison: To throw goods overboard.

Jetty: A landing wharf or pier; a dike at a river's mouth.

Jews harp: The ring bolted to the upper end of the shank of an anchor and to which the bending shackle secures.

Jolly Roger: A pirate's flag carrying the skull and cross-bones.

Jump ship: To leave a ship without authority (deserting).

Jury rig: Makeshift rig (emergency rig).

Keel: The timber or bar forming the backbone of the vessel and running from the stem to the sternpost at the bottom of the ship.

Keel-haul: To tie a rope about a man and, after passing the rope under the ship and bringing it up on deck on the opposite side, haul away, dragging the man down and around the keel of the vessel. As the bottom of the ship was always covered with sharp barnacles, this was a severe punishment used aboard sailing ships long ago. Today, a reprimand.

Keep a sharp look-out: A look-out is stationed in a position to watch for danger ahead. To be on guard against sudden opposition or danger.

King-spoke: The upper spoke of a steering wheel when the rudder is amidships, usually marked in some fashion (top spoke of neutral steering wheel).

Kink: A twist in a rope.

Knock off: To stop, especially to stop work.

Knocked down: The situation of a vessel when listed over by the wind to such an extent that she does not recover.

Knot: Speed of 1 nautical mile per hour (1.7 land miles per hour).
Knot: A twisting, turning, tying, knitting, or entangling of ropes or parts of a rope so as to join two ropes together or make a finished end on a rope, for certain purpose.

L

Labor: A vessel is said to labor when she works heavily in a seaway (pounding, panting, hogging and sagging).
Ladder: A metal, wooden or rope stairway.
Lame duck: Term for disabled vessel that had to fall out of a convoy and thus became easy prey for submarines.
Landlubber: The seaman's term for one who does not go to sea.
Lanyard: A rope made fast to an article for securing it (knife lanyard, bucket lanyard, etc.), or for setting up rigging.
Lashing: A passing and repassing of a rope so as to confine or fasten together two or more objects; usually in the form of a bunch.
Launch: To place in the water.
Lay aloft: The order to go aloft (go up above).
Lazaretto: A low headroom space below decks used for provisions or spare parts, or miscellaneous storage.
Lee shore: The land to the leeward of the vessel (wind blows from the ship to the land).
Leeward: The direction away from the wind.
Liberty: Permission to be absent from the ship for a short period (authorized absence).
Life-line: A line secured along the deck to lay hold of in heavy weather; a line thrown on board a wreck by life-saving crew; a knotted line secured to the span between life-boat davits for the use of the crew when hoisting and lowering.
Line: A general term for light rope.
Logbook: A book containing the official record of a ship's activities together with remarks concerning the state of the weather, etc.
Longitudinal: A fore and aft strength member of a ship's structure.
Longshoreman: A laborer who works at loading and discharging cargo.
Lookout: The man stationed aloft or in the bows for observing and reporting objects seen.
Loom: The part of an oar between the blade and handle. The reflection of a light below the horizon due to certain atmospheric conditions.
Loose: To unfurl.
Lubber line: The black line parallel with ship's keel marked on the inner surface of the bowl of a compass, indicating the compass direction of the ship's head.
Lurch: The sudden heave of the ship.
Lyle gun: A gun used in the life-saving services to throw a life line to a ship in distress or from ship to shore and used when a boat cannot be launched.

M

Make colors: Hoisting the ensign at 8 a.m. and down at sunset.
Make the course good: Steering; keeping the ship on the course given (no lazy steering).
Make the land: Landfall. To reach shore.
Make water: To leak; take in water.
Man ropes: Ropes hung and used for assistance in ascending and descending.
Manhole: An opening into a tank or compartment designed to admit a man.
Manila: Rope made from the fibers of the abaca plant.
Marlinspike: Pointed iron implement used in separating the strands of rope in splicing, marling, etc.
Maroon: To put a person ashore with no means of returning.
Marry: To temporarily sew the ends of two ropes together for rendering through a block. Also to grip together parts of a fall to prevent running out. To marry strands to prepare for splicing.
Mast step: The frame on the keelson of boat (does not apply on ships) to which the heel of a mast is fitted.
Master: A term for the captain, a holdover from the days when the captain was literally, and legally, the "master" of the ship and crew. His word was law.
Masthead light: The white running light carried by steam vessel underway on the foremast or in the forepart of the vessel.
Masthead: The top part of the mast.
Mess gear: Equipment used for serving meals.
Messenger: A light line used for hauling over a heavier rope or cable.
Messman: A member of the steward's department who served meals to officers and crew.
Mole: A breakwater used as a landing pier.
Monkey fist: A knot worked into the end of a heaving line (for weight).
Monkey island: A flying bridge on top of a pilothouse or chart house.
Mooring: Securing to a dock or to a buoy, or anchoring with two anchors.
Mother Carey's chickens: Small birds that foretell bad weather and bad luck.
Mousing: Small stuff seized across a hook to prevent it from unshipping (once hooked, mousing keeps the hook on).
Mud scow: A large, flat-bottomed boat used to carry the mud from a dredge.
Mushroom anchor: An anchor without stock and shaped like a mushroom.
N

Nantucket sleigh ride: A term for what frequently happened to Nantucket whalers when they left the whaling ship in a small boat to go after a whale. If they harpooned the whale without mortally wounding it, the animal took off with the whaleboat in tow.

Neptune: The mythical god of the sea.

Net tonnage: The cubical space available for carrying cargo and passengers.

Netting: A rope network.

Not under command: Said of a vessel when unable to maneuver.

Not under control: Same as not under command.

O

Oakum: Material used for caulking the seams of vessels and made from the loose fibers of old hemp rope.

Off and on: Standing toward the land and off again alternately.

Officer of the watch: The officer in charge of the watch.

Oil bag: A bag filled with oil and triced over the side for making a slick in a rough sea (to keep seas from breaking).

Oilskin: Waterproof clothing.

Old man: The captain of the ship.

On report: In trouble.

On soundings: Said of a vessel when the depth of water can be measured by the lead (within the 100 fathom curve).

Ordinary seaman: The beginning grade for members of the deck department. The next step is able bodied seaman.

Out of trim: Not properly trimmed or ballasted (not on even keel; listing).

Outboard: Towards the sides of the vessel (with reference to the centerline).

Over-all: The extreme deck fore and aft measurement of a vessel.

Overhang: The projection of the stern beyond the sternpost and of the bow beyond the stem.

Overhaul: Get gear in condition for use; to separate the blocks of a tackle to lengthen the fall (ready for use again).

Overtaking: Said of a vessel when she is passing or overtaking another vessel.
Pad eye: A metal eye permanently secured to a deck or bulkhead (for mooring any blocks and tackle).

Painter: A short piece of rope secured in the bow of a small boat used for making her fast.

Palm and needle: A seaman's sewing outfit for heavy work.

Part: To break.

Pass a line: To reeve and secure a line.

Pass a stopper: To reeve and secure a stopper (hold a strain on a line while transferring it).

Pass down the line: Relay to all others in order (a signal repeated from one ship to the next astern in column).

Pass the word: To repeat an order for information to the crew.

Pay off: To turn the bow away from the wind; to pay the crew.

Pay out: To slack out a line made fast on board (let it out slowly).

Pay: To fill the seams of a vessel with pitch.

Pier head jump: Making a ship just as it is about to sail.

Pile: A pointed spar driven into the bottom and projecting above the water; when driven at the corners of a dock, they are termed fender piles.

Pilot boat: A power or sailing boat used by pilots (men who have local knowledge of navigation hazards of ports).

Pin: The metal axle of a block upon which the sheave revolves.

Pitch: A tar substance obtained from the pine tree and used in paying the seams of a vessel. Motion of vessel.

Pitting: Areas of corrosion.

Planking: Broad planks used to cover a wooden vessel's sides, or covering the deck beams.

Plait: To braid; used with small stuff.

Play: Freedom of movement.

Plimsoll mark: A figure marked on the side of merchant vessels to indicate allowed loading depths. Named after Samuel Plimsoll, English Member of Parliament and maritime reformer.

Plug: A wooden wedge fitting into a drainage hole in the bottom of a boat for the purpose of draining the boat when she is out of water.

Point: To taper the end of a rope; one of the 32 divisions of the compass card. To head close to the wind.

Poop deck: A partial deck at the stern above the main deck, derived from the Latin "puppio" for the sacred deck where the "pupi" or doll images of the deities were kept.
Pooped: An opening in a ship's side, such as an air port, or cargo port.
Port side: The left side of a vessel when looking forward.
Port: The left side of the ship.
Posh: elegant, luxurious. Originally an acronym for Port Over Starboard Home. Created by British travelers to India or Australia, describing the preferred accommodations aboard ship, which lessened effects of the tropical sun on the cabins during the voyage.
Pouring oil on troubled waters: Heavy-weather practice of pouring oil on the sea so as to form a film on the surface, thus preventing the seas from breaking. To smooth out some difficulty.
Pratique: A permit by the port doctor for an incoming vessel, being clear of contagious disease, to have the liberty of the port.
Preventer: A rope used for additional support or for additional securing, e.g., preventer stay.
Pricker: Small marlinespike.
Privileged vessel: One which has the right of way.
Prolonged blast: A blast of from 4 to 6 seconds' duration.
Prow: The part of the bow above the water.
Punt: A rectangular flat-bottomed boat used by vessels for painting the ship's side and general use around the ship's water: line, fitted with oar-locks on each side and usually propelled by sculling.
Purchase: A tackle (blocks and falls).
Put to sea: To leave port.

Quarantine: Restricted or prohibited intercourse due to contagious disease.
Quarter: That portion of a vessel's side near the stern.
Quartering sea: A sea on the quarter (coming from a side of the stern).
Quarters bill: A vessel's station bill showing duties of crew.
Quarters: Living compartments.
Quay: A cargo-discharging wharf.

Rake: The angle of a vessel's masts from the vertical.
Ratline: A short length of small rope "ratline stuff" running horizontally across shrouds, for a ladder step.
Reef: To reduce the area of a sail by making fast the reef points (used in rough weather).
Reeve: To pass the end of a rope through any lead such as a sheave or fair: lead.

Registry: The ship's certificate determining the ownership and nationality of the vessel. Relieving tackle: A tackle of double and single blocks rove with an endless line and used to relieve the strain on the steering engine in heavy weather or emergency.

Ride: To lie at anchor; to ride out; to safely weather a storm whether at anchor or underway.

Rig: A general description of a vessel's upper: works; to fit out.

Rigging: A term applied to ship's ropes generally.

Right: To return to a normal position, as a vessel righting after heeling over.

Ringbolt: A bolt fitted with a ring through its eye, used for securing, running, rigging, etc.

Rips: A disturbance of surface water by conflicting current or by winds.

Rise and shine: A call to turn out of bunks.

Roaring forties: That geographical belt located approximately in 40 degrees south latitude in which are encountered the prevailing or stormy westerlies.

Rudder post: That part of a rudder by which it is pivoted to the sternpost.

Run down: To collide with a vessel head on.

Rustbucket: Sailors' term for an old ship that needed a lot of paint and repairs.

S

Sailing free: Sailing other than close; hauled or into the wind (wind astern).

Salty character: A nautical guy, often a negative connotation.

Salvage: To save a vessel or cargo from total loss after an accident; recompense for having saved a ship or cargo from danger.

Scale: To climb up. A formation of rust over iron or steel plating.

School: A large body of fish.

Scuppers: Openings in the side of a ship to carry off water from the waterways or from the drains.

Scuttle: To sink a vessel by boring holes in her bottom or by opening sea valves.

Scuttle butt: The container of fresh water for drinking purpose used by the crew; formerly it consisted of a cask.

Scuttle butt story: An unauthoritative story (a tall story).

Sea anchor: A drag (drogue) thrown over to keep a vessel to the wind and sea.

Sea chest: A sailor's trunk; the intake between the ship's side and a sea valve.

Sea dog: An old sailor.

Sea going: Capable of going to sea.

Sea lawyer: A seaman who is prone to argue, especially against recognized authority (big mouth).
Sea painter: A line leading from forward on the ship and secured to a forward inboard thwart of the boat in such a way as to permit quick release.

Seaworthy: Capable of putting to sea and able to meet sea conditions.

Secure for sea: Prepare for going to sea, extra lashing on all movable objects.

Secure: To make fast; safe; the completion of a drill or exercise on board ship.

Seize: To bind with small rope.

Semaphore: Flag signaling with the arms.

Set the course: To give the steersman the desired course to be steered.

Set up rigging: To take in the slack and secure the standing rigging.

Settle: To lower, sink deeper.

Shackle: A U-shaped piece of iron or steel with eyes in the end closed by a shackle pin.

Shaf alley: Covered tunnels within a ship through which the tail shafts pass.

Shake a leg: An order to make haste.

Shakedown cruise: A cruise of a new ship for the purpose of testing out all machinery, etc.

Shank: The main piece of the anchor having the arms at the bottom and the Jew's harp at the top.

Shanghaied: The practice of obtaining a crew by means of force. Crews were hard to get for long voyages, and when the unwilling shipmate regained consciousness, he found himself bound for some remote port, such as Shanghai. One who is forced to do something against his will.

Shape a course: To ascertain the proper course to be steered to make the desired point or port. Shark's mouth: The opening in an awning around the mast.

Sheave: The wheel of the block over which the fall of the block is rove.

Sheer: A sudden change. The longitudinal dip of the vessel's main deck.

Sheet: The rope used to spread the clew of head sails and to control the boom of boom sails.

Shell: The casing of a block within which the sheave revolves.

Ship: To enlist; to send on board cargo; to put in place; to take on board.

Ships time: Ships time was counted by the half hour, starting at midnight. A half hour after twelve was one bell; one o'clock, two bells; and so on until four o'clock, which was eight bells. The counting then started over again, with 4:30 being one bell.

Short stay: When the scope of chain is slightly greater than the depth of water.

Shorthanded: Without sufficient crew.

Shot: A short length of chain, usually 15 fathoms (90 feet). (Method of measuring chain.)

Shove in your oar: To break into a conversation.

Shrouds: Side stays from the masthead to the rail...
Side lights: The red and green running lights, carried on the port and starboard sides respectively, of vessels under-way.
Sing out: To call out.
Sister hooks: Two iron flatsided hooks reversed to one another.
Skids: Beams sometimes fitted over the decks for the stowage of heavy boats or cargo.
Skipper: The captain.
Sky pilot: A chaplain.
Skylight: A covering, either permanent or removable, to admit air and light below decks.
Slack: The part of a rope hanging loose; the opposite of taut.
Slack water: The condition of the tide when there is no horizontal motion.
Slip: To let go by unshackling, as a cable.
Slop chest: Stock of merchandise, such as clothing, tobacco, etc., maintained aboard merchant ships for sale to the crew.
Slush: White-lead and tallow used on standing rigging.
Smart: Snappy, seamanlike; a smart ship is an efficient one.
Smothering lines: Pipe lines to a compartment for smothering a fire by steam or by a chemical.
Snatch: block: A single block fitted so that the shell or hook hinges to permit the bight of a rope to be passed through.
Snub: To check suddenly.
Sny: A small toggle used on a flag.
Sound: To measure the depth of the water with a lead. Also said of a whale when it dives to the bottom.
Sound out a person: To obtain his reaction to something.
Southwester: An oil-skin hat with broad rear brim.
Span: A wire rope or line between davit heads.
Spanner: A tool for coupling hoses.
Sparks: The radio operator.
Speak: To communicate with a vessel in sight.
Spill: To empty the wind out of a sail.
Splice: The joining of two ends of a rope or ropes by so intertwining the strands, as but slightly to increase the diameter of the rope.
Spring line: Usually of the best wire hawsers; one of the first lines sent out in mooring. "Springs in and springs out" a vessel.
Squall: A sudden and violent gust of wind.
Squeegee: A deck dryer composed of a flat piece of wood shod with rubber, and a handle.
Stanchions: Wooden or metal uprights used as supports (posts).
Stack: The ship's funnel or smokestack.
Stand by: A preparatory order (wait: be ready).
Standard compass: The magnetic compass used by the navigator as a standard.
Standing part: That part of a line or fall which is secured.
Standing rigging: That part of the ship's rigging which is permanently secured and not movable, such as stay, shrouds, etc.
Starboard The right side of the ship.
Station bill: The posted bill showing stations of the crew at maneuvers and emergency drills.
Staunch: Still, seaworthy, able.
Stay: A rope of hemp, wire or iron leading forward or aft for supporting a mast.
Steady: An order to hold a vessel on the course she is heading.
Steerage way: The slowest speed at which a vessel steers.
Steering wheel: The wheel operating the steering gear and by which the vessel is steered.
Stem the tide: Stemming the tide or sea means to head the vessel's bow directly into the current or waves. Overcome adverse circumstances.
Stem: The timber at the extreme forward part of a boat secured to the forward end of the keel.
Stern anchor: An anchor carried at the stern.
Stern board: Progress backwards.
Stern: The after part of the vessel (back of).
Stevedore: A professional cargo loader and unloader.
Stopper: A short length of rope secured at one end, and used in securing or checking a running rope, e.g., deck stopper, boat fall stopper, etc.
Storeroom: The space provided for stowage of provisions or other materials.
Storm warning: An announced warning of an approach of a storm.
Stove: Broken in.
Stow: To put in place.
Stowaway: A person illegally aboard and in hiding.
Strake: A continuous planking or plating fitted out to and from stem to stern of a vessel's side.
Strand: A number of yarns, twisted together and which in turn may be twisted into rope; a rope is stranded when a strain is broken; rope may be designated by the number of strands composing. Rope is commonly three-stranded. A vessel run ashore is said to be stranded.
Strap: A ring of rope made by splicing the ends, and used for slinging weights, holding the parts of a block together, etc. A rope, wire or iron binding, encircling a block and with a thimble seized into it for taking a hook. Small straps used to attach a handybilly to the hauling part of a line.
Strongback: A light spar set fore and aft on a boat, serving as a spread for the boat cover.

Surge: To ease a line to prevent it from parting or pulling, meanwhile holding the strain.

Swab: A mop.

Swamp: Sink by filling with water.

Swell: A large wave.

Swing ship: The evolution of swinging a ship's head through several headings to obtain compass errors for the purpose of making a deviation table.

Swinging over: Swing of the boom from one side of the ship to the other when the tack is changed.

T

Taffrail log: The log mounted on the taffrail and consisting of a rotator, a log line and recording device (to measure distance run through the water).

Tail shaft: The after section of the propeller shaft.

Take a turn: To pass a turn around a belaying pin or cleat.

Take in: To lower and furl the sails.

Taking on more than you can carry: Loaded with more cargo than a ship can safely navigate with. Drunk.

Tanker: A ship designed to carry various types of liquid cargo, from oil and gasoline to molasses, water, and vegetable oil.

Tarpaulin: Heavy canvas used as a covering.

Taut: With no slack; strict as to discipline.

That's high: An order to stop hoisting.

Thimble: An iron ring with a groove on the outside for a rope grommet or splice.

Three sheets to the wind: Sailing with three sheet ropes running free, thus making the ship barely able to keep headway and control. Drunk.

Throwing a Fish: Saluting

Thwart: The athwartships seats in a boat on which oars-men sit.

Thwartships: At right angles to the fore and aft line (across the ship).

Toggle: A small piece of wood or bar of iron inserted in a knot to render it more secure, or to make it more readily unfastened or slipped.

Top-heavy: Too heavy aloft.

Tow: To pull through water; vessels towed.

Track: The path of the vessel.

Trades: The practically steady winds blowing toward the equator, N.E. in the northern and SE. in the southern hemisphere.
Trice: To lash up.
Tricing line: A line used for suspending articles.
Trick: The period of time during which the wheelsman remains at the wheel.
Trim: The angle to the horizontal at which a vessel rides.
Trip: To let go.
Tripping line: A line used for capsizing the sea anchor and hauling it in.
Truck: The flat circular piece secured on the top of the mast.
Tug boat: A small vessel fitted for towing.
Turn in all standing: Go to bed without undressing.
Turn to: An order to commence ship's work.
Turn turtle: To capsize.
Turn-buckle: A metal appliance consisting of a thread and screw capable of being set up or slacked back and used for setting up on rigging.
Two blocks: When the two blocks of a tackle have been drawn as close together as possible.

U

Umbrella: The cone-shaped shield at the top of the smokestack.
Unbend: To untie.
Under below: A warning from aloft (heads up).
Undermanned: Insufficient number of crew; shorthanded.
Undertow: A subsurface current in a surf.
Underway: Said of a vessel when not at anchor, nor made fast to the shore, or aground.
Unship: To take apart or to remove from its place.
Unwatched: Said of a lighthouse not tended.
Up anchor: Hoist or haul in the anchor.

V

Vast: An order to cease (stop).
Veer: To slack off or move off; also said of a change of direction of wind, when the wind shifts to a different direction.
Ventilator cowl: The swiveled opening at the top of a ventilator.
Ventilator: A wooden or metal pipe used to supply or to exhaust air.
Waist: The portion of the deck between the forecastle and quarterdeck of a sailing vessel.

Wake: A vessel's track through the water.

Waste: Cotton yarn used for cleaning purposes.

Watch cap: A canvas cover secured over a funnel when not in use. Sailor's headwear, woolen type, capable of covering the ears in cold weather.

Watch officer: An officer taking his turn as officer of the watch.

Water breaker: A small cask carried in ship's boats for drinking purposes.

Water's edge: The surface of the water.

Water-logged: Filled with water but afloat.

Waterline: The line painted on the side of the vessel at the water's edge to indicate the proper trim.

Watertight: Capable of keeping out water.

Waterway: The gutter at the sides of a ship's deck to carry off water.

Weather eye: To keep a weather eye is to be on the alert (heads up).

Weather side: The windward side (from where the wind is blowing).

Weigh: Lift anchor off the bottom.

Well enough: An order meaning sufficient (enough).

Where away: A call requesting direction in answer to the report of a lookout that an object has been sighted.

Whipping: A method of preventing the ends of a line from unlaying or fraying by turns of small stuff, stout twine or seizing wire with the ends tucked.

White cap: The white froth on the crests of waves.

Wide berth: At a considerable distance.

Wildcat: A sprocket wheel on the windlass for taking links of the chain cable.

Winch: An engine for handling drafts of cargo secured on deck and fitted with drums on a horizontal axle.

Windlass: An anchor engine used for heaving in the chain cable and anchor.

Wiper: A general handyman in the engine room.

Yaw: To steer wildly or out of line of course.
APPLICATION ACTIVITY

Steps Of Process | Suggestions
--- | ---
> You should make a conversation with your friends with using above maritime words. | > Use Maritime English dictionary.
> You should write a composition with using above maritime words.

CHECKLIST

If you have behaviors listed below, evaluate yourself putting (X) in “Yes” box for your earned skills within the scope of this activity otherwise put (X) in “No” box.

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<tr>
<th>Evaluation Criteria</th>
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<tr>
<td>&gt; Do you know maritime terms?</td>
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EVALUATION

Please review your “No” answers in the form at the end of the evaluation. If you do not find yourself enough, repeat learning activity. If you give all your answers "Yes" to all questions, pass to the "Measuring and Evaluation".
1. Write the definitions of these words.

a) Abandon ship: 

b) Aboard: 

c) Amidships: 

d) Anchorage: 

e) Bow: 

f) Bridge: 

g) Cockpit: 

h) Freeboard: 

i) Freighter: 

j) Knot: 

k) Speak: 

l) Tanker: 

m) Weather eye: 

EVALUATION

Please compare the answers with the answer key. If you have wrong answers, you need to review the Learning Activity. If you give right answers to all questions, pass to the general revision.
1. Complete the dialogues.

**Dialogue 1**

Officer: _____________________
Passenger: Thank you very much.
Officer: _____________________
Passenger: Of course, here it is.

**Dialogue 2**

Passenger: Do you know when we arrive at İzmir?
Officer: _________________________________
Passenger: Thanks.

**Dialogue 3**

Passenger: Could you tell me how can I get to my room.
Officer: ______________________________________
Passenger: What kind of facilities are there in my room?
Officer: ______________________________________
Passenger: Thank you.

**Dialogue 4**

Passenger: I have a problem with my shower.
Officer: _______________________________
Passenger: There isn’t hot water.
Officer: ________________________________
Passenger: Thank you.

**Dialogue 5**

Passenger: I can’t turn on the lights in my room.
Officer: ________________________________
Passenger: OK. Thanks.
Dialogue 6

Passenger: What are the features of this ship?
Officer: ________________________________
Passenger: Oh that’s great numbers. Thank you.
2. Find these words in the puzzle.

REEFER-BULK CARRIER-CONTAINERSHIP-OILTANKER-
CHEMICAL TANKER-GASTANKER-OBO CARRIER-RORO SHIP-DREDGER-TUG-
ICEBREAKER-CABLESHIP-PASSENGERSHIP-CRUISESHIP

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3. Complete the expressions.

a. A cargo damage report is compiled and signed by ____________________

b. The bill of landing has three functions _______________________________ 

c. Fire extinguish is achieved by ________________________________

d. Class A fires occur in ____________________________________________

e. Class B fires are ________________________________________________

f. Class C fires are ________________________________________________

g. Class D fires are ________________________________________________

h. High clouds are ________________________________________________

i. Middle clouds are ______________________________________________

j. Low clouds are _________________________________________________
4. Write the definitions of these words.

a. Messman:
b. Launch:
c. Salvage:
d. Glass:
e. Knocked down:
f. Standard compass:
g. Ship:
h. Track:
i. Unbend:
j. Winch:
k. Storm warning:
l. Oilskin:
m. Hand:
n. Vast:
o. Slack water:

EVALUATION

Please compare the answers with the answer key. If you have wrong answers, you need to review the Learning Activity. If you give right answers to all questions, please contact your teacher and pass to the next module.
LEARNING ACTIVITY 1

Dialogue 1

Passenger: Thank you very much.
Passenger: Of course, here it is.

Dialogue 2

Passenger: Do you know when we arrive at İzmir?
Passenger: Thanks.

Dialogue 3

Passenger: Could you tell me how can I get to my room.
Passenger: What kind of facilities are there in my room?
Passenger: Thank you.

Dialogue 4

Passenger: I have a problem with my shower.
Passenger: There isn’t hot water.
Passenger: Thank you.

Dialogue 5

Passenger: I can’t turn on the lights in my room.
Passenger: OK. Thanks.

Dialogue 6

Passenger: What are the features of this ship?
Passenger: Oh that’s great numbers. Thank you.
LEARNING ACTIVITY 2

1. Complete these sentences.

a. Cargo ships are divided into 3 parts.

b. Bulk carriers are single deck vessels which transport single-commodity cargoes such as grain, sugar and ore in bulk.

c. Container ships are designed for the carriage of containers.

d. Oil/Product Tanker is designed for carry clean oil, motor spirit or kerosene or black oil such as fuel and diesel oil, from refineries to discharge ports from there it is spread out by road, rail way, pipeline or sea.

e. Gas tankers are designed for carry gas.

f. RORO ships are planned to carry wheeled vehicles.

g. Dredger is a ship which is constructed with a different machine used to widen the size of harbors, rivers and canals.

h. Tugs are small vessels used for towing and helping larger ships to maneuver in curbed places.

i. Icebreakers are designed to clear the way for other vessels in the ice covered water.

j. Cable ship is designed to lay and repair underwater data and communication cables.

LEARNING ACTIVITY 3

1. Complete these sentences.

a. Ship Register Certificate contains ship’s name, tonnage, calling sigh, official number, technical details, engines.

b. Measurement Certificate states the measurement of the places for passengers, cargo and personnel.

c. Seaworthiness Certificate points that the ship ready for the voyage.

d. Safety Certificate must be carried by all passenger ships to state they have all safety systems.

e. Exemption Certificate indicates that in some cases the ship is excused despite doesn’t have required or expected conditions.

f. The booking note notifies the carrier that ship’s cargo space has been booked.

g. The berthing note is used for carriage of part cargo under both liner and tramp terms when a vessel is in port and is able to receive certain additional goods ready for shipment.

h. A ship’s pocket plan is used for stowage of cargo into holds in accordance with hold dimensions for part cargoes.
LEARNING ACTIVITY 4

1. Complete these sentences.

a. There are 4 types of fire.
b. Fire is a case of oxidization.
c. Basic fire extinguishing methods are smothering, cooling, breaking the chain reaction, removing the combustible material
d. Smothering agents are carbon dioxide, foam, light water, steam
e. Carbon Dioxide is an effective extinguish medium in an enclosed space.

LEARNING ACTIVITY 5

1. Complete these sentences.

a. Meteorology is the science of observing and predicting the weather.
b. The atmosphere is the shell of air and water vapour surrounding the earth.
c. Temperature is a measure of heat energy in degrees.
d. Atmospheric pressure is one of the basic elements of a meteorological observation.
e. Humidity is a measure of the amount of water vapour in the air.
f. Precipitation is all the forms of water that fall from the air to the Earth’s surface.
g. Fog is the visible aggregate of tiny water dropslets suspended in the atmosphere near the earth’s surface.
h. Cloud is a visible aggregate of tiny water droplets or ice crystals suspended in the atmosphere.
i. High clouds are Cirrus (Ci), Cirrocumulus (Cc), Cirrostratus (Cs)
j. Middle clouds are Altocumulus (Ac), Altostratus (As)
k. Low clouds are Strarocumulus (Sc), Stratus (St), Nimbostratus (Ns), Cumulus (Cs), Cumulonimbus (Cb)
l. Temperature is measured by Thermometer.
m. Barometre measures air pressure
n. Humidity is measured with hygrometer.
LEARNING ACTIVITY 6

1. Write the definitions of these words.

   a. Abandon ship: Get away from the ship, as in an emergency.
   b. Aboard: In the vessel (on the ship).
   c. Amidships: In or towards the middle of a ship in regard to length or breadth (center of).
   d. Anchorage: A place suitable for anchoring.
   e. Bow: The forward part of a vessel’s sides (front).
   f. Bridge: The raised platform extending athwartships, the part of the ship from which the ship is steered and navigated.
   g. Cockpit: The well of a sailing vessel, especially a small boat, for the wheel and steerman.
   h. Freeboard: The distance from the surface of the water to the main deck or gunwale.
   i. Freighter: A ship designed to carry all types of general cargo, or "dry cargo."
   j. Knot: Speed of 1 nautical mile per hour (1.7 land miles per hour).
   k. Speak: To communicate with a vessel in sight.
   l. Tanker: A ship designed to carry various types of liquid cargo, from oil and gasoline to molasses, water, and vegetable oil.
   m. Weather eye: To keep a weather eye is to be on the alert (heads up).

GENERAL REVISION

Dialogue 1

Officer: Welcome to our ship.
Officer: May I see your ticket?

Dialogue 2

Officer: At normal weather and sea conditions we will be there at 8 o’clock.

Dialogue 3

Officer: Certainly madam/sir. Your room is on the 3rd floor. You can use the elevator. Your room is on the left number 308.
Officer: A shower, tv, minibar and an air conditioner.

Dialogue 4

Officer: What is the problem?
Officer: I see. I will send a plumber as soon as possible.
Dialogue 5

Officer: I will send an electrician.

Dialogue 6

Officer: This ship is 880 feet long and 92 feet width. Its speed is 35 knots and also it has 2 triple expansions and 1 tribune. There are 320 people work in this ship.

2. Find these words in the puzzle.

REEFER-BULK CARRIER-CONTAINERSHIP-OIL TANKER-CHEMICAL TANKER-GASTANKER-OBO CARRIER-ROROSHIP-DREDGER-TUG-ICEBREAKER-CABLESHIP-PASSENGERSHIP-CRUISES HIP

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</table>
3. Complete the expressions.

a. A cargo damage report is compiled and signed by the **stevedores in the case of stevedore damage to the cargo**.
b. The bill of landing **has three functions** It is a receipt for the cargo and is evidence of the quality and condition of the cargo, it is a document of title, it is evidence of the contract of affreightment
c. Fire extinguish is achieved by **removing one of them**: combustible substance (fuel), heat or oxygen
d. Class A fires occurs **in ordinary combustible materials such as wood, cloth, paper and similar materials**.
e. Class B fires are **in the vapour-air mixture over the surface of flammable liquids, such as gasoline, diesel oil, paints, thinners, solvents and lubricating oils**.
f. Class C fires are **those which occur in electrical equipment**.
g. Class D fires are **in combustible metals, such as magnesium, titanium and sodium**.
h. High clouds are **Cirrus (Ci), Cirrocumulus (Cc), Cirrostratus (Cs)**
i. Middle clouds are **Altocumulus (Ac), Altostratus (As)**
j. Low clouds are **Stratocumulus (Sc), Stratus (St), Nimbostratus (Ns), Cumulus (Cs), Cumulonimbus (Cb)**

4. Write the definitions of these words.

a. Messman: A member of the steward's department who served meals to officers and crew.
b. Launch: To place in the water.
c. Salvage: To save a vessel or cargo from total loss after an accident; recompense for having saved a ship or cargo from danger.
d. Glass: Term used by mariners for a barometer.
e. Knocked down: The situation of a vessel when listed over by the wind to such an extent that she does not recover.
f. Standard compass: The magnetic compass used by the navigator as a standard.
g. Ship: To enlist; to send on board cargo; to put in place; to take on board.
h. Track: The path of the vessel.
i. Unbend: To untie.
j. Winch: An engine for handling drafts of cargo secured on deck and fitted with drums on a horizontal axle.
k. Storm warning: An announced warning of an approach of a storm.
l. Oilskin: Waterproof clothing.
m. Hand: A member of the ship's company.
n. Vast: An order to cease (stop).
o. Slack water: The condition of the tide when there is no horizontal motion.
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