英文简历常用词汇大全

1、个人品质常用词汇

able 有才干的，能干的 adaptable 适应性强的

active 主动的，活跃的 aggressive 有进取心的

ambitious 有雄心壮志的 amiable 和蔼可亲的 amicable 友好的 analytical 善于分析的

apprehensive 有理解力的 aspiring 有志气的，有抱负的

audacious 大胆的，有冒险精神的 capable 有能力的，有才能的

careful 办理仔细的 candid 正直的

competent 能胜任的 constructive 建设性的

cooperative 有合作精神的 creative 富创造力的

dedicated 有奉献精神的 dependable 可靠的

diplomatic 老练的，有策略的 disciplined 守纪律的

dutiful 尽职的 well——educated 受过良好教育的

efficient 有效率的 energetic 精力充沛的

expressivity 善于表达 faithful 守信的，忠诚的

frank 直率的，真诚的 generous 宽宏大量的

genteel 有教养的 gentle 有礼貌的

humorous 有幽默 impartial 公正的

independent 有主见的 industrious 勤奋的

ingenious 有独创性的 motivated 目的明确的

intelligent 理解力强的 learned 精通某门学问的

logical 条理分明的 methodical 有方法的

modest 谦虚的 objective 客观的

precise 一丝不苟的 punctual 严守时刻的

realistic 实事求是的 responsible 负责的

sensible 明白事理的 sporting 光明正大的

steady 踏实的 systematic 有系统的

purposeful 意志坚强的 sweet-tempered 性情温和的

temperate 稳健的 tireless 孜孜不倦的

2、教育程度常用词汇

education 学历 educational history 学历

educational background 教育程度 curriculum 课程

major 主修 minor 副修

educational highlights 课程重点部分 curriculum included 课程包括

specialized courses 专门课程 courses taken 所学课程

船东测试题举例

Question paper for English and General Knowledge (time allowed 45 minutes)

Attention : In each question below (1-5), either part or all of the sentences is underlines. The sentence is followed by five ways of writing the underlined part. Answer choice A repeats the original; the other answer choices vary. If you think that the original phrasing is the best, choose A. if you think one of the other answer choices is best, select that choice.

1. the principal reason for our failure was quite apparent to those whom we had brought into the venture
   A. to those whom we had brought
   B. to them whom we had brought
   C. to the ones whom we had brought
   D. to those who we had brought
   E. to those who we had brung.

2. It was us how had left before he arrived.

资力测试

1.问：Nice to meet you!

答：It's very nice to meet you !
Glad to meet you!
I'm very glad to meet you!
Pleased to meet you !
I'm pleased to meet you!
A pleasure to meet you!

注：上述用语可以选用一句使用，用礼貌的初次见面用语可以给船东良好的印象。不论你的英语功底如何，一定要练得标准，流利。过去教科书中所用的"How do you do?"作为初次见面最好不要用，以免显得呆板和生疏。

2. 问：What's your name?

Your name?
I wonder what your name is.
Could you tell me what your name is ?

答: I am XXX or My name is XXX.

3. 问：How long have you ever worked onboard?

I have ever worked on board for XXX years.
这是船东问资力的一种方式。否则船东会瞧不起你，或者笑话你。

4. 问：Which company did you serve?

Which company did you work for?
I have served for XXX .
最好用 serve 而不用 work 回答。因为船东会从中认为你的服务意识强而被选中。

5. 问：Where are you from?

I am from XXX

6. 问：Are you married ?

Yes, I am or No, I am still single.

7. 问：How many people are there in your family?

There are XX people in my family. My wife, son(daughter) and I.

船东只关心小家庭（nuclear family）而不关心大家庭(extended family)。

8. 问：What certificate do you have now?

Which certificate do you hold now?

I have XXX certificate . or I am holding XXX certificate. Or I am the holder of XXX certificate.

主要证书有： master certificate.; chief mate certificate; second mate certificate; third mate certificate; chief engineer certificate; second engineer certificate, third engineer certificate; fourth engineer certificate, first class radio electronic certificate; second class radio electronic certificate; (GOC) general operator's certificate, (ROC) restricted operator's certificate, specialized certificate.

9. 问：What kind of ship you have worked on?

I have worked on many ships. Like XXX ship, XXX ship, and so on.

一般做过多种类型的船舶的船员竞争成功率高，这里列举一些船舶种类名称：warship; (cruiser, destroyer, submarine, aircraft carrier) merchant ship (bulk carrier, general cargo ship, ro/ro ship, L.P.G; L.N.G; VLCC; ULCC, container ship; reefer ship, timber vessel; passenger ship); specialized ship (barge, ferry, ice-breaker, drill platform, dredger, tug, sailing boat, yacht)

军用船舶最好不要将，以免被不怀好意的人窃取国家机密，同时引起船东的反感。

10. 问：How many countries have you ever been to?

I have been to many other countries. For example , Japan, Thailand, South Korea, North Korea, Malaysia, Indonesia, Russia, Philippine, Vietnam, and so on.。

11. 问：How old are you?

What's your age?

I am 35 years old.

12. 问：When were you born?

I was born in 1969。

13. 问：Where did you graduate?

I graduated from the DALAIN Marinitime Professional School.

注：学历是资力的很关键的一个砝码。

大学 university 学院 college 中专 professional school 大专 institute

14. 问：Have you ever served UMS?

Yes, I have served UMS, No, I am sorry, I have not.

此相表明船东想知道你是否服务过现代化的船舶。

15. 问：Have you served XXX?

Yes, I have served XXX several years, Yes, I have served XX for a short time. Or , No, I am sorry, even though I am holding XXX certificate , I have never served for it.

注：这一项主要是考察任职经验。如有不少人虽然持有某证书，而从未做国。甚至船长、轮机长还没有做国某种低级职务。船东希望聘任经验丰富的船员，而且年龄又最好年轻些。因此在回答此项时应注意你是否愿意高职低聘。若愿意可以采用最后一种答案，并提出你感兴趣的职务的意见。

16 . 问：How many harbor have you ever been to?

Many harbor , For example, HONGKONG, YOKOHAM, NAGOYA, HONGAI, SHANGHAI, and so on.

这是一项变相考察船员资力的方法，一般在闲聊中完成。

17.What education degree do you have now?

I have XXX degree.

下面把学历、学位列举一下：博士后 POST-DOCTOR、博士 DOCTOR、硕士 MASTER

学士 SCHOLAR 或 BACHELOR、专科 ASSOICATE、工科 TECHNOLOGY、文科 ART、理科 SCIENCE。

18.What kind of main engine and auxiliary engine have you served?

Oh, Several models, for instance: main engine; B&W 5L45.

19. Where can I find your name on the list?

Well, I am additional, and the last one to be called in.

20.Are you satisfied with you study record?

Yes, I think I am excellent. Or, No, I only spend a little time in learning, because I have many social activities. If I paid much attention to my classes, I will be the best one.

此问题一般问刚刚从学校毕业出来的学生，因此回答此问题时必须视而定，一般学习成绩不好的人要多强调一些客观理由。

21.Could you introduce yourself?

My Chinese name is WANG-CHUN-NIAN. And I have my English name as BRAVE.NAV. and I am 35 years old. I graduated from DALIAN Maritime Professional School and I have worked on board for over 12 years , at the beginner , I worked on board as a Radio officer, and now not only The 2nd Electronic Certificate I am holding , meanwhile I have 3rd officer certificate and some special training certificate such as for oil tanker, chemical tanker ,LPG tanker and COW.

注：问这一个问题，船东可以省去很多繁琐的问话，让你自我介绍，主要考察你的逻辑性和连续表达能力。

22. what position are you applying for ? (what job are you applying for?)

I'm applying for the Captain's position.

23. What license do you hold? (you license?)

I hold a Captain's license.

24.May I have your resume?

May I look your resume?

OK, I have prepare my resume for you, here you are sir. Or , I am sorry , I didn't take it.

建议准备外派的船员把个人简历用英文写成一览表，这样可以使船东面视人员一目了然，而且减少了问话次数。

Here you are, or sorry, I don't bring it. . Or It is nothing to do with you employment. Or, Does it hurt your ship's business.

注：第一种回答是你的确不是任何党派成员，第二种、第三种回答法是回避问题

25. can you give me a brief description of youself?

My name is Wang wei. I am 35 years old. I hold a Captain's Certificate. I have experience managing bulk carrier, oil tanker and container shio. I can use a computer system for management. I suppose that my English is good enough

26. What society or community, or association do you participate in

I have membership in the institute of Navigation, or, I have membership in the institute of china shipbuilding engineering or I do not participate in any academic association.

这是问你是否参加业余专业团体 9 多指学术团体，上述分别为中国航海学会和中国造船工程学会

27. What did you study in the maritime college?

I majored in navigation. It includes the following subjects: collision avoidance, maritime English, geonavigation and so on

这是问院校刚毕业的学生，轮机专业如 HOTWORK， 主机维护 MAIN ENGINE MAITENACE，辅机 AUXILIARY MACHINERY，值班 WATCHKEEPING

第二节 有关工作经验、船舶的知识

1. Could you tell the power of generator which you have ever worked on?

   OK, YANMAR 6ML-HTS 270 Kw x 3 onboard the ship M/V Qingyun.

   一般将功率时用千瓦，而不用马力

2. What ISO standard did your last shipping company observe?
ISO 9002 is the standard to be observed.
船舶营运的国际标准是ISO9002管理标准

3. Can you tell me something about your last ship? (Can you describe to me last ship you served on?)
I was on a bulk carrier, named Naval Carrier. 40,000 gross tonnage with 8 holds. The minimums safe manning is 21. The Captain was British. We use PMS CMOS-C to manage the vessel. The classification society is Lloyd's. The ship is 10 years old.

4. What is your Chief Engineer from?
The vessel I worked on last time is a bulk carrier with SUZER RND68 ENGINE.

5. Where is you Chief Engineer from?
He is from Great Britain. I worked on a vessel on which the crew is multinational.
有时船东会对船员是否有外派经验的一种变换方式提问

6. Which classification society is you ship registered with?
DNV

7. Do you smoke or drink?
I am smoker, but not a chain smoker. I don't like to drink. Sometimes I drink a little beer. I am aware that smoking and drinking should affect the safety of ship and watch keeping in many cases.
船东非常关心船员是否有酗酒和吸毒等不良嗜好，他会旁敲侧击的提问

8. What chart did you use on your last board?
BA chart.

9. Where is your Captain from?
I worked on a ship with a multinational crew. The Captain was British.

10. Have you worked on any ship that caused pollution or grounding?
No. I served my job cautiously, and my colleagues were also diligent. We kept the vessel in safe operation. If I were employed by your company, I will also serve my duty with diligence.
有些船东为了考察船员是否有不良记录，而旁敲侧击的提出上述问题

11. What was your trade area for you last ship?
It was an ocean-going vessel. We often visited north American Ports, European Ports, South American Port and so on.

12. Did you have a planned maintenance system (PMS) for your last ship?
Yes, I observed instructions from the shipowner and the system was controlled and managed by computer.
既回答了严格按传动指导对船舶进行维护保养，又巧妙地表达了应聘者有能力管理自动 化水平较高的船舶。

13. With what P&I Club was your last ship registered ? How can you find out the address of the representative of P&I Club?
My last ship was registered with the China shipowner Mutual Assurance Association. The Association published a book annually. We can find out the address from the book.

驾驶和轮机常识测试

第一节 基本安全知识

1. What safety measures must be borne in mind when mooring or unmooring operation at fore or aft?

   Wear helmet, gloves according to safety procedures made by the ship. The Chief Officer and the Second Officer instruct the sailors all the time. Keep contact with bridge. Report situations to remind safety movements of the ship such as distance to the quay, fishing boat nearby, Other vessels or other conditions and so on.

   离泊和靠泊不仅是为了船舶安全，还要保证船员自身安全，船东十分关心这一项

2. Do you wear you gloves when you are working

   Yes, besides that, I need to wear ear protectors, a helmet, a working uniform and boots while I am watching in the engine room, irrespective of the hot or cold climate.

   注：这是一个对安全问题的提问，国外不少船舶管理人员要求进入机舱人员必须戴耳朵保护器

3. What should be pain attention to in the overhaul of the cylinder?

   Every operation must be complied with the preparation measures regulated in the safety meeting or in the SMS. All stand under the engine room crane. The operator, who operates the E/R crane, must operate carefully and smoothly.

4. Before entering an enclosed space such as ballast tank, what action will you take?

   Prepare tool. Check all items in the checklist, such as test of content of oxygen, test of radiation, test of explosion point, exploded-proof lamp, good ventilation. Communication means should be available between operators inside and watchman outside and so on. Operators should wear protective lifeline. Also a mark plate “Dangerous Operation in Progress” should be established at the entrance.

   注意：enclosed space 封闭场所 还有 confined space 限制场所

5. How do you know the wire should be renewed?

   Choose any band which equals 8 times the diameter in random. If there is more than 10% of the wire chosen damaged, or it is seriously deformed or twisted, the whole wire should be changed.

   注意：根据机舱常识，每台设备都要有专门的记录簿记录设备运行时间、参数和检修时间等。Vary 有

“视。。。。。。而定”的意思，例如 vary in 视什么方面而定，基本上与 depend on 和 depend upon 相同

6. How many hours are there before you arrange overhaul of cylinder?
Approximately 8,000 hours, That may vary according to type of machine
7. How do you know it is 8,000 hours
We can look it up in the log of the machine
8. Who decides the overhaul
The Chief Engineer decides it in consultation with the Second Engineer. The Captain should be reported to, because we need to stop the engine while overhauling
9. Have you ever seen SOPEP? What is SOPEP
Yes of course, SOPEP stands for Shipboard Oil Pollution Emergency Plan
10. How often do you have a safety meeting?
According to the SMS on my last board, it takes places every month (or : on arrival and departure from the port, the ship will have a safety meeting)
11. What maintenance system did you use on last ship? What type of painting did you use on your last board?
We use computer to manage maintenance and repair work on my last board. The type of painting we used is the one made by Hempel’s Marine Paints, Japanese Branch
12. Who are the other people that attended the meeting concerning safety ?
For a department meeting, all personnel except duty officer and rating in this department must attend the meeting. For a ship safety meeting, All personnel except duty officer and duty engineer and ratings must attend this meeting. In addition, the Captain and senior officer also have another safety meeting
13. Do you know the drill of abandoning ship procedures? Name the procedure?
First sound the alarm. All persons with lifejaclets mustered at the assembly station. Roll call will be executed. Ask the duties and knowledge of life drills. Embark in the lifeboat.
14. Why is the crew not allowed to tour on deck in heavy seas?
For prevention of a man overboard, if the lashing is not secured, it is necessary to relash, but it is very dangerous for a lashing operation in heavy seas. The bridge team and the safety officer should strictly observe the activates on deck at this time. If it is very dangerous, you can cease the operation.
15. How should you react to flooding?
Sound the alarm. Count all crew onboard. Close all water tight doors and openings. Check the damage and compare with the vessel’s stability. Use pumps or other means to eliminate or stop flooding. Transmit MAYDAY or PANPAN signal to ships in the vicinity. Check emergency power, main engine operation, steering gear operation. Immediately decide to abandon or control the vessel. If abandoning the ship, use abandoning ship procedure. Immediately report to ship owner.
16. If a person is overboard, what action should be taken?
Shout out “man overboard” to the first-sighted crew person. Continue to watch the person in the water and try to throw a lifebuoy to the person in the water. Report to the bridge immediately. Sound the Oscar signal and hoist the flag signal “O”. commence a Willamson turn. Persons should use binoculars if necessary. If it occurs at night, searchlight or Alids light should be used. If the person in the water still can not be found, call for ships nearby for a co-coordinated search and rescue. If he is still missing, report to the ship owner immediately.

17. You know a fire wallet should be fitted onboard. The question are (1) what color is it? (2) What does it contain?

In general, it is red. It contains fire plan and fire arrangement, location of hydrant, other fire fighting appliance and stability calculating information. One copy should be kept on the bridge and once copy should be kept at the embarkation point to the ship.

18. What are the triple-necessities for the fire?

They refers to fuel (combustible material), heat (Temperture). Air (oxygen). Combining these will cause fire. Stop feeding one of the three necessities, the fire will be extinguished.

19. Can you smoke on deck? Why or why not?

Of course not, it is dangerous and it may cause a fire.

20. Why is it important to rope off prohibited area (restricted area) when loading or unloading?

It is to prevent injury or danger.

注意：该题是问在装卸作业时为什么作业区禁止入内

21. What are some danger for survivors who left their mother vessel?

Drowning, inability to maintain body temperature, lack of water within several days, lack of food within several weeks may cause survivor’ s death.

22. What is TPA? When will survivor use it?

It stands for Thermal Protective Alides. When the survivor has lost his body temperature or has gotten a cold shock, it is used.

23. What can be used as means of alerting in a lifeboat or liferaft?

EPIRB, SART, two way VHF, radar reflector, fire rocket.

24. What are some requirements to survive in lifeboat?

Watchman inside and outside should be change frequently. All person must wear war clothes to prevent loss of body temperature. Roll call should be executed by watchman inside frequently. Massage or medicine is necessary for injuries. Freshwater should be sent in rations. For the first 24 hours in the survival craft, freshwater should not be given unless there are injuries. When drinking the water, it is necessary to swallow slowly. Watchman outside should strictly observe the rescue boat or ships, send necessary signals if necessary.

25. What should be borne in mind when using paints?

Because of the danger; provide for adequate ventilation; avoid direct contact with liquid paint and solvent; protect the eyes of the working staff and others on spot; protect exposed parts of body, hands, arms, face and neck; use proper working clothes and change them if necessary. Apron and protective sleeves may be needed. If required, use rubber gloves; face mask with filter or fresh air supply, and protective goggles; observe strict personal hygiene.

26. What is the Scandinavian Rule while using paints?

The Scandinavian Rule give specific recommendation for protection against inhalation of solvent vapors. Figure 0~3 are used to indicate the SAFETY GROUP. 0 requires 0~100 m^3 of fresh air to instill per liter of pain. 1 require 100~400 m^3 of fresh air to instill per liter of paint. 2 requires 400~800 m^3 of fresh air to instill per liter of paint. 3 requires more than 800 m3 of fresh air to instill per liter of paint

医护知识

1. Who take charge of medicine on your last vessel?
   The Chief officer, who had been trained for medical care by Maritime Safety Administration and have been issued an associated certificate, took charge of it. All medicines were one for the Captain, one for the Chief Officer.
2. Chief Officer, how do you reserve medicine on board?
   All medicines must be kept according to the catalogues. For example, internally-used medicine, externally-used medicine, poisonous medicine and controlled medicine. There should be a protective clapboard, a disjunctive board. Grooves should be made for prevention of falling of medicine while the ship is rolling and pitching. Controlled medicine should be kept in a locked drawer. If it is inevitable that it be used, the prescription should be in duplicate and the copy should be submitted to the Captain.
3. How should I manage the same catalogue of the medicine?
   In the queue of first letters.
4. Could you tell me the abbreviation of a.a.?
   It is short for ana.

注：ana 在医药中有“各个”含义，医药上有许多缩写，仅列下列常用部分：

AC ante cibum 饭前服
Amp ampoule 针剂
App appendix 阑尾
Aq aqua 水，水剂
BGG Bacilli Calmette-Guerin 卡介菌
Bid bis in die 每日两次
BP Blood pressure 血压
BS Blood sugar 血糖
Cap capsule 胶囊
CC chief complaint 主诉
CNS central nervous system 中枢神经系统
DDT diachloro-diphenyl-trichloro-ethane 滴滴涕
DDVP 敌敌畏
Dos dosage 剂量
ECG electrocardiogram 心电图
FAP first aid post 急救站
Hs hora somni 临睡前
Inj injection 注射液
Iv gtt intravenously guttae 静脉滴注
Min 最小量
Mmhg 毫米汞柱
P Pulse 脉搏
PC post cibum 饭后
PO per os 口服
Qd quaque die 每天
R respiration 呼吸
St statim 立即
T temperature 体温

Tab tablet 片剂

5. Could you tell me some terms for medicines or give me glossary of medical terms?
Yes sir. For example, vaccinations and so on.

6. If crew were contracted infective disease, what action should be taken?
Isolation of the patient is necessary, then sterilization of the patient cabin and public places is needed. The patient should be treated with medicine and the destination port should be reported to immediately

7. How do you apply sterilization?
Different epidemic disease has different propagated approach. For intestinal infection disease, sterilization of tableware and mess kit is vital. 0.1% of Postassium Permanganate solution should be used to immerse all tableware and mess kit for at least 30 minutes. For respiratory tract infection dieseas, all public places should be kept in ventilation. If practical, gas sterilization can be adopted. 15-20ml of Formalin with the same quantity of fresh water solution can be used for every cubic meter of spaces. The solution can be heated up in the spaces for at least 4 hours. All the articles used by the patient including carpet. Books, bet mats must be sterilized.
Intestinal infection disease 肠道传染病 sterilization 消毒 potassium permanganate solution 高锰酸钾 respiratory tract infection disease 呼吸道传染病 epidemic disease 传染病

8. If the patient suddenly ceased breathing, how would you treat him?
Immediately apply artificial respiration
Artificial respiration 人工呼吸

9. How many method of artificial respiration are there?
Several types, such as mouth-to-mouth, position supine with push chest, position prone with push back, the most popular and effective method is the mouth-to-mouth artificial respiration
Position supine with push chest 仰卧压胸 position prone with push back 俯卧压背

10. If the respiration and pulse of the patient suddenly ceased, how will one serve first aid?
Immediately serve mouth-to-mouth artificial respiration in cooperation with CPR as first aid. The ratio between mouth-to-mouth artificial respiration and CPR is 2:15 for one person served first aid whereas the ratio is 1:4 for tow people served first aid.
Shock 休克 limb 肢体 abulia 意识障碍

11. Do you know the reason for shock?
Shock is a syndrome. It is a reaction for decreasing of effective circulated blood quantity for human body. The symptom is show low blood pressure, quick pulse, cold temperature limbs, tachypnea, oliguria and abulia.

12. What caused shock?
Many reason, a large amount of blood lost, severs diarrhea, large area burnt cause loss blood shock. Severe infection such as peritonitis, septicemina can cause septic shock. Heart diseases such as myoearditis, myocardial infarction can cause allergic shock and severe pain or injury can cause nervine shock.

13. What is the principal means for the treatment of shock? How do you treat a patient in shock?
Raise head and torso of 10o and raise legs with 20o. the patient should have smooth respiration and have breathing in oxygen; keep body temperature normal; comfort and suit the patient; replenish blood volume.

14. What solution can be used to treat patient in shock?

Dextran-40 for intravenous drip. The speed can be controlled at 20-35 ml per minute at the beginning. If the blood pressure increase, the speed can be decreased accordingly. The total quantity for a patient can be controlled within 500-1,000ml. in addition, glucose and a Sodium Chloride Injection can also be executed. Dosage is 500-1000 ml each time.

15. What medicine can be used against a shock?

Medicine for vein shrinkage can be used such as Noradrenaline, dosage 0.2% mg - 1.0% of solution with speed of 20-40 drips per minute, Aramine for intravenous drip; dosage 5% mg - 20% mg of solution with speed of 20-40 drips per minute. Chose one approach. Medicine vein expanding can be used, such as replenishement of nutritious solution. If the patient still can't be cured, you can consider medicine such as Isoproterenol for intravenous drip. Dosage 0.1% mg - 0.3% mg of solution with the speed of 20 -40 drips per minute, or you can combine Phenlolamine with Noradrenaline. If combined, the dosage should be as follow: 3-5 mg of Phenlolamine are added in every 1% mg Noradrenaline solution as intravenous drip.

16. How do you treat a burnt patient?

Get rid of all the causes of the burn. They may vary according to the situation. If a flame burn occurs, all burning clothing must be taken off immediately. If it can't be taken off, rolling on the ground is practical. Do not run or call for help in order to prevent worse burning or respiratory path burning. Do not cover flame with hands to avoid hand burning. Wet clothing covers are useful for gas burning. For hot liquid burn, remove clothes and immerse burnt skin in cold water to relieve pain. If the burn is caused by chemicals, a lot of fresh water can be used to douse the burnt skin.

17. How do you treat eye chemical burns?

Rinse eyes with fresh water thoroughly, then apply Erythromycin Eye Ointment to the eye several times each day.

18. If the respiratory path has been severely burnt and the patient can not breathe, what should you do?

Immediately serve tracheotomy.

19. What drink should be given to a burnt patient?

A drink with salt

20. Are analgesics available onboard? What do they include? How do you manage them?

Yeah, they include Morphine Hydrochloride, Dolantin, Codeine. All of these are kept separate. A designated person takes charge of them. While the ship gets alongside, they will be sealed by customs officer.

21. What are Analgesics used for?

They are used to relieve pain. Some severe pains are caused by fracture, injury, burn, cancer.

22. What is the negative reaction caused by using analgesics?

It may lead to addiction, so it must be strictly controlled. Some kinds of patients such as patients with abdominal disease may conceal the symptoms which lead to delay of timely diagnosis. Besides, patients with bradykinesia. Or dyspena are advised to be cautiously treated with these medicine.

23. If analgesics must be used, ho do you use them

Morphine hydrochloride: (has) Dosage, 1 m/10mg, Hypodermic Injection:5-15 mg each time, maximum 20 mg each time and/or 60 mg each day. Dolantin: dosage, 1ml/50mg, muscle injection: 2-100 mg each time and/or maximum 200mg each day. Codine: tablet15 mg. 15-30mg each time, maximum 100 mg each time and/or 250 mg each day.

24. Do you know about hear diseases? Can you name some heart disease?

Coronary atherosclerotic heart disease, short for coronary heart disease. This includes the following five cases, namely latent coronary heart disease, angina pectoris, myocardial infarction, myocardial sclerosis and sudden death.

25. How do you treat a patient with heart disease?

Stop any movement. Stay in bed to reduce consumption of oxygen by the heart muscle. Try to avoid any nerve extension or excited emotion. Breath in oxygen and take appropriate sedatives. The sedative include: valium (tablet with 2.5 mg, 2.5-5 mg each time. Do note exceed 25 mg each day). Lumina (tablet 0.01g, 0.01 - 0.03 g each time, 2-3 times each day)

26. What other medicines should be given to a patient with heart disease other than the medicine aforementioned?

Take in nitrolycerin (tablet 0.3 mg under the tongue 0.3-0.6 mg each time). It can be repeated after 5 times. In normal cases, it can relieve the symptom 1-2 minutes after being taking in.

27. What is the difference between angina pectoris and myocardial infarction?

The period of persistent angina pectoris is shorter than that for myocardial infarction. The former is about within 15 minutes, whereas the latter is about several hours. Angina pectoris may occur after working, experiencing exciting emotion, eating, but myocardial infarction has no obvious cause. If the patient with angina pectoris takes nitroglycerin, the symptoms cab be relieved after 1 to 2 minutes. While a patient with myocardial infarction takes it. The symptoms can’t be relieved.

28. How do you treat a patient with gastrointestinal hemorrhage?

Advise the patient to rest in bed. Eliminate fear and tense emotion. Arrange victual reasonably. A patient with Hematemesis must be forbidden to eat. A patient with stool tarry can be arranged to eat a liquid diet. When the color of the defecation changes to yellow, Semi-liquid Diet can be given to the patient to replenish blood volume, if any ahs been lost. An Isotonic sodium chloride solution should be fed to the patient. The quantity of urine loss +1,000ml. The speed at the beginning should be rapid. Medicine should be given to the patient, such as Aluminium Hydoxide (with tablet 0.3 g, taken im mouth 0.3-0.9 g each time) or Cimetidine (with tablet 100mg, taken in mouth 200 mg each time, and 3 time s per day). Observe the cases carefully and measure the body temperature, pulse, breathing, blood pressure and record the quantity which which ahs been lost. If necessary, medical assistance or medical advice should be thought.

29. What should be paid attention to when treating a patient with trauma?

When renewing the medicine, no-virus principal should be borne in mind. All facitlities, medicine to be posted must be treated as non-virus. Personnel renewing the medicine must wear a guaze mask and a cap, and wash hands before operating. The sequence renewing the medicine may vary if infectious. The renewal order is

(1) no-virus wound,
(2) general virus wound,
(3) severe infectious wound
(4) ultra severe infectious wound.

30. How often should you renew medicine for the wound?

It may vary. To clean a first stage of non-virus stitched wound, it is not necessary to renew medicine prior to remove stitches. Once or twice a day the medicine for minor infectious wounds should be renewed, whereas for major infectious wound the medicine should be renewed only once a day

31. How do you decide to remove stitches?

It may vary according to the location of the wound, supply of blood, and ages of the patient. For a wound in the face, head or neck, it will take 4 or 5 days. It will take 6 or 7 days for the hypo gastric part, and it will take 7 to 9 days when the wound is on chest, abdominal part, back, and it will take 10 to 12 days when the wound is on limbs.

32. How do you treat a patient with fever? What medicine can be used?

The normal body temperature is from about 36.2 ℃ 37.2oC. the temperature for patient with fever can be divided into three kinds, namely that for slight fever, for serious fever, and for very severe fever. Body temperature for a patient with slight fever is about 37.3 ℃ to 38 ℃, Whereas for a patient with serious fever, it is 38.1 ℃ to 38.9 ℃ and for a patient with very severe fever, it is 39 ℃ to 40 ℃. As a general rule, the patient with low fever should not be treated or treated with antipyretic. But the patient must be observed.

33. If Antipyretics is not available onboard, How can the patient with high fever be treated?

Physical de-fever treatment may be adopted. 50% alcohol or white can be sprinkled on the forehead, neck, chest, back, armpit, palm of the hand, sole of the foot, and then rub them.

34. What medicine can be used to de-fever? How does one use it?

Paracetamol, Analgin, Compound Amidopyrine. The usage should be as follows: Paracetamol: Tablet 0.5g. Take in mouth 0.5 g each, 3-4 times per day. For Analgin: Tablet 0.5g. Take in mouth 0.5-1.0g each time, three times per day; injection 1 ml, 0.5g muscle injection 0.5 g each time. For Compound Amidopyrine: Tablet 0.5 g. Take in mouth 1 tablet each time, three times per day. Injection 2 ml, muscle injection 2 ml each time.

35. How do you treat a fracture patient?

You should make clear what type of fracture it is. Is tit compound fracture or a simple or a simple fracture? If it is the former, a local hemostaticwrapping is needed. If the broken bones protruded, do not push in the wound in order to prevent infection. Local sterilization or sterilized cloth should cover the wound then the broken bones should be fixed. If it is the latter, fixed on spot, and the wounded person or the wounded limb should not be moved in order to avoid causing pain to the patient.

36. How do you fix broken bones? What is the principle of fixation?

Stiffener should be used dependent upon material available on spot. As a general rule, for upper broken limbs, the broken arm can be hung in front of the chest by a triangle towel tied up from the neck. For lower broken limbs, the broken leg can be fixed with the non-injured leg as temporary fixation if no material is available. When wooden plywood is available, it must be ensured that cotton be used between the plywood and the skin. Fixation must be of appropriate tension in order to avoid tissue necrosis. In addition to fixation of terminals of broken bones, the connected joints should also be fixed. All fixation must be checked and secured, not too tight and not too loose. Because too loose fixation will make the bone fracture unsecured but too tight fixation will affect the circulation of blood. The symptoms of the latter may be swelling, numbness, pain, even spasm due to lack of blook.

37. What medicine should be used for a fracture patient?

For a compound fracture patient, Antibiotic can be used to control infection, such as Phenoxymethyl penicillin K, which can be taken in mouth 500mg each time, three times per day, Amoxicillin which can be take in mouth 500 mg each time, three or four times per day. Cephazolin can be muscle injected or intravenous drip 1 g each time and twice per day or dosage can be increased to 5 g each day according to the seriousness of the case of the patient. Gentamycin can be given as muscle injection, 80 mg each time and 2-3 times per day.

Amikacin can be given as muscle injection, with dosage 200mg each time, twice per day. Choose one or two of the aforementioned approaches. If the patient has severe pain, Morphine Hydrochloride or Dolantin can be used.

38. If the heart of the patient suddenly arrests, how do you apply first aid?

As a general rule, there are two types of first aid, namely heart cardiac percussion and sternal push. The former approach is used as the fist ceasing of the heart. This method can be described laying one hand on the lower part of the breast bone and knocking on it 3 or 4 times with the other hand made into a fist. If that doesn't work, change to sternal push approach.

39. On which part of the chest should the sternal push be applied?

The area between 2/3 upper part of the breastbone and 1/3 lower part of the breastbone is the area where the sternal push can be applied

40. How do you apply sternal push?

The depth should be about 3-4mm concave, and the frequency should be between 70 to 100 times per minute.

41. What are tri-joint injections?

These refer to combined medicine, namely Adrenaline, Noradrenalin and Isoprenaline. Each 0.5mg to be mixed and to be injected in the heart ventricle.

42. What are the effective parameters for heart push approach?

When the patient has pulse, blood pressure resumption, pink color of the skin, decreased eye pupils.

第三节 航海常识

1. How many department are there onboard?

There are three departments: Deck department, engine department, service department.

特别是对没有海上资历的船员，船东想通过对船舶部门的划分间接考核你对船舶管理体系的理解，有些现代化的船舶无业务部。

2. Could you list international conventions concerning marine shipping?

Many conventions, for example SOLAS, MARPOL, ISM, STCW, IMDG code and so on.

船东一般重视海事法规，他们都希望自己的雇员懂法、守法、用法。因此船员应该知道国际上生效的公约法规。

3. Could you tell the functions of several international conventions?

For example: STCW stands for the international convention on standards of training, certification, and watchkeeping certificate standards.72 COLREGS concerns the international regulations for preventing collision at sea, 1972. it stipulates traffic rules at sea. MARPOL 73/78 deals with marine environment pollution protection.

船东不仅希望雇员了解海事法规的数量，而且希望他们了解公约的内容、生效日期、以及修正版本、修正内容。

4. What is the "generation" for container ships and how many TEU can a fifth container load?

Generally speaking, "generation" standards for manufacture model, because of containerization, the container ship loads more and more TEU. The modernest container ship "fifth container ship" in China can loaded 5250 TEU or more

一般说来，"代"表示产品出厂的先后，同时表示装货能力大小。第三代集装箱船可装 3000 多标准箱，第四代集装箱船可装 4000 多标准箱，第五代集装箱船可装 5000 多标准箱。

5. Where is Hawaii located? What is it used for?

Hawaii is located in the center of the Pacific Ocean. It belong to USA, it can be a relay port for vessels to be bunkered and transit the ocean.

这是一个地理常识，目的不是考你是否知道，而是考你需要知道什么时候需要借用此港口。

6. How many important canals are there all over the world?

There are three biggest canals; Panama Canal, Suez Canal, Kiel Canal. The most important Canals are Suez Canal and Panama Canal.

7. What is the purpose of Classification Society? Could you list some of them?

The classification society devoted to evaluate the condition of the ship, the management system of marine company and the ships. It is non-governmental. The famous classification societies are such as: DNV, Lloyd's , BV, CCS, ABS and so on

8. What does Y2K stand for? What equipment is influenced by it?

Y2K stands for a key to the year 2000 problem, we have solve Y2K problem. If Y2K occurs onboard my vessel, we will change to manual option instead of automatic option. We have obtained the Y2K compatible certificate issued by our company. GPS, APAR, steering gear and other things may be influenced.

9.Where is Good Hope Cape located?

It is located on the southwest coast of South Africa. The ship will meet it to transit from the Indian Ocean to the Atlantic Ocean.

10.Could you list of the names of equipment onboard?

My pleasure, sir. For example, windlass, steering gear, main engine, auxiliary engine, crane, derrick, cargo hold, hatch cover, line, paints, sextant, binoculars, pilot ladder, lifebuoy, lifejacket, fire fight equipment, life signal, navigation light, siren, accommodation ladder, torch, search light and so on.

这是船东面试英语惯用的方法，让应聘者列出船舶部件名称，应聘者应思维清楚，条理清晰

11.How often will you have a life drill or fire-fighting drill?

One month interval

注意：救生消防是全船都要关注的，应该知道演习的频繁程度

12． What does flag signal "Oscar" stand for?

It stand for man overboard

人员落水挂"O"旗，并鸣放三长声并转向目视落水者，向落水者附近抛投救生圈

13． Could you list different kinds of ship surveys?

Yes, sir. For example: annual surveys, docking survey, special surveys. Intermediate surveys. Surveys for renewal certificate. And so on.

14． How do you use ship's Marine Stores published by IMPA?

Ship's Marine Store can be used as a guideline when the stores or spares are required. Firstly, use the catalogue of the book to look them up, then write down the codes on store you require. Finally, all stores or spares required to be used onboard should have teir code numbers and all the numbers need to be submitted to the captain.

注意：IMPA 国际物料手册，目前有英汉和英日对照本

15． Can you operate a computer? What is INTEL? Who is the boss of Microsoft Company?

Yes I can. OR No, I can not. Intel is a model type of computers, CPU has different generations such 386 486 Pentium I,II,III and so on. The Microsoft Company is a private company in USA. The boss if Mr. Bill Gates.

注意：目前船舶操纵中，船东会要求船长和轮机长，驾驶员轮机员熟练使用微机。

16． Who takes charge of fire-fighting equipment in the engine room? What does it include?

In general, the Second engineer takes charge of it. It includes fire main, dry power and so on.

17． How often will you perform a fire-fighting drill? Who controls on the spot?

Once a month. The Chief Officer takes charge of the drill on the spot. If the drill occurs in the engine room, the Chief Engineer takes charge of the drill on the spot.

注意：大副为现场指挥，如在机舱，则轮机长为指挥

18． How often is the lifeboat launched into water? Is it allowed to launch lifeboat in the harbor?

At 3 months interval. If you want to launch the lifeboat in harbour,, You may require of the local Maritime Safety Administration before launching.

一般不允许港内放艇，如有需要必须向主管机关申请

19． What maritime publications are available for your vessel? who takes care of them?

Many publications are available for out vessel. Such as Port to entry, Admiralty Sailing Directions, Admiralty Lists of Light, Admiralty List of Radio Signals, Admiralty Tide Tables, Annual Summary of Admiralty Notices to Mariners. The Second Officer takes care of them for the deck department. In addition, the Chief Engineer keeps equipment specifications and publications for the Engineer.

注意：船用图书在甲板部主要为英版，船东普遍认为，知道使用多种图书的英语水平很高，而且有良好的航海经验和法律服务意识。

20． What does ILO concern?

ILO stands for the International Labor Organization. ILO is an organization on crew agreement. It represents labor interests. The Captain takes responsibility for the ship. The Captain should adjust the relationship between the shipowner and crew by generous. And efficient measures taken in the interests of the ship owner

船长应能够妥善处理此类问题，无论如何，船员罢工船长都有不可推卸的责任

21． How do you pay light dues, port dues and stevedore dues?

In practice, ship's agent will pay all of these, the Captain only checks and sign it. But the Captain must check and confirm it very carefully before signature.

22． What is the relationship between the Captain and the Chief?

The Captain is the leader of the ship. The Chief Engineer is his subordinate. The Captain gives the Chief Engineer power to manage his department.

中国船员切记，应该强调船长的领导地位，特别提醒不要提到政委

23． How do you draw cash in advance?

First, the Captain should send a telegraph to ship's agent before departure, and tell how much cash is needed as well as what notes he desires. To pay cash, the Captain must ensure each crew should have sufficient remaining in his account.

24． Can you say something about marine transport law?

Yes, my pleasure. Hague Rules which entered into force on June second 1931, Hague-Visby Rules which entered into force on June 23rd 1977. Hamburg Rules which entered force in November 1993, and York-Antwerp Rules, 1994 which have already entered into force.

注意：除此之外，还要掌握每个大致的内容和其制定的目的

25． Who keeps the cash onboard the ship? What are the requirements?

The Captain take care of cash. Any loss or illegal embezzlement will not be allowed. When the Captain relieves, cash must be returned to the company or be handled over to the relieving Captain.

注意：回答这个问题时还可以提及有明细帐目，不能滥用等。

26． What does P&I club stand for ?

P&I club is an organization established by ship owners. It is a protection and indemnity association. If an accident happens, the association will help the victim by covering funds.

一个合格的船长应该了解船东保赔协会

27． Are you familiar with Garbage Management Plan?

A little bit. The garbage is divided into three kinds, red, blue and green, the red is never allowed to throw at any place, at any time. Otherwise, it makes dangerous pollution. This garbage mainly includes plastics the green is produced by daily garbage from accommodation it can be pumped out to sea within oil proportion of 15 ppm. The blue is the garbage which can be dealed with at sea, such as glass, pottery.

垃圾一般处理分为红、绿、蓝三种，绿色可以按规定排海，兰色是一种中间垃圾要分类成红与绿两种

28． can you measure oil level? Which method is right to measure ullage height or to measure oil depth?

Both will do. In practice, to measure ullage height is more specific than to measure oil depth. To measure ullage height, we should know the standard height of oil tank. In common practice , we usually measure the oil depth.

29. What do USCG and AMSA stand for?

USCG stands for the United States Coast Guard, and AMSA stands for Australian Maritime Safety Authority. They play significant role in PSC inspection for USA government and Australia Government respectively.

注意：USCG 美国海岸警卫队， AMSA 为澳大利亚海上安全局

30. Could you list some abbreviations for the classification society?

答：Yes, Sir. CCS stand for China Classification Society.

ABS 美国船级社 American Bureau of Shipping

BV 法国船级社 Bureau Veritas

DNV 挪威船级社 Det Norske Veritas

GL 德过船级社 Germanischer Lloyd

IACS 国际船级社 International Association of Classification Society

HR 希腊船级社 Hellenic Register of Shipping

KR 韩国船级社 Korean Register of Shipping

LR 英国船级社 Lloyd's Register of Shipping

NK 日本船级社 Nippon Kaiji Kyokai

PRS 波兰船级社 Polish Register of Shipping

RI 意大利船级社 Register Italiano Navale

RS 俄罗斯船舶登记局 Russian Maritime Register of Shipping

IRS 印度船级社 India Register of Shipping

USCG 美国海岸警卫队 US Coast Guard

ILU 伦敦保险商协会 The Institute of London Underwriters

ISF 国际航运联合会 The International Shipping Federation

AMSA 澳大利亚海上安全局 Australian Maritime Safety Authority

IMO 国际海事组织 International Maritime Organization

31. What is GMDSS? When was it implemented?

答：GMDSS stands for Global Maritime Distress and Safety System. It was implement on Feb, 1st 1999

32. In which area will a ship often meet ice?

答：In the near polar areas, while, a ship will meet ice or even pack ice, or an iceberg. In general, the ice situation is worse in fresh water than at the same latitude in the ocean.

33. What ensigns are used onboard? Who takes charge of hoisting and lowering the ensigns?

答：The national flag of the registry country will be hoisted at stern. The company ensign will normally be hoisted at bow when the ship is not proceeding. The national flag of foreign merchant country will be flied at foremast head. All the ensigns will be hoisted at sunrise and lowered at sunset. In general practice, AB on duty will perform hoisting or lowering ensign. In addition, ship's call sign flag and letter flag (for example 'Q' 'G') will be hoisted when arriving at or departing from the harbor.

34. How many geostationary satellites are there in the INMARSAT system? How far is the geostationary orbit?

答： There are 4 geo-stationary satellite which cover IOR, POR, AOR-W, and AOR-E regions. The geo-stationary orbit is 35,700 km above the equator.

35. How many components are there in the INMARSAT system?

There are five major components. Space segments operated by INMARSAT, NCC served as nerve center of the system, NCSs operated for their own ocean regions, CESs controlled by NCSs, and SESs sailed in the coverage area.

36. What regulations are related to GMDSS?

答： There several regulations or convention such as Radio Regulations, SOLAS Convention; STCW 95, SAR Convention, MERSAR and so on.

37. What are the equipment requirements for ships which operate in the different sea areas?

答： Ships sailing in Area A1 must carry VHF equipment; Ships sailing in Area A2 must carry MF as well as VHF;

Ships sailing in Area A3 must carry HF or INMARSAT, MF and VHF; Ships sailing in Area A4 must carry HF, MF and VHF.

38. Could you tell the usage of portable extinguishers?

答：Water type extinguishers are most suitable for class A fire; Foam type extinguisher are particularly suitable for fires involving inflammable liquid class B; Carbon dioxide portable extinguishers are suitable for fighting class B fires involving inflammable liquids and for electrical fires. They are also effective on class C and D fires and small class A fires as there is no cooling effect.

注意：三副不但要掌握手提灭火机种类，而且要知道灭什么样的火

39. What is "tacit acceptance" protocol? How long will it take to implement a convention according to this term?

答：It has been used to take effect the compulsory convention. If there is majority of flag states which own merchant vessels to object to a new convention within 16 months, the Convention will implement automatically.

注意：这一问题主要是针对国际公约生效慢而定，一般如果没有规定数量的缔约国反对，那么 16 个月后将自动生效。

40. What is the similarity or dissimilarity between IMCO and IMO?

答： They are the same. IMCO stands for the Inter-Govemental Maritime Consultative Organization, and it was renamed to the International Maritime Organization on May 22nd 1982.

41. What are ITF, ISF and ILO?

答： ITF stands for the International Transport worker's Federation; ISF stands for the International Shipping Federation and ILO stands for International Labor Organization.

ITF 是国际运输工人联合会，ISF 国际航运联合会，ILO 国际劳工组织

42. Do you know the certificates which all ships must be fitted with

答：The following certificates, records or files must be available and valid: nationality certificate, the international tonnage certificate, the international load line certificate, the international load line exemption certificate, intact stability booklet, damage control booklets, minimum safe manning document, certificates of competency for captains, senior officer, junior officers and ratings, as well as oil record book, SOPEP, Garbage Management Plan, Garbage Record Book, Cargo Securing Manual, Doc (duplication) , SMC

43. What is OPA 90?

答：OPA 90 stands fro the Oil Pollution Act 1990 (USA)

OPA 是美国油污法简称，

44. If you found an oil spill in the sea, how would you react?

答：Immediately report to nearest competent port authority and take positive action to control the pollution and make an entry in the logbook.

45. What is ISGOTT?

答：It stands for the International Safety Guide for Oil Tankers and Terminal

46. What is IGS

答：It stands for Inert Gas System. It is used to prevent fire or explosion of dangerous cargo, such as oil or liquefied cargo which many cause fire.

47. What is COW?

答：COW is stands for Crude Oil Washing. It is common practice for Oil Tanker.

48. What is procedure for bunkering transfer?

答：Order the bunkering. Consult with barge on which side get alongside and confirm in checklist. Cross confirm the checklist. Safety measures are crucial. Portable extinguisher and pollution control material (such as sawdust, sponges) must be available on spot. Flag B in the daytime and red light at night time should be hoisted. Check samples at three stages. That is pre-transfering, transfer, post-transfering. Measure oil levels in both the bunker barge and the vessel to be bunkered in prior to and after bunkering operation. Sign the paper

法律规章常识篇

1. Which convention is the most important of all the international conventions dealing with maritime safety?

The SOLAS Convention is the most important. It was first drafted up in 1914, because of well known disaster Tianic in which more than 1,500 lives were lost in the North Atlantic. The Convention has many amendments such as 1963, 1974, 1988, 1992.

注意：船东考核船长对公约的理解和对背景知识的了解程度

2. What would you do about plastics?

Put them in the red barrel. When red barrel if full, it will be collected and delivered to shoreside.

3. What is SOLAS ? When was it first created?

SOLAS stands for the International Convention for the Safety of Life at Sea. It was first made up in the year of 1914, owing to the sinking of Stream Ship Titanic.

4. What is main purpose of SOLAS?

The main purpose of SOLAS is to keep safety of life and property at sea.

5. How do you know a ship has met the SOLAS requirements?

The ship should be issued a complete set of certificate by the classification society.

6. According to 1988 amendment of SOLAS 74, all passenger ships and all cargo ship 500 GMT and upward must be fitted with 9 GHz SART. Do you know how many SARTs must be fitted?

At least one SART must be fitted at each side of the vessel.

7. When was SOLAS 74 entered into force?

On May 25th 1980.

8. Where can you find out ISM content in SOLAS?

It is in the Chapter IX of the SOLAS convention.

9. Could you list the content of the SOLAS 74?

Chapter I concerns general provisions. Chapter II-1 concerns Construction-subdivision and Stability, Machinery and Electrical Installations. Chapter II-2 concerns Construction fire protection, fire detection and Fire extinction,. Chapter III concerns life-saving appliance, ET. Chapter IV concerns radiocommunication. Chapter V concerns Safety of navigation. Chapter VI concerns Carriage of grain. Chapter VII concerns carriage of dangerous goods. Chapter VIII concern nuclear ships. Chapter IX concerning ISM code. Chapter X concerning Safety Measures for high-speed craft. Chapter XI concerning Special Measure to Enhance Maritime safety.

10. What is the “ship constructed” regulated in the SOLAS Convention?

It means the ship’s keel of which is laid or which is at similar stage of construction. At similar stage of construction means construction identifiable with a specific ship begins; and assembly of that ship has commenced comprising at least 50 tons or 1% of the estimated mass of all structural material, whichever is less. It is an important terms used to evaluate the date of build of the ship.

11. Which manual should every crew have one copy?

SOLAS Training Manual

12. What is the definition of passenger ship in SOLAS 74?

It carries more than 12 passengers onboard.

13. Which chapter concerns GMDSS

Chapter IV.

第二节 海员值班、发证、培训与值班标准国际公约

1. What is STCW 95?

STCW 95 stands for the International Convention on Standards of Training, Certification and Watchkeeping for Seafares. It was made in 1978 and amended in 1995.

2. When was STCW 95 amendment entered into force?

It was entered into force in February 1st 1997. The trainition period was from February 1st 1997 to February 1st 2002. After February 1st 2002. It was fully entered into force.

3. How do you divide crew level according to STCW 95?

There are three levels, i.e. management level - including Captain, Chief Engineer, Chief Officer, Second Engineer. Operational level - including Second Officer, Third Engineer; Third Officer, Fourth Engineer; supporting level - all ratings.

4. How many parts are there for STCW 95 amendments?

Two parts. Part A: Mandatory standards regarding provisions of the annex to the convention. Part B: recommendation guidance regarding provisions of the Convention and its annex.

5. Show me the contents of STCW 95?

There are 8 chapter. Those are Chapter I regarding General Provisions; Chapter II regarding Captain and Deck Department, Chapter III regarding Engine Department, Chapter IV regarding Radio-communication and Radio Personnel, Chapter V

6. Is there any age requirement in the STCW 95 amendment?

Yes sir. At least, all certificate candidates must not be less 18 years old.

注意：ILO 规定，普通船员不得小于 15 岁

7. What are special certificate in Chapter VI ?

They are fire prevention and fire-fighting, elementary first aid, personnel safety and social responsibilities, occupational safety, medical care, and survival function.

8. What kinds of testing system stipulated in STCW are available?

Two kinds, namely examination and assessment.

第三节 经 1978 年议定书修订的 1973 年国际防止船舶造成污染的公约

1. What is MARPOL?

It is the International Convention for the prevention of pollution from ships.

2. When was the Annex I of MARPOL 73/78 implemented?

It was implement on October 2nd 1983.

3. How many Annexes have been entered into force for MARPOL 73/78?

These are Annex I, II, III and V.

4. What Annexes of MARPOL 73/78?

Annex I regarding regulations for prevention of pollution oil, Annex II regarding regulations for the Control of pollution by noxious liquid substance in bulk, annex III regarding regulations for the prevention of pollution by harmfull substances carried by sea in packaged form, Annex IV regarding regulation for the prevention by sewage from ships, Annex V regarding regulations for the prevention pollution by garbage from ships, Annex VI regarding regulations for the prevention of air pollution from ships.

5. What is the requirement of oil density pumped overboard?

Within the 15 ppm of oil density.

6. What is the requirement of discharge quantity in the 1992 amendment of MARPOL 73/78?

Less than30 liters every miles.

7. What does the “administration” refer to the 1992 amendment of MARPOL 73/78?

The flag state competent authority.

8. What is IOPP? What is the valid period?

IOPP standards for the international oil pollution prevention certificate. It is effect for 5 years.

9. Where can you find out the list of oils in MARPOL 73/78?

It is attached in the Appendix I of Annex I. It includes the following type of oil, amely asphalt solutions, oils, distillages, gas oil, gasoline blending stocks, gasolines, jet fuel and naphtha.

注意：上述英文对应的汉语为：Asphalt solution 沥青溶液 gasoline blending stocks 汽油调和剂类。

10. Have you even seen IOPP? What is the style of IOPP? Where is it regulated in the MARPOL 73/78?

Yes sir. IOPP standards for the international oil pollution prevention certificate. It is attached to the Appendix II of Annex I. IOPP contains the following itmes: the issued competent preson or organization from the country which the ship is registered certifies or announces under the MARPOL 73/78. Particulars of the vessel including name of the ship, distinctive number or letter, port of registrym, gross tonnage and type of ship. The certified declaration by the authority with issued place, issued date, signature of the duly authorized official issuing the certificate and seal or stamp of the authority. The style of the IOPP suggested by MARPOL 73/78 includes Form A and Form B. form a revised in 1991 is the supplement to the IOPP concerning Record of Construction and Equipment for ships other than oil tankers whereas Form B also revised in 1991 is the supplement to the IOPP concerning Record of Construction and Equipment for Oil Tankers.

Form A includes: (1) Particulars of the ship including name of the ship, distinctive number or letters, port of registry, gross tonnage, date of build, major conversion and status of ship; (2) equipment ofr the control of oil discharge from machinery space bilges and oil fuel tanks including equipment fitted, the ship is allowed to operate with the existing equipment until 6 July 1998. approval standards, regulation; (3) Means for retention and disposal of oil residues incuding the ship provided with oil residue tanks, means for the disposal of residues in addition to the provisions of sludge tanks; (4) standsard discharge connection; (5) SOPEP; (6) Exemption, Equivalents.

Form (B) is similar to Form A. it includes: (1) Particulars of hip; (2) Equipment for the control of oil discharge from mancinery space bilges and oil fuel tanks; (3) means for retention and disposal and disposal of oil residues; (4) Standard discharge connection: (5) Construction; (6) Retention of oil onboard; (7) Pumping, piping and discharge arrangements; (8) SOPEP; (9) Equivalent arrangements for chemical tankers carrying oil (10) Oil-like noxious liquid substances (11) Exemption (12) Equivalent.

11. How many kinds of liquid substance are regulated in MARPOL 73/78? Where can you find them out?

There are 4 classes, namely class A, B, C and D. They are regulated in the Appendix II of Annex Ii regarding Regulations for Control of Pollution by Noxious Liquid Substance in bulk. The name of it is List of Noxious Substances Carried in Bulk.

12. Do you know the garbage control plan?

Yes sir. According to the MARPOL 73/78, All kinds of garbage must be collected and classified into 5 different garbage, namely plastic garbage, oily garbage, food garbage, metal garbage, metal garbage and glass garbage, Plastic garbage cannot be disposed to the sea and it must be collected and delivered to the shores associate industry or burnt in the shipboard incinerator and delivered the ash of it to the shore associated industry. Oily garbage can not be disposed to the sea. It must be delivered to the shore associate industry or be burnt in the incinerator. Food garbage can be disposed to the sea after comminution.

13. Do you know the Garbage Record Book? What is the form of the book? How do you record the book?

It includes the following items. Description of vessel concerning name of the ship, distinctive number or letters, IMOnumber, period to be recorded; Introduction of book according to the regulation of the Annex V of MARPOL 73/78; Garbage and garbagte management which include all kinds of food, domestic and operational waste excluding fresh fish and parts which need to be disposed of continuously or periodically as per MARPOL 73/78. description of the garbage which divided into six categories namely: (1) plastics; (2) floating dunnage,linning, or packing material; (3) ground-down paper products, rags, glass, metal, bottles, crockery, etc. (4) paper products, rags, glass metal, bottles, crockery, etc. (5) food waste; (6) incinerator ash. Entries should be make in the Garbage record book. The Captain should obtain the receipt from the operator of port reception facilities, or from the Captain of the ship receiving the garbage. These receipts specify the estimated amount of garbage transferred. Remaining amount of garbage onboard should be estimated in cubic meters and kept separately according to category.

The following items should be logged into the book. The date and time of discharge, the position of the ship, the category of garbage discharged, the estimated amount discharge for each category in cubic meters, the signature of the officer in charge of the operation, when garbage is discharged into sea; the date and time of discharge, port of facility, or name of the ship, category of garbage is discharged into sea; the date and time of discharge, port of facility , or name of the ship, category of garbage in cubic meters, signature of the officer in charge of the operation, when garbage is discharged to reception facilities ashore or to other ships and the receipt should be obtained as a documentation; the date and time of start and stop of incineration, position of the ship, estimated amount incinerated in cubic meters, signature of the officer in charge of the operation, when garbage is incinerated; and time of occurrence, port of position of the ship at time of occurrence, estimated amount and category of garbage, circumstance of disposal, escape or loss, the general reasons for accidental or other exceptional discharge of garbage.

第四节 国际载重线公约

1. What is LL 66 (ICLL 66)? What is the main purpose of LL?

It is the International convention of Load Line created in 1966. it regulated the basic principal of limited capacity and standard on carriage goods

2. What is the definition of a “new ship”?

It means the ship keel of which is laid, or which is at a similar stage of construction, on or after the date of coming into force of the present Convention for each Contracting Government.

3. What is the definition of fishing vessel in the LL66?

It means a ship used for catching fish, whales, seals, walrus or other living resources of the sea.

4. What is the definition of length of the ship in the LL 66?

It means 96% of the total length on a water line at 85% pf the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be great. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

5. What is the content of Annex II of LL 66?

It concerns zones, areas and seasonal periods.

6. What is the content of Annex III of LL66?

It concerns certificates. The certificates include two styles, the international Load Line Certificate and the International Load Line Exemption Certificate.

7. What are the main contents of the International Load Line Certificate?

The followings are concerned. Descriptive information which includes names of ship, distinctive numbers or letters, port of registry, length; type of ship, which is divided into Type A and Type B; freeboard which includes tropical(T), summer (S), winter(W), winter North Atlantic (WNA),timber tropical (LT), timber summer (LS),timber winter(LW), timber-winter North Atlantic (LWANA); note which shows application or allowance; signature signed by surveyor form classification society.

通常英语中木材用 LUMBER

8. Which type of ships may not apply for LL 66?

Ship of war, new ships of less than 24 meters (70 feet) in length, existing ships of less than 150 gross tonnage, pleasure yachts not engaged in trade and fishing vessel.

9. Where is the LL 66 invalid?

The Great Lakes of North America and the St. Lawrence River as far east as a rhumb line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63oW; the Caspian Sea; the Plate, Parana and Uruguay Rivers as far as a rhumb line drawn between Punta Norte, Argentina, Punta del Este and Uruguay.

The Great Lakes of North America 北美五大湖 the St. Lawrence River 圣劳伦斯河

Cap des Rosiers 罗歇尔角 Anticosti Island,安提科斯岛

10. How long will the periodical verification be in valid according to LL66?

For 5 years

11. How do you comprehend the Force Majeure in the LL66?

In my opinion, force Majeure is the accident which is not made by human elements. The force Majeure is concerned in Articles 7 of LL 66 . it says:

A ship which is not subject to the provision of the present Convention at the time of its departure on any voyage shall not become subject to such provisions on account of and deviation from its intended voyage due to stress of weather or any other cause of Force Majeure. In applying provisions of the present Convention, the Contracting Government shall give due consideration to any deviation delay caused to any ship owing to stress of weather or any other cause of Force Majeure.

12. When will the annual verification for the International Load Line Certificate be executed?

Within 3 months in advance or after the anniversary, it depends on the ship;s voyage schedule.

第五节 国际船舶吨位丈量公约

1. It is well known that GT is used to measure the tonnage of a ship? What does it mean exactly?

It is short for gross tonnage

2. Where can the Convention be exempted?

The Great Lakes of North America and the St. Lawrence River as far east as a rhumb line drawn from

Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the meridian of longitude 63°W; the Caspian Sea; the Plate, Parana and Uruguay Rivers as far as a rhumb line drawn between Punta Norte, Argentina, Punta del Este and Uruguay.

3. Do you know the style of the International Tonnage Certificate (1969)?

In includes indenting information which concerns name of ship, distinctive number or letters, port of registry, date of construction; main dimensions which concerns length, breadth, moulded depth amidships, gross tonnage which has been measured in the name of space, location, length and net tonnage which has been measured in the name of space, location and length.

4. How long is the effective period of the International Tonnage Certificate?

Five years.

5. When was the Convention entered into force?

July 18th 1982

第六节 国际海运危险货物规则

1. What is the mark for poisonous substance defined in the IMDG Code from 27th amendment?

Toxic

以前也曾用过 POISON

2. Do you know the latest amendments of the IMDG Code?

Yes, Amendment 27 made in 1994; amendment 28 made in 1996; amendment 29 made in 1998; amendment 30 made in 2000. it is amended every two year.

3. Do you know the EP31 stand for?

Explosives

4. What is major difference between Amendment 30 and the old Version?

It is a tabulated style. One IMDG cargo takes one line.

5. What is more dangerous, package I or Package II?

The danger is in descending order. Package I is more dangerous than Package II. In turn, Package II is more dangerous than Package III.

6. When will you use Ems? How to use Ems?

Ems gives guidance for carriage of dangerous cargo for ships. If a leakage has been found, or fire is detected due to the dangerous good, you can find the number of the table, and from the table you can know the supplement which give guidance for the dangerous goods.

第七节 避碰规则和应用

1. What is COLREG 72?

COLREG 72 stands for the Convention on the International Regulation for Prevention Collisions at Sea 1972.

2. Explain “underway” in the International Regulation for Preventing Collision at sea 1972

It means that a vessel is not at anchor , or made fast to the shore, or aground.

3. Explain “overtaking” in the international regulation for preventing collision at sea 1972

In my opinion, a vessel wishes to overtake another vessel ahead and takes measure should be deemed as overtaking.

4. Explain “ head-on situation” in the international regulation for preventing collision at sea 1972

When two power-driven vessel are meeting on reciprocal or nearly reciprocal courses, we say they in head-on situation.

5. Explain “vessel restricted in her ability to maneuver” in the international regulation for preventing collision at sea 1972

It means a vessel which from the nature of her work in restricted in her ability to maneuver as

required by there rules and is therefore unable to keep out of the way of another vessel.

6. What is “vessel engaged in fishing” in the international regulation for preventing collision at sea 1972

It means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuver-ability, but does not include a vessel fishing with trolling lines or with fishing apparatus which do not restrict maneuver-ability.

7. What is “cross situation” in the international regulation for preventing collision at sea 1972

When two power driven vessels are crossing so as to involve risk of collision, the vessel has the other on her own starboard side shall keep out of the way. It the circumstance permitted she shall avoid ahead of the other vessel.

8. Explain “safe speed” in the International regulation for preventing collision at sea 1972

Every vessel must always proceed at a safe speed so that she can take proper and efficient action to avoid collision and be stopped within a distance appropriate to the prevailing circumstance and condition

9. What is “restricted visibility” in the International regulation for preventing collision at sea 1972

It means a condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorm, sandstorm or any other similar causes.

10. Explain “stand-on “ vessel in the International regulation for preventing collision at sea 1972

The vessels cross, and one vessel should keep out of way, and the other should keep course and speed, the latter vessel is called stand-on vessel.

11. What measures should be taken when you are entering fog bank?

Many measures, for example , stand by main engine, reduce speed, watch on bow, send whistle and siren, switch on radar.

12. If you are entering hazardous waters, and you are crossing with the other vessel, and you are a stand-on vessel, but the give－way vessel did not take any measure to avoid collision, what will you do?

Reduce speed, Stop engine, hard-a-starboard, but do not cause another close-quarters situation with the others when take measures to avoid collision with this vessel.

13. In hazard density water, what are the rules if you want to take measures to avoid collision? Do you use radar or APAR?

Measures taken must depend on the current situations. I must strictly obey the COLREG 1972. I must decide which vessel is the first or the second which I must make a way for them. I often use radar or APAR radar when I enter hazard water.

14. What signals are used by trawlers?

The trawler with 20 meters or more in length must use; 1) when shooting net, two white light in a vertical line 2) when hauling their nets, one white light over one red light in a vertical line; 3) when the net has come fast upon an obstruction, two red light in a vertical line.

15. When a motor vessel is underway and she is not under command, she still has relative movement with sea water at night, what kinds of light signals will she use?

The vessel will use not under command light two side lights.

16. How many vessels restricted in their ability to maneuver? What kinds of mark should be exhibited in daytime?

For example, vessel engaged in laying, servicing, picking up navigation marks, submarine cable or pipeline, vessels engaged in dragging, surveying or underwater operation; vessels engaged in replenishment or transferring persons, provision or cargo while underway; vessels engaged in launching or recovery of aircraft; vessels engaged in towing operation such as severely restricted the towing vessel and her tow in their ability to deviate from their course. They exhibit three shapes in a

17. If the vessel ahead of you did not respond to your signals which indicated your overtaking intention, what will you do?

I will reduce my speed immediately. If I must overtake, I will use VHF to contact the vessel.

18. Why is it important to sound fog signals?

COLREG 72 requires fog signals to be sounded. It is quite common for ship's radars to break down and there are many small vessel and yachts which do not have radar and may not be seen on my radar. Sounding the whistle or fog horn is the only approach they can detect our presence.,

19. How many n miles does it take your vessel to stop from maneuvering speed of 12 knots, fully loaded, (1) with no astern power (2) with maximum astern power?

This varies from ship to ship in still water, but the information for your ship should be available on board. It is usually much further thant originally thought. Having obtained the answer, note it in the answer column and compare it with other ships.

20. When you are OOW at night while underway, and you see a read light from another vessel, how will you make a quick decision?

I will make a course to starboard.

第八节 其他

1. 问： What is UNCLOS?

答： It stands for the United Nations Convention on the Law of the Sea.

2. 问： What is SAR Convention?

答： SAR Convention stands for Search and Rescue Convention. It was first drafted up in 1979.

3. 问： What is ILO147?

答： ILO 147 is the Convention made in 1976. PSC inspection will examine this item while a foreign ship staying at its port.

4. 问： What would you do if your received MAYDAY or PANPAN signals on VHF?

答： Record the information contained in the MAYDAY or PANPAN message, try to establish contact with the source and then call captain, I would endeavor to plot the position of casualty and the ship's position in preparation for any follow-up action.

5. 问： What is MAYDAY? What is PANPAN? What is Securities?

答： MAYDAY is similar to French phrase m'aider. It means "help me" it is used on VHF for warning that the ship is in distress and requires immediate assistance. PANPAN is a French word. It means urgency. It is used on VHF for warning that the ship is in an urgent situation and requires immediate assistance. The priority level is lower than MAYDAY. Securite is a French word. It means security. It is usually an important word to alert shipping and broadcast by coastal authority.

6. 问： Which priority wills a medical advice or medical assistance signal use on VHF?

答： According to 1949 Genva Convention, it should use PANPAN on VHF

7. 问： Which priority will be used for a man overboard?

答： Urgent signal, That is PANPAN on VHF

ISM SMS PSC 知识常识

1. Have you had inspection on board the ship? If you have, what deficiency has been checked out?

Yeah, but no deficiency has been found

2. What is PSC inspection?

PSC inspection stands for Port State Control Inspection. The main purpose of PSC is to verify the condition of the ship, to eliminate the unsafe procedures or deficiencies, to keep safety of life and property at sea and to avoid pollution at sea

3. Where is the PSC strict?

Such as in USA, Australia and some European Countries.

4. What is clear ground?

It is an evidence to show the vessel inspected has deficiency. And need to be had more detailed inspection

5. In addition to Paris MOU, what are the other MOUs?

Vina de Mar MOU which covers Latin-America; Tokyo MOU which cover Asia-Pacific Region; Carbbean MOU which covers Carbbean Region and signed in Christchurch of Barbados; Mediterranean MOU which signed in Valletta of Malta; Indian Ocean MOU which signed in Pretoria of South Africa; Abuja MOU which covers the West and Central African Region and which signed in Abuja of Nigeria; the Black Sea MOU which signed in Isltanbul of Turkey.

6. How to check information for PSC on Internet?

We can look up information from secretariats of different MOUs. Such as, Paris MOU E-mail: officer@parismou.org Web:www.parismou.org

7. What is the content of PSC of USCG?

There are six section of the content.

Section 1: administrative Items including IMO Applicable Dates involved Parties and General Information for the ship inspected, Vessel Information.

Section 2 : Certificates and Documents including International Certificates, Manning Certificateion, Pollution Prevention Records and Cargo Records.

Section 3: General Examination Items including Navigation Safety, General Health and Safety Inspection, Structural Integrity, Ground Tackle, Cargo Operational, Life-saving Equipment, Fire Protection, Pollution Prevention and Machinery Spaces.

Section 4: Drills including Fire Drill, Abandon ship Drill.

Section 5: Expanded Examination Items including Manuals and Instructions, Safety Management System, Navigation Safety, Life-saving Eqeuipment, Fire Prtection, Polluiton Prevention and Machinery Space.

Section 6: appendices including Recommended PSC Procedures, Detention Information, Deficiency Summary Worksheet, MSIS Codes for Deficiencies and Conventions.

8. How to choose target vessels for PSC inspection from practices of USCG?

They use Boarding Priority Matrix as reference. There are five items in the form i.e.: shipowner (5 points), flag State(7 points), classification society (10 points), history of ship (5 points), ship type (1 to 2 points), for example, the detention ration of the fleet is above the average for a particular shipowner, then the target ship will have maximum 5 points, and if the detention ratio of the fleet of the flag state is above the average, then the target ship will have maximum 7 point, and so on. If the total score is more than 17 points, the ship in Priority I, and between 7 to 16 points the ship is in Priority II. And it it is

between 4 to 6 points the ship is in Priority III, and less than 3 the ship is in Priority IV. For Priority I vessel port entry may be restricted until the ship is examined by USCG. For Priority II vessel, the cargo operation may be restricted until the ship is examined by USCG. For Priority III vessel, no operation restriction is observed, and the ship will possibly be examined at the berth or dock. For Priority IV vessel, the ship will probably not be boarded for inspection.

9. What can be deemed as overriding factor?

The following things can be deemed as overriding factors. (1)the ship is in compliant; (2) The ship has been recorded in severe deficiency; (3) The ship is suspected in unsafe operation or suspected to make accident, such as oil pollution; (4) The Classification society which the ship is registered in is on the black list and may be cancelled the authority of issuance of certificate. If one of the aforementioned factors is met, the ship will encounter a detailed inspection.

10. How to receive PSC inspection?

Prepared a rest room and associate working room and all certificates and documentation must be available and complete. One officer should be choosen to accompany PSCO. If deficiency has been found, immediately contact with the Captain and consult with PSCO to find out possible approach to eliminate or diminish the deficiency. The coordinated impression should be given to PSC officer.

11. When will PSCO serve suspension of an inspection?

When PSCO evaluates the condition of ship, he thinks there is “clear ground”. PSCO will stop inspection and report to his officer for performing a detailed inspection. When the officer accompanied PSCO got this information. He must report to the Captain immediately, and try to discuss with PSCO the solution.

12. How many measures are there for a PSCO to rectify the deficiency?

For example rectify before sailing, rectify within 14 days, rectify at the next port, rectify in 3 months, detain the ship, inform the flag state.

13. What is the Banning Order?

Banning Order is for a ship with deficiency to require the ship to sail a designated port for maintenance and repair. If there is not an effective ISM certificate available. The ship is also automatically issued a Banning Order. Unless the ship is issued an effective ISM documentation or certificate.

14. What is PSC safety management inspection in Panama Canal by Panama Canal Authority?

(1) testing ship’s steering gear and emergency gear. The rudder indicator on the bridge must correspond to the one in the engine room. The rudder motor is in good order. (2) Testing of load of generator. The generator operates in good working order. (3) Testing of emergency generator. Keeps emergency lights, communication means, fog founder,Steering gear in good working orders. (4) Testing of ship’s main engine. (5) Testing of deck equipment (6) Testing of equipment on the bridge (7) Testing of emergency fire pump (8) Canal Rules published by USA (CFA-35) should be prepared.

第二节 安全管理和防止污染规则

1. What is the purpose of the ISM Code?

The purpose of this Code is to provide an international standard for the safe management and operation of ships and for pollution prevention.

2. What does DOC imply?

DOC stands for “Document of Compliance”. The marine shipping company should establish and

maintain procedures to control all documents and data which are relevant to the SMS. Each ship should carry onboard all documentation relevant to that ship.

3. What is SMC?

SMC means Safety Management Certificate. It should be issued to a ship by the Administration or an authorized organization.

4. What is DPA in ISM Code?

DPA stand for Designated Person(s) Ashore. His responsibility includes monitoring safety, pollution prevention aspects on behalf of the shipowner.

5. What is NCR in ISM code?

NCR IS Non-conformity Report. Shipping companies need to establish procedures to ensure the ship fully complies with ISM provisions. If None-Conformity is found. NCR should be submitted as soon as possible.

6. What is unsafe practice?

It is an critical operation.

7. Do you know who the DPA for your last shipowenr was?

He is authorized by the ship owner to execute the ISM and SMS. The DPA of the last shipowner which I served for is Mr. Thomas William. The Vice Manager of his company.

8. What is the purpose of ISM Audit?

Audit is a systematic and independent verification to determin whether ISM activities and results conform to planned arrangements and whether these arrangements are effectively performed to achieve the objective of the company and relevant marine laws.

9. What is the Critical Equipment and System?

These are those where sudden loss of functional capability or where failure to respond when activated manually or automatically may create high-risk situation or major accidents. For example, main engine, steering gear and so on.

10. What are the Critical Operations and Conditions?

Critical Operation and Condition are those which have a significant risk of causing major injuries or illness to people. Or damage to ship, cargo, other property and/or the environment.

11. What does Non-conformity mean?

Non-Conformity means an observed situation where the objective evidence indicates the Non-Fulfillment of a specified requirement.

12. What is major Non-Conformity?

Major Non-Conformity is an identifiable deviation which poses a serious threat to personnel or ship safety or serious risk to environment. Which requires immediate correction action. Lack of effective and systematic implementation of the ISM Code is also a Major Non-Conformity.

13. What is a near accident? Please give an example to show you understanding?

The near accident is a kind of potential danger. If it is worse, it will become an accident. For example, two ship are in close quarters situation.

near accident 汉语中翻译为险情

14. What is SAFIR?

SFAIR is the abbreviation for the Ship’s Safety Improvement and Report System. It was developed by the Norwegian Ship owner’s Association. The purpose of SAFIR is to be used as an Analysis Means by the Management Operator, to effect improvement, and in order to have the necessary information. The Captain shall report every accident, near accident, and all Non-Conformities. Captains and Chief Engineers are encouraged to use the SAFIR forms as a communication means.

15. What is SOPEP? How often do you have a SOPEP drill?

SOPEP stands for Shipboard Oil Pollutions Emergency Plan. On my last board, we had SOPEP drills monthly.

16. What is PMS? Did you use PMS on your last ship?

PMS stands for Planned Maintenance System. Yes, I can operate the computer. I used PMS software on my last ship. There are two kinds: AMOS-C is a computerized planned maintenance system whereas AMOS-D PMS is DOS based computer database.

17. What does SEP stand for?

It stands for Safety and Environmental Protections.

18. What is Safety Committee onboard?

According to the SMS,, Each ship will establish a Safety Committee on the representation of the ship owner. In general, the Captain is the Chairman. The purpose of the Committee is: (1) To manage the daily shipboard safety operation to remind the crew of safety operations. More safety prepared, less accident damage. (2) To solve safety-related problems. If all of the crew can't understand items of safety operation stipulated in the SMS, SHIP OWNER MUST BE REPORTED TO IMMEDIATELY.

19. What is a Safety Meeting? How often will you hold a Safety Meeting?

Safety Meeting can also be called SEP Meeting, held by the Shipboard Safety Committee. It is intended to keep vigilant and aware of safety operations of the ship and protection of marine environment. The intervals between SEP meetings should not exceed one month. In the meeting, the following contents are relevant:

(1) Recent incidents, accidents, casualties, near accidents, and Non-Comformities, Major Non-Conformities;
(2) Safety aspects of impending operation;
(3) Incidents and accidents "opinion and feedback" sent by ship owner;
(4) Improvement in safety operation and environmental protection for the ship.

20. What is the master's review?

It is the regular review to consider the need for system improvement. A master's review is directed towards the system and should not interfere with continuous safety quality improvements or corrective actions.

21. What are the internal and external audit?

Internal Audit is carried out by DPA, Superintendent, Safety Master or Even Manager from the shipping company. Every ship must be examined by Internal Audit within a year. When it is necessary, the Internal audit may be carried out by the relieving Master or Chief Engineer prior to handover. External Audit is carried out by the Administration or its authorized organization, such as Classification society. The External Audit includes inspections of the following:

General impressions of practice of the ISM Code; Certification and Documentation; Information on Manning and Certificates of Competency for Captain and Crew; shipboard Management and Personnel Safety Operation; Pollution Prevention; Life-saving Equipment and Life drill; Fire-Fighting Equipment and fire drill; Cargo and/or Ballast System and Execution; Mooring Equipment and Mooring Procedure; Bridge Equipment and Bridge Team Management; GMDSS equipment and Operation of the Equipment including False Alert Cancel Procedure; All Machinery Spaces including Engine room, Steering Gear and 15 ppm facilities; Load Line items; Emergency Response Abilities; Vessel Management System. External Audit normally takes 3 to 5 days dependent upon ship's schedule.

第三节 安全管理体系

1. What is the abbreviation of SBM?
   It stands for Ship Board Management Manual
2. The Captain has given instructions for course alternation at the time of the watch change-over. Traffic in the area prevent this course alteration from taking place. What action should the relieving officer take?
   the course alteration should take place at a time when it is safe in terms of the position of the ship and the traffic in the area. If the OOW is in doubt as to when he can accomplished this course alteration he should inform the Captain of the circumstances.
3. do you keep record while crew works?
   Yes, of course. According to SMS, every event should be recorded as a evidence. The general rule is no record, no behavior.
4. who takes care of documents onboard?
   The captain or a senior officer nominated by the captain.
5. Who keeps the Master key?
   The chief officer keeps the master key. In addition he keeps the pass key and accommodation key.
6. Who takes care of medicine?
   In the past, the doctor will do. Nowadays, the second officer will take care of medical chest and he will assist in cases of illness or accidents of crew.
7. Who is responsible for the vessel?
   The captain is responsible for the vessel. That is the captain is responsible for the seaworthness and safe, efficient and economical operation fo the vessel and management of crew, cargo and shopborne equipment.
8. How do you comprehend the SMS file “3.1.2 - The Captain shall well know the ship thoroughly”?
   The captain is the leader of a ship. He is the representative of the company. He takes total responsibility of the ship. He should know the ship’s condition with certainty.
9. What are the documental procedures? Who keeps these documents onboard?

Documental procedure are guidelines for serving marine transport works. The procedures also tell emergency operation procedures, connecting with company procedure, index to occupational procedure, and so on

10. If the Captain were not onboard, who would assume his responsibility?
    According to SMS and common practice, senior deck officer will take over the responsibilities
11. Who will complete Appraisal Form on his senior subordinates?
    The captain will fill in that Form and report required by the company.
12. What should a Captain do before sailing?
    He must ascertain the ship’s seaworthiness in all respects, such as sufficient sotres, provisions, bunkers, fresh water, personnel, clearance from the departing port, ascertain sufficient update charts available and maritime publications, hold regular meetings for preparation, and so on.
13. When should the Captain be on the bridge?
    In my opinion, (1) officer on watch call
    (2) restricted visibility occurs

(3) heavy traffic nearby

(4) berthing or unberthing, docking or undocking, anchoring, shifting ship.

(5) entered hazardous waters

(6) an imminent danger

(7) alternating position where unskilled duty officer handles, and so on.

14. How do you avoid piracy?

First, we shall look up information from admiralty publications and make known the area where pirates often attack, safety must be borne in mind at all times. When proceeding at area where pirates possible attack, watchman need to be arranged on deck. Where practical switch on radar and proceed at full spee. At night, switching on navigational olights is needed. If the pirates embarked, protect ourselves by means of water hoses, fire hooks and axes, call for help by means of communication equipment. In general pirates are always in small boats and attack merchant ship near coastal waters at night. We also communicate with naval fleet for army assistance.

15. How to perform Captain's Inspections?

If possible the captain must inspect the vessel daily, the relevant places include: the messroom, the galley to be visited daily; store rooms, reefer chambers, washrooms, toilets, accommodation to be inspected at least a week in order to keep a standard sanitation and cleanliness.

16. What must be borne in mind when a change of command (handover) of Captains occurs?

If possible the incoming captain should consult with the outgoing captain regarding ship's characteristics, maneuvering guidance, personnel condition and others, the outgoing captain has the duty to answer any information which helps incoming captain to safety, efficiently, economically operate the ship. If time is limited, the outgoing captain should prepare a detail memorandum for incoming captain in order sto save joint inspection time. All certificates must be checked and completed. The ship's account must be balanced and handed over to the incoming captain. After handover, the entry must be written in the ship's deck logbook.

17. Could you explain the Chief Officer's function?

The chief officer is the executive officer. He is the leader of deck department. He will act as the captain if the captain is absent. He will also be responsible for cargo handling service as well as watch on bridge.

18. Who makes Appraisal Form and Overtime Record Account for the deck department?

The chief officer makes appraisal form for the deck department according to every crew performance in contrast to his duty. He is also responsible for all overtime work and keeps a detail account of it.

19. When the ship is at anchor and the ship is not handling the cargo, what watches must be kept? Where?

Navigation watches must be kept. Where duty deck officer and duty AB attend the watches on the bridge.

20. How do you prepare receiving pilot at night?

Prepare pilot ladder or/and accommodation ladder, lighting, manropes, a lifebuoy with self-igniting lights. Use signals two light hoisted in a vertical line. The upper is white, and the lower is red. Use VHF and siren to contact with pilot boat.

21. what are duties for the Captain?

He is the representative of a ship, and he is responsible for ……

22. What are the main duties for Chief Officer?

23. What is main task for Second officer?

He is responsible for ensuring all charts, publications required for intended voyage are available, and kept corrected; he is under the direction of the master with laying off courses and preparation of the Passage Plan. Fix daily noon position report to the master and chief engineer; he is responsible for maintaining of navigation watch on the bridge at periods of 1200-1600, and 0000-0400 hours; he is responsible for correct operation of all navigation equipment and correct maintenance in close cooperation with the Electric engineer; he is responsible for mooring or unmooring at aft station; he is responsible for winding and clock. Keep good care of all optical instruments on board. Sextants, binoculars, azimuth rings etc. he responsible for keeping deck logbook, abstract log, chronometers log and record book of all navigational equipment; he is responsible for keeping a book contained all navigation warning; he is responsible for anchoring or harbor watch or cargo watch for 12 hours in every 24 hours when does not carry a third officer; he is responsible for duties as directed by the chief officer, and take active action; he is responsible for all respects of cargo work; he is responsible for medical care work.

24. What is main duty for third officer?

Third officer is responsible for all life saving appliance and fire fighting equipping to ensure all of them are maintained in a thoroughly efficient state and in valid; he is responsible for keep all flags and signal equipment to be kept in good working conditions; he is responsible for assisting master in the bridge at the period 2000-2400 and 0800-1200 hours when the vessel is mooring or unmooring or anchoring; he is responsible for a condition report containing all arrival or departure data to the master and copies to chief or departure data to the master and copies to chief engineer as well as chief officer; he is responsible for cargo watch duties as directed by the chief officer; he is responsible for navigation watch on the bridge when the vessel is underway.

25. Who is responsible for expenses of transferring stowaway?

Before ship’s sailing, the ship should be searched thoroughly for stowaway, if stowaway are onboard, all charter parties may experience unconvenience. All losses may be paid by the ship owner. Stowaway must be guarded on board the ship when it is arriving at foreign port.

26. What are the main duties of the Chief Engineer?

27. What are the main duties for the Second Engineer?

28. What are the main duties of the Third Engineer?

29. What are the main duties of the Fourth Engineer?

30. What are the relationships among Safety Committee, Captain, DPA and Manager.

Safety committee is under the direction of the captain. The captain is a report representing the chief enginer chartere, P&I cluts, customer, or other respects to DPA. DPA is under the direction of the manager.

31. What is SMS?

甲板部面试内容

第一节水手

1. Do you know any orders for mooring line? List some, please

the following commands are commonly used: pass one, slack, take a strain on one, take in the slack on three, ease three, avast heaving, check three, hold two, double up and secure, single

up, stand by you lines, take in one and cast off.

2. Could your repeat wheel order?

Yes Sir, Port 5, port 10, port 15, port 20, Hard-a-port, starboard 5, starboard 10, starboard 15, starboard 20, ,hard-a-starboard, steady, steady as she goes.

3. What is the usage of the stopper?

the purpose of the stopper is to allow the weight on a line to be transferred to bitts or cleats when belaying up. They are used in conjunction with the transference of weight in the mooring rope from the windlass drum end to the bitts.

4. what should a watch AB do, when watch at the gangway while berthing?

To adjust the gangway dependent up tide, to write name of visitors in the notebook, to help OOW for monitoring cargo handling operation, to guard for security; besides, duty AB must wear armband while on duty.

5. Do you have a duty watch certification issued by MSA?

Yes, I have

6. What should you do when you take a line onto the same bollard with the line from another ship?

Yes, sir. It is necessary to put a mooring line onto a bollard already occupied by the mooring line of another ship, the eye of the line should be taken up through the eye of one already there before placing it over the bollard. It will ensure that when it commes to cast either line may be let go easily.

7. how to perform de-rusting work in an oil tanker?

the hammer used is made of copper. Cloth should wrap the hammer in order to prevent static arc. Beside, protective glasses should be worn and some cloth which may caused static arc should not be worn. The surroundings should not have oil before de-rusting cleaning work should be performed. The work should be under the control of the Boson or the Chief Officer.

8. What is the difference between ground and squat or strand?

The term grounding means the ship touch the bottom of the sea and the under keel clearance is zero. Squat is similar to ground. It means the ship body sinks in the shallow water whereas strand means the ship seriously touch the bottom of the sea and perhaps the under keel clearance is negative.

9. Could you tell the difference components of a “D” lugged joining shackle?

Leader Pellet, tapered spile pin, dovetail chamber, jaw, lug bolt, crown.

10. What is the length of one shackle of anchor chain?

One shackle is 27.5 m in length. One cable is 90 feet in length

11. Could you list the different lines which ships use?

Yes, sir. Headline, stern line, head spring, stern spring, breast line, tug line and towing line.

12. Could you list some cargo which you have loaded before?

Many cargo, Such as flour, ore, quick lime, corn, steel, cotton, and fertilizer.

13. What are the main reasons for cargo damage?

Many reasons, such as damage in inappropriate shifting or handling, damage due to false stowage, damage in poor ventilation or cargo hold condition, damage in transshipment and damage due to the characteristics of the cargo themselves.

14. Could you tell the particulars of the ship?

My pleasure, LOA(LBP),width (beam), freeboard, draft. They include three kinds; the maximum particulars related to maneuverability, the registered particulars related to certificate, and

the type particulars related to stability calculation, and so on.

15. Could you list different mooring equipment onboard?

yes sir, for example : open chock, cleat; closed chock; bitts; open roller chock, padeye, bullnose, dolphin and so on

16. Could you talk about the different names of pier?

Yes, sir. In addition to pier, many other names are widely used. For example: wharf; dock; terminal; jetty; quay; berth; pontoon and so on.

17. Could you list the parts of a stock less anchor?

Ok. it includes shackle, shank, crow, fuke, hinge bolt and tripping palm

18. Could you list the parts of an electric windlass?

Ok. It includes motor, warping drum gypsy, brake, clutch, hand wheel of clutch and hand ahead of brake.

19. Could you tell the components of a Kisbie life-buoy fitted with lights?

Ok. It includes calcium flare, lanyard of stopper, lanyard, buoyant light and lifeline.

20. Who takes charges of measuring water level of water tank onboard? How do you measure it?

a carpenter must measure all water tanks everyday and record in log and report to the Chief Officer. The measurement procedures are as follows: open the cover of monitoring hole. Whiten the measurement ruler with chalk. Veer out the ruler until the iron of the terminal touched the bottom. Acknowledge that it touched the bottom. Walk back the rule and read the depth of water. Clean the chalk and water. Close the cover.

21. What must be borne in mind when painting?

Choose the appropriate paints. Choose the appropriate brushes. Keep the painted area clean and dry. Choose best weather conditions (usually temperatures vary in 5℃ to 20℃). Paint the painted area evenly, paint in correct order, normally from left to right, from up to down, from inside to outside. Enough intervals should be kept between two times painting. Keep safety measure and protection when painting.

22. List different marks on shell plating?

Yes, sir. Draft marks, deck line mark, loadline mark (summer loadline, wither loadline, tropical loading, winter North Atlantic loadline, timber loadline), tonnage mark, bulbous bow and thruster marks, tug pushing point mark.

23. If you find the 5m mark onboard the ship is just immersed below sea level. What is the draft?

Exactly 5 meters.

24. If you find the sea level just cover the XIII, what is the draft?

13 feet and 6inches

25. What should be taken into consideration when using blocks?

Check the block periodically. Pay much attention to components of the block; if the bearing and its davit has been worn up 10% (90% remaining). It must be replaced with a new one; lubricate the moving parts frequently; make good use of blocks and compose a blocks group.

Navigator

1. How do your know the fact of log? Because of the rain, how do you find the percentage of water?

Yes, I will give the reference from the draft and compare with the cubic meters. Then I can consult in the table and calculate the content of the water

2. What are the chart catalogues published by British and American?

NP 131 is the chart catalogue published in Admiralty Hydrographic Department of UK and CATP2V01U is the chart catalogue published by the Defense Mapping Agency of the USA

3. What is Chart 5011 in Admiralty chart?

It stipulates signals and abbreviation for the chart series.

4. Where can you look up pilot books?

Take American and British series as example. British pilot books are published in 74 volumes by Admiralty Hydrographic Department and you can obtain it from that office.

5. How many stages are there for a Passage Planning?

There are two stages. Passage route in ocean and open water and passage route in coastal and estuarine waters.

6. What is the parallel index?

PI (parallel index) is a useful method of monitoring cross-track tendency in both poor and good visibility. It is a good practice to mark the planned PI on the chart inconspicuously at the planning stage.

7. You are aiming to make a good track of 090°T. The ship is allowing 7° drift to port for a current from the starboard bow, and a leeway angle of 3° for a wind on the port side. The gyro error is 2° low and the compass error 4oW . what are the gyro course and compass course to steer?

Gyro course 092°, compass course 098°

8. How would you know what VHF chancel to monitor when leaving port?

By checking the plan, asking the pilot and consulting the Admiralty List of Radio Signals if the information was not available elsewhere,. In common practice, VHF CH 16 and VHF CH 13 should be monitored.

9. What watch duties must a Chief Officer perform when underway at sea, in port or handling cargo?

Keeping a navigation watch when underway at sea; under the control of the Captain, the Chief Officer supervises at fore part of the vessel when mooring, unmooring, or the other wise using of anchors, whatever vessel is at anchorage or in port remains onboard when the Captain is out. If the vessel does not carry a third officer, he must stand 12 hours anchor watch in every 24 hours when the vessel is at anchor. He must perform other duties designated by the Captain for the safe and efficient operation of the vessel.

10. According to the Regulation of Observation, when shall the meteorological and marine elements be observed? What are the most often observed element?

General, the routine observation is taken at 0000, 06000, 1200,1800UTC. When there is a hazardous weather, it can be taken at any time. The most common observed elements are air pressure, temperature, humidity, wind, cloud, weather, visibility, sea and swell, and so on.

11. What is the name and numbering of tropical cyclone?

Tropical cyclone can be identified with human name series in some countries. Like USA. Before the year 2000, in the Northwest Pacific water, Arabic numbers were used to mark tropical cyclone with winds over Beaufort fore gale 8. now both numbers and name are used in duplicate in this area.

12. Where are the “roaring westerlies ”? and what is the climate like there?

The region near 40 degrees south are called roaring westerlies or roaring forties because the winds there are often over 30 knots. What’s more, it is foggy all year around.

13. Where are the “trade wind zones”?

Northeast trade wind zone is near 10 degrees North and the Southeast Trade wind zone is near

10 degree south.

14. How can you get weather information onboard?

We can get it by receiving fax weather charts, weather reports broadcast by the coast station, MSI , weather routings service, and so on.

15. What kinds of weather chart do you often use?

Surface Analysis and Typhoon Warning, sometimes I receive surface Forecast chart to get more information.

16. What does the heading of the fax synoptic chart inform of ?

Generally the heading of a fax synoptic chart is composed of three lines. First, the type and the coverage of the chart and the station call sign providing the chart. Second, the time of the chart. Third, supplementary explanation.

17. How can you get the bearing of a typhoon with the observed wind direction?

Back to the wind direction, the centre of the typhoon is at my left, 45 degrees to 90 degrees, depending on the strength of the wind.

18. How can you identify the sea areas with poor visibility or heavy seas according to a synoptic chart?

On a surface chart, the areas marked with FOG[W] are areas with poor visibility and the areas marked with [W],[GW],[SW],[TW] are stormy water.

19. On a given surface synoptic chart, how can you derive weather condition around a station, for example, the wind?

The weather condition around a station is regularly signed around it. For example, the wind arrow indicates the wind vector, The bearing where the arrow stands is the wind direction and the number of the feather means the speed, the more feathers, the greater the wind.

20. What is a front? How many kinds of fronts are there?

A front is the transition belt between different air masses, usually referring to the warm air mass and cold air mass. There are four kinds of front: cold front, warm front, stationary front and occluded front.

21. What is the weather like when the cold air comes?

The cold air is a system ahead that the most influences on Chinese coast during the winter. When it comes, it usually bring great northerly winds, heavy seas that often last no more 2 days.

22. What is the difference between a typhoon and a hurricane?

They both refer to the tropical cyclone with max winds over 65 kts. But typhoon refers to those in Northwest Pacific, but hurricane refers to those in Northeast Pacific and Atlantic.

23. What is the dangerous semi-cycle of a typhoon?

The dangerous semi-cycle is the right semi-cycle of a typhoon according to its moving path.

24. How do you evaluate the value of the ship weather routing?

Ship weather routing is the service that provide the information about the weather and marine condition along the route and suggestion about altering the course plan. There is more and detailed information than the public weather forecast. During the past 50 years, this technology has developed greatly and done much to ensure the safety and economic of the course. However, neither the information nor the suggestion bears legal liability, the Captain is in full charge of the voyage.

25. In which area do ship seldom meet gales?

In many places such as area between 5 degrees North and 5 degrees South, and on the west coast of South American Continent.

26. What is the range of lights? How do you decide the range?

It is the maximum range which a lighthouse or other landmarks or aids to navigation can be sighted by the observers. It depends on the following factors: the combined height of eye of the observer and the elevation of the light. The intensity of the light and the clarity of the atmosphere.

27. What would you do if you meet communication breakdown?

Poor communication both internal and external is an indication that situational awareness may be at risk. Internal communication may be confused by physical causes such as noise, etc, or be caused by lack of common communicative language. External communication breakdown may also be caused by non-common communicative language or misunderstanding each other. In any case, efforts must be taken to overcome the cause of the communication breakdown, and there should be aware that it is a risk for the safety operation of the ship. For example, the pilot says "We will get alongside STARBOARD" and the quartermaster misunderstood "Hard-a-starboard". That caused a casualty.

28. If you are making a passage plan, what kind of the plan is required, berth to berth passage or pilot station to pilot station plan?

Berth-to-berth passage plan is required.

29. What is the content of BA chart D6083?

Load line zones are shown on it.

30. What is Admiralty chart NP350 used for?

It is the distance table used for oceans and coasts

31. Do you know what the passage plan is?

A passage plan is a preparation made by the Second Officer to transit intended voyage. The main content include, course alteration, voyage planning, parameters for ship's squatting, pilot station arrangement, emergency anchorage arrangement, quarantine anchorage arrangement, berthing arrangement, communication approach, electronic device usage and other information.

32. what is transit bearing?

Transit (range in American English) bearing is a course drawn out on charts at the planning stage. It can be used as a cue for vessel alteration of here course.

33. How often do you use bridge simulator?

When I renew my certificate.

34. Supposed you transit the English Channel and you meet a ship on the opposite course, what action would you take? What sound will you use to warn? How far will you use a sound signal? How far will you take action?

Quickly determine which ship is stand-on vessel, and which ship is give-a-way vessel. I will sound signal to warn the vessel. The best distance is no less than 4 n miles.

35. If there is a new port which you have never been to, how do you get the latest information?

First ask the agent for information or as the harbor authority by VHF on arrival, or ask the company for help.

36. What is the name of the longer bars in the pilot ladder? What is the length of it?

The name is spreader. The length regulated in SOLAS is 1.80 meters. It can prevent twisting of the ladder.

37. When will a combination ladder be arrange before embarkation of the pilot?

Whenever the seawater at the point of access to the ship is more than 9 meters, a pilot ladder as well as an accommodation ladder will be arranged. In addition, the pilot ladder will leave the water at above 1 meter. The pilot uses the pilot ladder at least 1.5 meters and no more

than 9 meters.

38. Who will be arranged to receive pilot?

According to SOLAS Convention, The responsible officer of the ship will perform the job.

39. Could you tell me something about Admiralty Notice to Mariners?

Yes sir. Admiralty Notice to Mariner are maritime publications issued by the Hydrographic Department of the United Kingdom. They included Admiralty Notice, Australian and New Zealand Notices. They are published in weekly editions and annual summary versions.

40. Could you tell contents of Weekly Editions of Admiralty Notice to Mariners?

Yes sir. They included six sections. Section I, Explanatory Note, indexes to Section II. Section II, Admiralty Notice to Mariners-Corrections to Chart. Section III, Reprints of Radio Navigational Warnings. Section IV, Corrections to Admiralty Sailing Direction. Section V, Correction to Admiralty List of Light and Fog Signals. Section VI, Correction to Admiralty List of Radio Signals.

41. How many errors are there for using sextants?

The two major errors are apparatus deviation and adjustable error.

42. How to fix chart?

First, register the navigational warnings in register book and record the warning number in the card. Select the associated chart affected by the warnings. Use pen, scissors and glues to fix permanent notice. Use pencils to fix temporary and preliminary notices. All of the notices must be used to fix charts and keep chart corrected up-to-date. When fix chart the geographical index must be invariably consulted.

43. Could you list kinds of admiralty chart series?

So far as I know, there several kinds of admiralty charts. Such as, metric charts, which began to use since 1968, symbols and abbreviations which are put in chart 5011, international charts which are widely used and recognized. Decca charts with the appropriate Decca Lattice, Loran-c charts which cover most of the North hemisphere and parts of central pacific ocean, Omega charts which cover non-polar ocean regions, Routing charts which include recommended tracks and distances between ports and fueling terminal, meteorological and ice conditions, ocean currents, and so on.

44. What do you know ECDIS?

ECDIS stands for electronic chart display and information system. It make use of computer technology to provide chart detail on a visual display unit. Combined with an automatic indication of ship’s position, and possibly a radar image, a navigation aid.

45. What should be put down in the ship’s Night Orders?

There are important things to make deck officers on duty borne in mind. The slogan is “safety is first”. A good Captain needs to know which deck officer lacks of seamanship. Night Order should be written according to the environment, personnel, weather, and so on. They are completed before the Captain sleep.

46. In addition to AMVER, what are the other major automatic guided systen?

The major automatic navigation guided systems are listed as followed: JASREP, AUSREP, and so on.

47. When will a Master lodge sea protest?

Master will make it on any of following occasions: 1) Damage or possible damage to ship, pier or berth after collision: 2) Damage or possible damage in touching button stranding or the other incident; 3) Damage or possible damages to cargo due to rough sea or stress of weather; 4) Any other event in favor of shipowner.

48. What does “Port Clearance” mean?

Port Clearance is a legal document from the port of departure. It is made by Port Authority or Customs office (HAS in China). It means the merchant ship has cleared everything. All ship documents must be returned to the ship before issuing “Port Clearance”. A ship can not sail until she has got “Port Clearance”. The net port will also sight last “Port Clearance”

49. What does TEU stand for?

TEU stands for Twenty feet Equivalent Unit.

50. What is cargo operation duty for chief officer.?

The chief officer must ensure that the stability and stress condition throughout the period of loading, discharging and shipment are always within safety limit and trim is always as required; before loading the chief officer must prepare the cargo holds for the reception of the intended cargo and ensure IMO regulation on cargo handling to be strictly observed; the chief officer must keep record and pay much attention to all damages caused by stevedores during cargo handling and require stevedores to repair damage before sailing or obtain their written acknowledgement of liability; before sailing, chief officer must check cargo for seaworthiness. He must satisfy himself and make necessary report to captain; the chief officer must be responsible for cargo care on passage to avoid possible loss or damage. He must pay attention to ventilation. On arrival the chief officer must ensure the cargo to be delivered to the designated consignee.

51. What will the Chief Officer do before dry-dock repair?

The Chief Officer must submit to the Captain in good time for his scouting a detailed repair list and make out a safety procedure for crew before dry-dock. When the repair is in progress, he must ensure all aspects strictly observe safety regulation

52. If you found a ship dragging anchor and endangered to your vessel, which measures would you take?

Stand by main engine, and slack away anchor chain, use siren and whistle to warn that ship, or use VHF to call that ship, use VHF to report to Port Control, If necessary, heave up anchor and move another anchoring position.

53. When mooring or unmooring operations, the Captain and pilot are on bridge , do you also require to fix position?

According to port rules, it is necessary to fix position. But it may depend. If you are at the forward (or at the aft), you can not fix position, you need consult with pilot or captain.

54. Third mate, could you tell working parts for an inflatable rubber life-raft?

Yes. Sir. For example; internal light, external light, knife, safety/topping-up valve, canopy furling tapes, rain catchment, hauling in line, floor inflation valve, rescue line, external lifeline, drogue line, drogue, cell pocket, plug, sea light cell, canopy furling tapes, water stabilizing pocket, deflation plug, inflation hose, boarding ladder and righting strap, window in inner door, painter patch, painter, quick release for hauling-in line, lanyard paddles, equipment bag, emergency bag. Emergency pack, double floor, internal lifeline, rain catchment tube and bung, double canopy, canopy instruction label/bag

55. third mat., could you tell working parts for an ordinary lifeboat?

Yes. Sir. For example; manrope, oars, ration, securings, launch tracks, slip gears, sea anchor, sea plug, davit roll, harbor pin, canvas roof, fresh water, fishing gears, medicine, axe, provisions, sail makers lather palm, sail makers needle. Beeswax, grommet dies. Grommets, serving mallets, round mallets, wood hand fids, steel marline spikes, hatch wedges, rat guards, lifejackets, inflatable life jacket, lifejacket lights, lifebuoys, immersion suits, thermal protective aids, retro-reflective tapes, radar reflectors, bailers, hatchets, sponges, lifeboat oil lamps, lifeboat matches, rutproof dipper with lanyard, binnacle containing an efficient compass, buoyant rescue quoits, life-saving signal, survival manual, waterproof electric torch, boathooks, and so on.

56. What measures must be taken to the leakage of the ship occurs?

Check the leakage location, and find the beginning and ending. Make holes which are 8-12 mm in diameter, to stop extension of leakage, weld leakage (uncludes holes). Finally, find out the reason of causing leakage.

57. What is the component of carne ?

Samson post, tumbler, topping lift span, spider band, preventer guy, head block, guy, monkey face-plate, bull rope, heel block, guy, cargo hook, runner, gooseneck.

58. Could you tell the usage of portable extinguishers?

Water type extinguisher are must suitable for class A fires; Foam type extinguishers are particularly suitable for fires involving inflammable liquid-class B; Carbon dioxide portable extinguishers are suitable for fighting class B fire involving inflammable liquid and for electrical fires. They are also effective on class C and D fires and small class A fires as there is no cooling effect.

59. You are OOW on a 20-knot container ship and you detect a small target at 4 n miles approaching at 5 knots with a terminal period of 1 n mile. Calculate the critical period

9.6-2.4=7.2 minutes

60. What does "hogged" mean and what does "sagged" mean?

Term "hogged" means that the mid draft is less than the average of draft forward and draft aft, whereas "sagged" means that mid draft is more than the average of draft forward and draft aft.

61. What should you be borne in mind when making a passage plan?

Two reason, economical reasons and safety reason. Navigating officer may release from the hard reference and embody the requirements of the Captain.

62. What is the procedure to make a passage plan?

Firstly, check up publications and charts. Secondly, consult necessary information. Fourthly, use a book to record alternation of course, stability calculation and information including safe speed, machinery status, manpower, report points, minimum depth, emergency plan or the other information which is easily read. Fifthly, draw up safety margines according to particulars of the ship or even personal willingness

63. Approaching the pilot vessel in fog, the Captain of the pilot vessel says "I can see you on the radar now 135 degrees at 2 n miles." Where would you look to find the pilot vessel?

My vessel is 135 degrees from the pilot vessel at a distance of 2 n miles. I would therefore expect to see the pilot vessel on a reciprocal bearing of 315 from my ship at a distance of two n miles.

船艺和驾驶台管理

1. Where do you obtain information about you watchkeeping duties on bridge?

The following items can be information sources: chart catalogue, navigational charts, ocean passages for the world, routing charts or pilot charts, sailing direction and pilot books, light lists, tide tables, tidal stream atlases, notice to mariner (NAVAREAS, HYDROLANTS, HYDROPACS), routing information, radio signal information (including VTS and pilot service), climatic information, load line chart, distance tables, electronic navigational systems information, radio and local warnings, owner's and other unpublished sources, draught of vessel, mariner's handbook. You can use British or American catalogue numbers, or the other series. If it is dangerous, for example in fog the other vessels can't know that I am constrained by my draft and I have very little room in which the best maneuver in the water available, sounding the fog horn. I would reduce the speed of the ship as quickly as possible by stopping engines, apply hem hard a starboard, or other method to assist speed reduction within channel limits and watch the other vessel closely.

2. You are alone on the bridge with the pilot and you notice a change to a new course which you are supposed to be incorrect. What are you going to do?

As a OOW I have a duty to query any unexpected deviation from the pilotage plan. Therefore, I

would as the pilot if the action was intended. If appropriate, ask the pilot to check the heading at the steering position to verify any compass error. If I was concerned about any deviation from the plan or the safety of the ship, I would call the Captain.

3. When would you sound the general alarm?

Only in real emergencies where there is no time to telephone or sound the whistle. The most likely time to sound the alarm would be when the OOW needs urgent assistance or when the vessel is in immediate danger and when other methods of calling personnel are inadequate.

4. Show me the routine items performed on watch?

The helmsman or the automatic pilot is steering the correct course. The standard compass error is determined at last once a watch, when possible, after any major alteration of the course; the standard and gyro compass are frequently compared and repeaters are synchronized with their Captain compass. The automatic pilot is tested manually at least once a watch. The navigation and signal lights and other navigational equipment are functioning to fix the ship’s position. The changeover from automatic to manual steering and vice-versa should be made by, or under the supervision of a responsible officer. The alterness of the lookout. Changes in the weather and barometric pressure. Weather forecasts. Read standing order, night orders, or verbal orders from the Captain and perform the other duties regulated in those orders.

5. How would you monitor the navigation of the pilot

By familiarizing myself with the intended pilotage passage and the tracks laid down on the chart in accordance with the pilot’s briefing. I would then know the intended course to be steered and I could then establish the ship’s speed and monitor progress. I would independently fix the ship’s position and note the times of passing buoys. I would note the distance off radar conspicuous land. I would monitor the depth recorder against the char. I would observe traffic.

6. What condition must be satisfied by OOW before taking over a bridge watch?

To read, understand and sign the Captain’s standing orders. To check the ship’s position, intended course and the course being steered, by gyro and magnetic compass. To check the errors of the compass. To verify the speed and draft of the ship. To observe prevailing weather and sea conditions, visibility, sea-state and tides. To understand the operational state of all navigation equipment. To be aware of the presence and movement of all traffic in the vicinity. To be informed of the condition and hazards likely to be encountered during the watch. To be aware of the effects of hell, trim, water density and squat on the under keel clearance. To understand the state of internal ship systems, engine and cargo monitoring, communications and crew availability. To ensure that the required lookout and helmsman, as appropriate, are on duty alert an properly instructed.

7. When check the chart, prior to taking over the watch, what will you be looking for?

I would note the ship’s position and work out where I would expect the ship to be at the end of the watch. I would examine the track and note that it correctly “ follow on” over any chart changes. I vould verfy the track and the compass courses covering my watch. I would note buoys, lights or any other conspicuous navigational mark that I would expect to see in the next half hour. I would note the expected tidal set. I would look to see what night orders the Captain had provided and mark on the chart when he requests a call.

8. Why is making a landfall so critical?

Until land is sighted and navigational landmrakls or lights are properly indentified, where will be doubt about the ship’s position relative to land. I would work out the ETA for the

expected landfall.

9. At he time of relief, a bridge maneuver is taking place. What is the action of the relieving officer in these circumstances?

The handling over of the bridge watch must be deferred until the action is completed and the vessel is in a safe condition for the relief of the watch to take place.

10. Where would you expect to find VHF calling channel for a pilot station and a port VTS?

Calling channel can be found as follows: the Admiralty List of Radio Signals, Guide to Port Entry, the Chart, The VTS Manual Local Notices. Company Instructions regulated in the SMS. If in doubt I would call on CH 16 and transfer.

11. What advantage does the eyesight lookout have over the radar?

The eye has the following advantage: It is reliable and sensitive to color. It is easy to asses heading using human brain. It is easy to identify small targets. The eye is able to see light configurations, figure out types of ship, identify flashing lights, see changing weather patterns, see effect of sea on vessel, affected by blind sector (if observer moves according to the observing position)

12. What is a pilot card? Please list the main items in the pilot card.

Pilot on embarkation will often hold a pilot card. It is used to eliminate the misunderstanding of communication between the ship and the pilot. In general, it is printed in English. It includes, the particulars of the ship, conditions of the facilities, shipboard manning, defects which might affect safe navigation.

13. Beside the risk of collision, what else should you be monitoring on watch in reduced visibility?

The compass and bridge equipment generally. The briefing of the look out and the ship’s routine. Also, in coastal waters, I would control the navigation of the ship.

14. What error avoidance appraches can be applied to prevent equipment errors?

Equipment error checks. Where practical I would compare one instrument with another to identify an error, that is check the gyro with the standard compass, the GPS with a radar or celestial fix.

15. What would you do if the third engineer phoned the bridge to say that a fitter had fallen and broken his leg?

I would make a quick lookout around the ship to ensure that the ship was not at risk. I would then inform the Captain and next alert the leader of the emergency response team and the designated medical officer.

16. What must the Second Officer do to ensure that the ship’s passage plan is updated prior to sailing?

Check that the largest scale chart is available, corrected up to date with passage plan details and that charts to be used are stored in the right sequence. Record tidal information for the time of departure. The latest weather forecast should be available. The logbooks, chart equipment and other relevant publications are ready to use. All bridge recorders have adequate paper and are ready for use. All time related activities are updated from the time of departure. The pilot card is completed with up-to-date information. Bridge and Engine Room clock are synchronized.

17. What are the principles of self-checking?

There are three principles: First, plan in advance so that a situation can be compared with an estimation. This applies to navigation an calculations. Second, cross check with additional information-for example I would wlways try to use more than two position lines to establish my

position iwht certainty. If there were a large dangerous area I would choose the position nearest to danger until I could obtain a more accurate position. Third, ensure any action taken is having the desired effect, for example I would monitor an alter course or the effect of an alter course to avoid another vessel.

18. If the Captain and yourself are using the same APAR, what should you check?

The long range from time to time. Also I must verify the range each time I examine the screen in case the Captain has change it from a previous setting. Also I would check the speed input, particularly if this is being fed in manually

19. What is the maximum speed through the water that your ship can anchor without risking breaking the cable?

This varies with size. But typically for very large vessel, a speed of 1 knots should not be exceeded.

20. Why should you not always trust the radar to give you warning of small vessel in coastal waters?

Small wooden and glass reinforced plastic vessel are very weak for reflecting radar waves. Therefore, they may not return a strong enough echo. Where an echo is weak it cane easily be lost in clutter an cannot, therefore, be detected.

21. What should the Captain expect from the OOW on arriving on bridge?

A brief description of the most critical threat and my intended action followed by a general summary of the situation.

22. What could you do if you suspected that an error had been made on the chart?

I would check it again to confirm my own suspicion. If it was a critical error, for example a wrong track in confined water, I would point it out to the Captain and pilot, ask them to verify the error, and then correct it.

23. Why is it important to establish correctly in advance, which side to get alongside to when berthing?

A lot depends upon which side to. For example, the gangway has to be turned out. The moorings prepared and the cargo manifolds or gantries aligned. Also, the preparations to take bunkers and a fresh water lighter may need to be considered as well as power and communication line. Preparing to berth a ship on one side and then having to change arrangements to the other, causes extra work and is inconvenient.

24. Who should be in attendance when a pilot is ready to embark or disembark, and why?

When the pilot is picked up or disembarked an officer must be in attendance with radio communication to the bridge. Another crewmember should also be in attendance in case of an emergency.

25. What effect will the general alarm have on all the crewmembere?

On hearing the general alarm all crew members should proceed immediately to their emergency station.

26. When would you instruct a lookout to assist you on the bridge?

I would post a lookout: In accordance with standing orders. When the visibility deteriorates. When I need to be occupied with bridge work which requires special attention. Whenever extra assistance is required. If there was an emergency, like man overboard.

27. List the ways of obtaining a compass error out of sight of land.

Azimuth of the sun, amplitude of the Sun, azimuth of the moon, amplitude of the moon, azimuth of the planet, azimuth of the star, azimuth of polar star.

28. Why must the pilot ladder be so rigged that it does not touch the water?

If the bottom of the ladder was in the water it would be caught by the movement of the sea, particularly if the ship was making way the water. This would be dangerous and could cause the pilot to be thrown from the ladder.

29. Other than navigational safety, what else should you do at anchor watch?

I would monitor communications. Comply with the COLREG 72 for a vessel at anchor. Maintain a security watch.

30. How would you check check the compass error in pilotage water conveniently?

By taking transits or verifying heading marks by a compass bearing.

31. How can the OOW fully assist the Captain when approaching an anchorage?

Discuss the plan. Render bearings and distances. Control and monitor the engines. Monitor the steering. Keep a good look out for other shipping. Relay messages.

32. What activities need to be undertaken prior to arrival?

Each department will have work to do prior to arrival: I would advise the engineers who will want to prepared for maneuvering. Inform the officer forward who will want the anchors and mooring arrangements fully operational. The Captain will want the pilot ladder in readiness and there may be cargo operations to consider. Comply with coastal state reporting scheme. Advise the pilots. Report to the VTS if appropriate. Check the bridge and navigational equipment.

33. What action would you take in the event of a man overboard?

I would immediately release the bridge wing smoke marker floats. Sound the general alarm. Try to ensure the man stays in sight by posting lookouts. Turn the vessel to facilitate recovery. Log the time and note the position of the ship in case a search is needed. Mark the waypoint on the SATNAV if fitted. Put he engines on stand by.

34. What is positive reporting and why is it necessary for the testing of equipment before the ship sails?

Positive reporting means reporting personnaly in response to an order. When positive reporting is required by the Captain, I must carry out the duty and report back verbally to the Captain personally to assure him that I have actually undertake and completed the required task.

35. What is stated in the Nautical Briefing Annex I relating the issuing of standing order by the Captain of every ship?

The Captain of every ship is required to issue standing orders in writing, to be formally acknowledged and signed by each navigating officer prior to the commencement of the voyage.

36. List the information required by the Captain at noon each day.

The following information is usually required by the Captain at noon: the most accurate position of the ship, the daily consumption, the daily average speed, the total distance sailed, the general average speed, the distance to go the next port, the ETA

37. Which should take priority for navigation or collision avoidance, why?

In coastal water, clear of obstructions, collision avoidance must take priority as this provides the most immediate threat. It is desirable to have a regular fix interval as this make the estimation of the next fix position easier, but this is not essential.

38. Give some examples of when you would call the Captain for assistance.

If I thought the ship might be put into danger from a situation I could not control, for example: a give way vessel standing on; a sudden increase in traffic density; deteriorating visibility; the malfunction of any essential navigational equipment, e.g. radar steering gear; reported problems with the engines; any emergency onboard. I would, of course call the Captain in accordance with his instructions In sum, whenever I doubt, I shall call.

39. How would you brief a lookout?

A lookout will be much more effective and interested in the job if I explain what he might be expected to see during the watch. I would encourage him to look at radar and search for targets visually.

40. Why is it necessary to contact the port VTS station prior to sailing?

To inform the VTS that the ship will soon be sailing and to find out the movement of other vessels in the vicinity. The port VTS may redirect other ship movements or if there is a risk of unsafe traffic movement. The port VTS may delay or bring forward the time of the ship's departure.

41. What would you do if the gyrocompass failure alarm sounded when you were observing a ship on radar a collision course?

A gyro failure could be critical and could cause the ship to change course unpredictably. I would put the ship into hand steering and steer by magnetic compass to avoid any danger and call the Captain. The gyro failure could then be investigate.

42. What should you tell the Captain when he comes to the bridge, prior to making a landfall at night?

I would have the depth recorder running and I would show the Captain how soundings compare with the cahrt. I would have worked out rising distance for the first sighting of lights and briefed the lookout accordingly. I would have the radars running and tuned. I would prepare some ideas about the likely coastline. I would be checking the GPS against the land datum. I would have prepared information about tidal set, drift, and any local currents likely to be experienced.

43. What safety equipment must be provided at the pilot ladder?

Whenever a pilot transfer take place there must be a lifebuoy and light ready for immediate use with a heaving line, proper illumination, a torch at night and a radio for communication.

44. When should a double check occur?

At the change of a watch, when others are on the bridge, e.g. helmsman and pilot, and when the Captain is on the bridge.

45. Would you expect to have your errors corrected? If so, why?

I realize that humans frequently can make mistakes. I would expect the Captain and the relieving OOW to check my working whenever they come to the bridge.

46. What reports are expected fro the engine from to the bridge prior to sailing?

The main engines are ready for maneuvering. Power is available for deck machinery such as winches, windlass and the gangway motor. Auxiliaries for generating extra power are made ready. Air is opened to the whistle. Water is made available on deck. Control systems are tested. Communications are tested. Steering gear, telegraphs and controls system are check with the bridge.

47. What various options are available to a ship at anchor when faced with a risk of collision with an oncoming ship?

Sound the whistle, flash the aldis and try calling on VHF to get the other ship to recognize, it was standing into danger. Use the engines or use the rudder to create sheer. Call the Chief Officer to go forward urgently to let go the brake. Inform the Captain as early as possible.

48. As the relieving OOW should you sign the Captain's bridges order before fully understanding the instructions?

Under no circumstances is the OOW to sign the Captain's orders until he fully understands the Captain instructions. If in doubt, OOW would call the Captain for clarification of the orders.

49. A steering system is a contrl system. How does it work?

The steering system works on the principle of a control system. When steady the system is stable. When the helmsman puts on. Say, 10 degrees of starboard rudder the signal is sent to the steering gear and to an additional piece of equipment called the hunting gear. This detects when the rudder is situated 10 degrees to starboard and feeds back this information to the steering motor which stops turning the rudder. Without the feedback or corrective mechanism provided by the hunting gear the rudder would be uncontrollable.

社交能力测试

1. What will you do if the pilot uses the telegraph too much?

I will consult with him to stop using 或 I will maneuver the vessel myself. 或 I will let him use at his disposal.

2. **If the ship operates under charter parties, the charterer suddenly requires to speed up, what will you do?**

It just depends. If increasing speed endangers the ship, I will declare or refuse indirectly. If charter ignores my suggestion, I shall make a legal document to the charter that all damages or losses caused by it must be paid by the charterer. If increasi If you ring telegraph more often, the chief engineer phones you that equipment is overheated, and he can not respond your instructions any more, what will you do?

3. **I will tell him that using telegraph is necessary as we are entering hazard water. If something happens, I will take all the responsibilities.ng speed is not dangerous to the ship, I shall comply in favor of the charterer.**

When do you think you will call the CAPTAIN to come up to the bridge? If the Captain is at the bridge, he does not indicate he wishes to maneuver the ship, what will you do?

4. When I think the situation is very dangerous, or I can't make sure it is safe for me to maneuver the ship in some waters, I will call up the Captain. If the captain is on bridge and he does not maneuver the vessel personally, I will keep my watch until he wishes to handover. In general, if he wishes to maneuver and he will "Now, I take command of her".

5. If one of the crew onboard was seriously ill, what would you do?

There are many methods. One of the methods is to contact the ship owner and obtain the instructions from the ship owner, or you can ask the agent from the nearest harbor to arrange hospital admission.

6. If you found oil from another ship, what would you do?

Put down in the Deck Logbook (Official Logbook). If necessary, I will report to the nearest harbor authority immediately.

7. What about when you have a case of pollution onboard, what would you do?

Immediately report to the Captain, and immediately respond to the incident and when report to shop owner and pollution control authority.

8. You are told by the pilot to stop the engines from slow ahead when maneuvering in narrow channel, but the engine does not stop. What are you going to do?

Notify the pilot Immediately, re-ring the telegraph and call the engine control room. If there is no response I would expect the Captain and Pilot to use the emergency stop and use the anchors if necessary. I would record the time in the maneuvering book.

9. You are approaching an alter course position in the company of several ships and suddenly\ the steering gear fails and the ship starts swinging to port. What action would you take?

My first action would be to change over the steering gear and call the Captain. If changing the steering gear were not effective I would consider stopping the engines. I would then hoist two black spheres by day and two red lights at night to warn other ships. I would also broadcast the emergency on channel 16 and consider using the aldis to send uniform to advise ship if they were running into danger.

10. You are alone on the bridge at night with a pilot in an estuary and the ship has a

blackout. What will you do?

Call the Captain and the appropriate officer forward. Maintain steering (there is usually and emergency system). If the internal communication system has failed, I would use handheld VHF to communicate with the forecastle. I would then switch on two red lights on emergency power.

11. As the relieving OOW, there is an instruction in the bridge orders that you do not fully understand, What should you do?

Call the Captain and ask for clarification.

12. If you find you vessel leaking oil, which measures wil take?

I will report to the Pollution Control Authority immediately. Meanwhile, I will take every active measure to control the pollution, such as oil fender can be used to control the pollution.

第二节 处事方式

1. How would you be a good leader?

To be familiar with seamanship, to get a good knowledge of management, to communicate with my hands, to have the ability of competent skill, to perform my duties perfectly, and to coordinate well with other departments.

2. If chief mate dispute with chief engineer, how will deal with the matter?

I will dismiss one of them, 或 I will strongly criticize them. 或 I will question them about arguing in more details. 或 the solution will vary in the condition of the disputes.

3. If the subordinate does not obey you instruction and he did not consult with you, what would you do?

I will, no doubt, dismiss him.

4. If a crew conspires against you, and his department leader is also in favor of him, what measures will you take?

I will let the crew go , then I will talk with his leader. If he conspires me, he will be dismissed

5. if you were in holidays, and the company suddenly informed you to embarked overseas, what would you do?

At first I shall prepare for embarkation and buy tickets (whatever travel by air, sea, land) and choose a quickest means to meet the requirements of the company. If there were any agent on the way, I shall phone him. If possible, I also telephone shipping company for obtaining information.

6. What kind of measure should be taken to protect benefits of shipowner?

Many measures can be taken according to different situations, such as examine and checked carefully when the ship is repairing, be carefully checked when handing over. List a reference table on daily fuel oil consumption in summer, winter, underway, loading or discharging, anchoring and require crew to obey this in the interest of shipowner, and so on.

7. How do I communicate with you?

Here is my card which record my address, phone number in it 或 I live in XXX city (your address) Also give you zip and phone number, e-mail address. And so on.

8. When bunkering oil, what will you do if you find the quantity of filling in-oil does not meet the requirement you need?

The discrepancy always exists when bunkering oil, in general, the shortage should not exceed 5% if the quantity we required is within 100 tons, and the shortage should not exceed 1% if the quantity is more than 100 tons, but less than 1000 tons. In the scope of

the shortage I above mentioned, we can accept the quantity the bunkering vessel claimed. If the shortage is beyond the scope, we can not accept, and keep contact with bunkering oil vessel in the interest of shipowner. If the vessel still refuses to receive our suggestion, I consider not to sign the bunkering oil sheet.

9. How often will you contact the company?

It all depends. As a general rule, the Captain must receive assistance and instruction form the company all the time . the Captain is under the control of his company. On the other hand, if he contacts the company over a little thing, the Captain is never do well as a spend thrift.

10. If you are selected, when will you be available to be on board the ship?

Any time.

11. Did you report to the company at your ship? Can you use a computer?

According to SMS. I will send e-mail everyday for noon position, daily consumption of oil and fresh water… a computer is convenient for communication, so I can use it very well.

12. If you serve as a cadet onboard, and a Captain were unsatisfied with your performance, and slapped you face, how would you respond?

I am sorry to hear that. Because I think you fine company is very strict in performance of SMS. This case should never occur.

13. How do you understand that navigation is teamwork?

One crew person can't operate the ship. All crew members work together for the entire unit. It say the ship is the best lifeboat. Even a slight neglect may cause great danger. Only every crew member works as one group will the ship operate safely.

14. What about if I employ you to work at the lower level?

No problem or I will think about it. Sorry, sir. I can not accept that

别忘了，在谈话结束后说再见，例如；for example, Well, it was nice talking with you, I hope I can get opportunity to work on you vessel. Much appreciate good bye.