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# Maritime english vocabulary pdf

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In November 2001 the Assembly of ventiduse adopted the standard marine communication phrases IMO (SMCP) (resolution A.918 (22)) and recommended a wide circulation to all prospective users and all maritime education authorities. The IMO SMCP replaced the "IMO SMCP. Navigatorio Standard Marine Vocabulary" (SMNV) adopted by the IMO in 1977 (and amended in 1985). The SMNV was developed for use by seafarers, following an agreement that a common language - namely English - should be established for navigational purposes where language difficulties arise and The IMO SMCP was developed as a standardized safety language more comprehensive, taking into account the changing conditions in respect of modern maritime and covering all the major verbal communications relating to safety. The IMO SMCP includes phrases that have been developed to cover the most important fields related to verbal shore security ship (and vice versa), communications to ships and ship-board. The goal is to turn the problem of language barriers at sea and avoid misunderstandings that can cause accidents. The IMO SMCP builds on a basic knowledge of English and has been drawn up in a sea of English simplified version. It includes phrases for use in routine situations such as berthing and standards and responses for use in emergency situations sentences. Just on the International Convention on Standards of Training, certification and watchkeeping for seafarers (STCW) 1978, as amended, the ability to understand and use SMCP is required for certification of officers in charge of a navigational watch on ships of 500 tonnellati gross or higher. Chapter 1: Maritime English; © Why, where, what? @site-logo/ny logo marfag+2+1.png in this chapter A € ~ |. Obtaining an understanding of the relevance of the English requirements according to STCW to all seafarers to be introduced by the IMO SMCP Learn how to construct a sentence and a text learn what a topic sentence is evaluated their own learning needs. It's not only English English? There is a real need for a specialized language on board a ship? Well, this might get different answers depending on who you're asking! If you are a person that works exclusively with colleagues from your country and your culture, you may be close to correct in assuming that the need for a language of its own for seafarers is a bit 'over the top. Although it might be necessary, the need for a global language might be necessary, for example in an emergency trying to attract the attention of nearby ships! On ships with a multicultural crew, the need is more obvious, as well as on a ship that is often sailed into foreign waters, dealing with ports and foreign agents. Let's look at what the world around us had in mind when it comes to unify the world of ships, seafarers and shipowners. One of the most uniocentrali organisms that we are the United Nations (UN). Consisting of almost all nations of the world, it is fair to say that this is the closest we have to a world democracy. The UN has a number of specialized agencies, and among them we find the one that takes care of the shipping industry: The International Maritime Organization (IMO). We will look more closely at imo later, but for now will point out that the IMO has decided that there is a real need for a specialized language. This language is called maritime English and is the subject at hand as students for the next two years of education in a professional maritime college in Norway. Tell a story within the IMO, are the World Maritime University of MalmÅ ¶, Sweden. In 1983, he has already decades of experience in getting young people from all over the world. One of the gurus of maritime English, Associate Professor Clive Cole del Wmu, gives us his thoughts about necessity and development of, global language for seafarers. MARITIME ENGLISH! Blah! Who needs this? English aviation then? Mmm, perhaps. Even if it is Unlikely that passengers would stop and wonder if the pilot planes and the crew had the ability to communicate effectively in English while facing the penalties to fly. Of course, it would be completely unacceptable if the crew had only broken in English; Whether it is dangerous and most likely illegal. It is appropriate, the international civil aviation organization (ICAO), a specialized agency of the United Nations, just like IMO, has a test system designed to ensure that pilots are not only technically competent, but also in possession Of excellent communication skills. If a pilot fails, then s / would not simply be allowed to beat! Thank God for this! In reality, maritime and airline industries are very similar in many ways; they provide transport, they are global and require sophisticated equipment and qualified personnel. For all this to function safely and efficiently it is necessary that Member States agree on many issues, including that of the crucial aspect of communication. In this regard, while imoa s Å € framework € legal is more extensive than that of aviators as it is a much more complex business, it is yet to adopt global standards for English maritime skills. It is interesting to note that a word of research in the IMO legal framework reveals that, while English Maritime is mentioned only twice, English is mentioned 878 times! And, if I add an effective communication, 76 times, it is clear that this is a more important aspect. Why English? Large use a globalization! Tongue of the maritime sector promoted by IMO language a working group; STCW more and more often trade language, administration and education the garment says we have to use it !!! However, communication language is not only an industrial instrument, but also an emotional and social issue: friendship between people who speak different languages and enjoy different cultures. The Seaborne business includes a huge variety of occupations and people: staff training ports / management port administration and finance transport and logistics economy Naval aspects Drawing and construction of ships Marine marine law Insurance Environment Marine sailors / management and protection of resources Teachers Traders Manager Administrators Lawyers Economists Brokers Brokers Renters officials and OthersÅ € | Maritimes we are relying on our seafarers for 90% of our Baby House Goods foresees a huge deficit of officers over the next 10 years improving global competence on shipping on board safer - the worst is the knowledge of English. The Major is the probability of deadly accidents having an English language command improves the quality of life aboard a greater social interaction between crew members and decreased sense of short-term isolation required on board (and land) necessary for interaction and understanding Other immediate goals A professional and social success during long-term training best work / salary broader network The increase in mobilization of international global knowledge WMU perspectives MalmÅ¶, June 2017 Clive Cole The maritime organization International the international maritime organization (IMO) in short) A is of the United Nations Special lized Agency with the responsibility for the safety and safety of navigation and the prevention of marine pollution by Ships.Å € Rather a great task to manage, but fortunately almost all the nations of the world has agreed to work for a common goal For the maritime transport sector. The IMO is the tool to achieve this goal for security and safety for crews, ships and the environment. A brief presentation of the IMO Å € It consists of an assembly, a board and five main committees: the maritime safety committee; the committee for the protection of the marine environment; the Legal Committee; The Technical Cooperation Committee and the Facilitation Committee and a series of sub-committees support the work of the main committees.Å € technique we take a look at some of these to see what the functions they have. they have. The Assembly is in practice all the Member States of the IMO. You can check which people are on the IMO website. Here you can also find that some inter-governmental and non-governmental organizations can be granted the status of observers or IMO consultants. The Assembly normally satisfies every second year, but if a third of the members or the Council, they advise the Secretary-General, they will convene after a notice of sixty days. In addition to electing the Council, the Assembly also approves the IMO work program and is responsible for the financial aspects of the organization. The Council is composed of 40 Member States and is elected for a two-year period (two years) by the Assembly. The assembly cannot choose any kind of they prefer. The rigid rules regarding this are established in Article 17 of the Convention on the International Maritime Organization, signed in Geneva, 6 March 1948. The main responsibility for the Council is to follow the decisions made by the Assembly. The Council also appoints the Secretary General, which is approved by the Assembly during its Biennial session. The maritime security committee (MSC) has representatives of all Member States and meets at least once a year. This committee deals with all technical issues such as Manning from a security point of view, the management of dangerous loads, maritime indulgence surveys, ships and harbor safety and so on. We will take a closer look at the results of MSC's work is more times during the two years of study to come. The Marine Environment Protection Committee (MEPC) also includes all Member States and, as the name emphasizes, works to protect the marine environment. The MEP encounters every nine months. The work of the MEPC will also be addressed later in your studio. The Secretariat consists of the Secretary General and the staff of about 300 people from all over the world, located at the IMO headquarters in London. This is the bureaucracy of the IMO and where the daily work is carried out. Å € Å, ~ "Working language is English Å € Å, ~ English Lingua (me) is part of the language Å € Å, ~ Å FamilyÅ € Å, ~ "for special purposes (LSP). You can think that I am strictly for the special purpose of technical English, but actually embraces much more! On board a ship with a multinational crew, it is also necessary to communicate for social reasons, for daily issues such as food and services, and, of course, to maintain a safe work environment. Ensuring that a given message is received and perceived according to the sender's intentions is one of the main focuses when those involved speak different Languages. A simple Å € Å, ~ Å "es, sir! "It is not enough in all situations, and therefore the IMO requires, pursuant to the international convention for training standards, certification and clock for seafarers, 1978, with amendments (STCW), the ability to use and understand Standard Communication Phrases (SMCP) for the certification of the officers responsible for the navigable clock on board 500 gross tonnes and more. SMCP The first official IMO attempt to create a common working language in the maritime sector can be dating back to 1973 When the maritime security committee agreed that English should be used for navigation purposes when needed. As a result of this, the standard marine navigatorial vocabulary was adopted in 1977. The following years saw a lot of work by the Committees, and the Assembly has finally adopted the SMCP in 2001. The main purpose of the standard is to keep the VEL At safety always. The smcp language is a bit different from Å € Å, ~ Å "Normal" English. We check what is said to this in the official IMO publication: the SMCP is based on a basic knowledge of the English. It was intentionally drafted in a simplified version of the maritime English in order to reduce grammatical, lexical and idiomatic varieties to a minimum tolerable, using standardized structures for the good of its aspects of the function, ie, ie. Incomprende in verbal security communications, thus trying to reflect current use of the maritime English language on board ships and ship-to-shore ship ship. This means, in sentences offered for use in the event of an emergency and other developing situations under pressure of time or psychological stress as well as in navigation warnings, a block language is applied that he uses parsimony or omits. The words of function of a / one is / are as done in a practical mariner. Users, however, can be flexible in this regard. Additional communicative characteristics can be summarized as follows: avoiding synonyms avoiding shapes contracted to provide answers fully formulated to "yes / no" -demands and alternative basic answers to the questions of sentences that provide a sentence for an event, and the structuring of the correspondents sentences after the principle: identical more invariable variable. SMCP covers both internal and external communication. Phrases are mostly in use when it comes to radio communication, but in a stressful situation, it can be a good idea to use the same simplicity standards in impromptu face to face communication on board. Knowing the law and learning of languages The knowledge of English is also useful during the attempt to understand the laws and international regulations a seafarer must consider during the execution of its tasks. For a deck officer, it is important to be able to read and understand a number of these laws, but we try to restrict the field to some parts of the International Convention for the Protection of Human Life at sea (Solas) for now. Solas defines the minimum safety standards for construction, equipment and ships. The first version of SOLAS was actually done after the sinking of the infaant Titanic ship in 1912, definition of standards for the quantity of lifeboats and other emergency equipment on board. The convention has been modified several times over the years, and unfortunately, many of these changes come following terrible accidents at sea. The 1974 version is today seen as the main convention, so sometimes it is possible to see indicated as SOLAS 1974 the actual SOLAS Convention includes articles that establish general obligations, modification procedure and so on, followed by an attachment divided into 12 Chapters. Open the SOLAS page on the IMO A S web page to learn more about the different chapters. Building a hallmark of the distinctive features in the language of the law is long sentences. You really need to focus and keep ONEÅ € chiara mind during legal English reading! The accumulation of a sentence is called syntax or the structure of the phrase. All languages have their syntax, and one of the simplest ways to identify a foreigner is to listen to the order of which words come to their judgments. That said, the legal language has its rules, and whether it is English, Norwegian or any other language, the prolixity, bunches of different parts of the speech and the amount of vocabulary of foreign words and the sentences confuse the reader. You can read more about the syntax on in all languages, you can talk about different parts of the speech, in English there are eight large parts of the speech: a noun, pronoun, verb, adverb, adjective, conjunction, preposition, and interjection. You can read more about eight parts of the speech on . Knowing the grammar will be useful during browsing yourself through legislative legal writing! Let's take a look at an example from Solas, this is part of the very first sentence: the contracting governments, wishing The safety of life at sea, establishing the principles and uniform rules to be established to it, whereas this end of May be realized to the best through the conclusion of an agreement to replace the International Convention for the Safeguard of Human Life at sea, from 1960, taking into account the developments since this agreement was concluded, they agreed as follows: he had to Written such a phrase in one of your cards, your secure teacher would have marked and asked to rewrite! What you have to do is that of Å € unclusterÅ € the phrase, and the easiest way to do this is to identify the verbs first, that is what is done; The action in the sentence. The verb refers to how the part of the sentence called the minutes. The verbs in this extract are: to be, promoted, constitutes, by direction, considering, can be achieved, replace, taking, ended up, agreed. Update your knowledge refresh your knowledge about verbs here. The next step is to find the subject of the sentence, ie that is the action agent. Can you find the subject? There is actually only one subject for all these verbs, that is to say the contracting governments. Now, let's try to list what this topic is supposed to do, written in the most common English: the safety of life at sea is important, and it is necessary that all countries agree on some common rules. Since the industry has moved forward, the old 1960 agreement should be replaced by a new one. The signature countries have agreed the following: Academic Writing the most important thing to keep in mind while writing a text is that it should be understandable for the public! Therefore, asking which they are facing it should be the first thing you do. Are you writing for crew members? For a common newspaper? For a maritime magazine? For children? The answer to the question will determine what kind of language you can use. While you are a student in a maritime professional school, the audience is set by your teacher for every text, and more often, will be other sea people, the shipping company, the classification company, or the government. Having this in mind, your English maritime technician will be understood by the reader. Also, you can wait for your recipient to appreciate the text to be both formal and to-the-point. There is no room for chat and surely there is room for strange abbreviations, SMS language, slang or irreverence. On the word and phrase level, you should keep in mind the following: Do not use the contractions (he did not heÅ €, I'm not la M, it's not ita s) being precise! Avoid the use of words as a thing, beautiful, so (the leg of him was captured in your vs. \* The leg of him was captured in the mooring strings.) Be goals! Limit the use of personal pronouns, use impersonal topics to affirm your opinions (sayÅ € |, this is a common understanding thatÅ € |). We cleaned oil spill in the machine room vs the engine crew clean the oil spill in the engine room. Use words like apparently, undoubtedly, ideally, unexpectedly to declare your attitude. Be genderfluid! Using plural nouns avoid having to use him or her if you write to someone in general. (Men who want to become captains must have familiarity with COLREGS vs those who want to become captains must have familiarity with COLREGS) passive verbs make the text more objective; Test tests have been conducted. (The one that tries is not mentioned.) Verbs as it could, could, could make you seem less than a columnist. (Norwegian officials have better training than other Norwegian officials could have better training than other nationalities) Qualifying adverbs (some, many, a minority of, few, many) can help avoid doing overgeneralisations. The text structure in a fish! A formal text should be structured in three main parts, as shown in the photo of the fish. Let's start with a brief introduction, go to and conclude at the tail of the fish. As you can see, the introduction and conclusion are smaller parts of the text. The content is taking more space and requires the body of fish / text to have enough space to be discussed, he explained, and / or presented enough. Credit: NOAA / NMFS / SEFSC Pascagoula Laboratory; Collection of Brandi Noble, NOAA / NMFS / SEFSC. (Adapted) In short, you can summarize a text like this: this: Tell me what you intend to tell me. Main part: Tell me! Conclusion: Tell me what you told me. Stay your opinion All good texts have a statement of thesis, a phrase argument, in the introduction. This is what will decide your readers if they will continue to read or not. A thesis declaration must provide the reader to whom it is because of the text. It might seem strange to give the answer first and then continue the text with the topics leading to the answer, but this is the way it is done. A thesis declaration could change during the writing! You could change your mind while immersed in the material at your fingertips. No problem: Just change the thesis declaration. Some also say that they first write the main part of the text, then continuing to the conclusion before summarizing everything and call it an introduction. Take a look at this video to learn more about thesis statements. In this chapter you have learned ... that IMO has decided that there is a real need for a specialized language; This language is called English maritime. That IMO is a body within the UN system and consists of an assembly, a board and five main commissions and a series of subcuts. Which STCW and SMCP is. Such SOLAS sets minimum safety standards for construction, equipment and operation of ships. That legal language needs special attention. Parts of the speech in English. That academic writing has some rules you need to remember. IMO bibliography. (2002). IMO SMCP. 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