

Unit 9

THE MERCHANT SHIP AND ITS ORGANISATION

DECK DEPARTMENT

Basic terms

<i>deck department</i>	<i>Manning system</i>
<i>engine-room department</i>	<i>master</i>
<i>radio department</i>	<i>chief officer</i>
<i>catering department</i>	<i>deck officer</i>
<i>GP system of manning</i>	<i>navigating officer</i>
<i>Maroff</i>	<i>first mate's certificate</i>
<i>master mariner</i>	<i>mate</i>
<i>boatswain</i>	<i>rating</i>
<i>apprentice</i>	<i>navigating cadet</i>
<i>seafarer</i>	<i>sailor</i>
<i>seaman</i>	<i>able-bodied seaman</i>

The **organisation** of ships is changing but it is still customary to find deck, engine-room, catering and radio departments in ships of a traditional type. In tankers, bulk carriers and container ships, general purpose manning may be adopted. This is a system under which the ratings are deployed on duties throughout the ship. Each head of department is not necessarily of equal importance. They complement one another, and all are essential to the efficient running of the ship.

Deck Department

The **master** is primarily a navigator and the way to a command is possible only by way of the deck department. Although "captain" is used as a form of address, the master is technically a master mariner and must hold a masters certificate, which states that he has passed an examination and is qualified to act in this capacity.

It is probable that his **chief officer** will hold a similar qualification, though the law requires him to have a first mate's certificate only. The expressions "mate" and "officer", when referring to deck officers, are exactly synonymous.

The **second officer** must also be qualified and hold at least a second mate's certificate, though any officer may hold a certificate higher than the one he is required to have by law. The second officer looks after all the charts and lays off courses under the master's supervision. The **third officer** is usually responsible, among other things, for the maintenance of the ship's lifesaving apparatus.

In most foreign-going ships three navigating officers (the first mate/chief officer, second mate and third mate) are carried, and each of them keeps one of the watches. Some cargo liners carry a fourth mate, and in cruise ships these officers are often doubled in number

with two officers keeping each watch. Although modern ships employ the most up-to-date navigational aids it is still normal practice for sun and star sights to be taken by sextant. Even though the Decca Navigator and radar are available, when the ship is in sight of land the position will still be plotted by the taking of compass bearings of prominent land-marks: the point on the chart where two or three bearings cross marks the ship's position. The chief officer is also responsible for the stowage of cargo, the ship's stability and the maintenance of the vessel, with the exception of those parts which come under the catering and engine-room departments.

Modern ships provided with an **Unmanned Machinery Space (UMS)** such as tankers and bulk carriers employ dual-watch (poli-valent) officers (MarOff in the Netherlands) capable of keeping simultaneously the navigating and engine-room watch.

The **boatswain** (bosun) and carpenter are directly responsible to the chief officer, and the boatswain supervises the work of the crew. In this sense the boatswain is required to have an **AB's** (Able-Bodied Seaman's) certificate. He is usually an experienced seafarer with rather more service than most of the men

under him. His promotion depends on the master and chief officer, but once promoted he is likely to keep the rank. The **carpenter** is usually a qualified shipwright, who after serving his time as an apprentice, is able to join his first ship as a fully-fledged carpenter. The title is misleading since he may do very little carpentry in the course of a voyage. One of the carpenter's most important regular jobs is that of sounding all the tanks and bilges on the vessel. He is also responsible, under the chief officer, for lowering and raising the anchor.

On the modern cargo ship the **deck rating's** or **sailor's** job is very varied and he finds himself doing, almost any form of work from painting the topmast to steering the ship. On an outward voyage all cargo running gear will be overhauled, and wires and ropes will be made ready for each port of call. The **sailor** must be able to steer, paint, sew, scrub, polish, scrape, splice, drive a winch, keep a lockout, slack away a backspring and do a hundred other jobs.

Under the Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1995 **(STCW 95)** the following certificates are issued for watchkeeping duties in the deck department:

- *officers in charge of a navigational watch on ships of 500 GT or more (A-II/1)*
- *masters and chief mates of ships of 500 GT or more (A-II/2)*
- *officers in charge of a navigational watch and of masters of ships less than 500 GT (A-II/3)*
- *ratings forming part of a navigational watch (A-II/4)*

In many modern ships the navigation officer has taken over basic communicational duties from the traditional radio officer. Therefore he must also hold a Global Maritime Distress and Safety System certificate (GMDSS) or a General Operator's Certificate.

TRADITIONAL ORGANISATION OF A UK SHIP

MASTER

departments

OFFICERS

<i>Deck officers</i>	<i>Radio officers</i>	<i>Catering officers</i>	<i>Engine-room officers</i>
Chief officer Second officer Third officer (Fourth officer) (Navigating cadets)	Radio officer	Chief officer	Chief Engineer Second Engineer Third Engineer (Fourth Engineer) Electrical Engineer (Engineer Cadets)

RATINGS

<i>Deck</i>	<i>Gallery</i>	<i>Saloon</i>	<i>Engine-room</i>
Boatswain Carpenter Able Seamen Efficient Deckhand Ordinary Seamen Junior Ratings	(Chief) Cook Second Cook Baker	Second Steward Assistant Steward	Donkeyman Storekeeper Pumpman Electrician Motorman Oilers/Greasers Cleaners/Sweepers
	Junior Ratings		

A. Comprehension & vocabulary

A.1 Give the title of the officers and ratings described below:

1. _____ : the officer in charge of the cargo, ship's stability and maintenance.
2. _____ : the officer in charge of charts.
3. _____ : the officer responsible for the upkeep of the ship's life-saving equipment.
4. _____ : the person responsible for the overall safety of the ship, crew, passengers and the cargo.
5. _____ : ratings directly responsible to the chief officer.
6. _____ : a shipwright in charge of taking the soundings of tanks and bilges.
7. _____ : a young sailor training to be a ship's officer.
8. _____ : the senior petty officer in the deck department, in charge of the deckhands or deck ratings.
9. _____ : an experienced seaman competent to perform the duties of helmsman, lookout, and other deck duties.
10. _____ : seaman aged over 18, who has not qualified to be an able-bodied seaman.

A.2 Fill in the gaps with the suitable

adjective or adverb:

(**intended • properly • regular • careful**)

The Master should ensure that a
_____ plan for the
_____ voyage is prepared before
sailing. He should also ensure that all safety
systems are _____ maintained.
_____ drills should be carried out.

A.3 *Supply the parts of the sentences left out:*

Each officer has his special duties

1. The Master (or Captain) is responsible for
_____ .
2. The Chief Officer deals with
_____ and supervises
3. The 2nd Officer is in charge of
_____ .
4. The 3rd Officer is in charge of
_____ .
5. The Boatswain (bosun) is in command of
_____ and deals with jobs like
_____ .
6. The Carpenters duties are _____
7. Under the Master the officers and crew are divided
into the following departments: _____ .

A4 Supply the missing terms:

The **organisation** of ships is changing but it is still customary to find _____, engine-room, catering and radio departments in ships of a traditional type. In tankers, bulk carriers and container ships, general purpose _____ may be adopted. This is a system under which the _____ are deployed on duties throughout the ship. Each head of _____ is not necessarily of equal importance. They complement one another, and all are essential to the efficient _____ of the ship.

(running deck department, ratings, department, manning system)

B. Grammar

B.1 Supply the right form of the verb in brackets.

The Officer of the Watch **(notify)** 1. _____ the Master immediately in the following circumstances:

- if visibility **(deteriorate)** 2. _____ ,
- if the actions of other vessels **(cause)** 3. _____ concern,
- if the vessel **(have)** 4. _____ difficulties in **(maintain)** 5. _____ her course,
- if land or mark **(not sight)** 6. _____ by the expected time,
- if there **(be)** 7. _____ a breakdown of the engines, steering gear or any essential navigational equipment,
- if sudden weather change **(expect)** 8. _____ to occur,
- in any other situation in which he **(be)** 9. _____ in doubt.

B.2 The following adjectives occur in the reading text:

• **customary** • **equal** • **essential** • **efficient** •
possible • **qualified** • **prominent** • **responsible** •
catering • **navigating** • **able** • **important** • **regular**

Some of these adjectives are used attributively (i.e. preceding a noun), and some are used as apart of the nominal predicate (i.e. following the various forms of the verb be):

EXAMPLE

attributive use:

- catering department
- life-saving apparatus
- modern ships, etc.

predicative use:

- it is still customary _____
- all are essential _____

Complete the list of the two uses of adjectives by studying the sentences where they occur.

1. _____
2. _____
3. _____
4. _____
5. _____

B.3 Supply the right article (*a, an, the*) where necessary. Be careful! Not every space will need an article.

Deck Department

1. ____ Deck Department is responsible for navigating
2. ____ ship safely and economically from 3. ____
port to 4. ____ port. Its job is also to see that
5. ____ cargo is stowed properly and kept in good
conditions.
6. ____ Deck Department is made up of 7. ____
number of officers, petty officers and ratings. 8. ____
Chief Officer is in charge of 9. ____ department and
he is assisted by 10. ____ Second Officer, 11. ____
Third Officer and, in the case of 12. ____ passenger
ship, 13. ____ Fourth Officer. There are two petty
officers: 14. ____ Boatswain and 15. ____
Carpenter. There are also 16. ____ number of deck
ratings including 17. ____ Able Seamen, 18.
____ Efficient Deck hands and 19. ____ Ordinary
Seamen. Sometimes 20. ____ ship also carries 21.
____ Navigating Cadets.

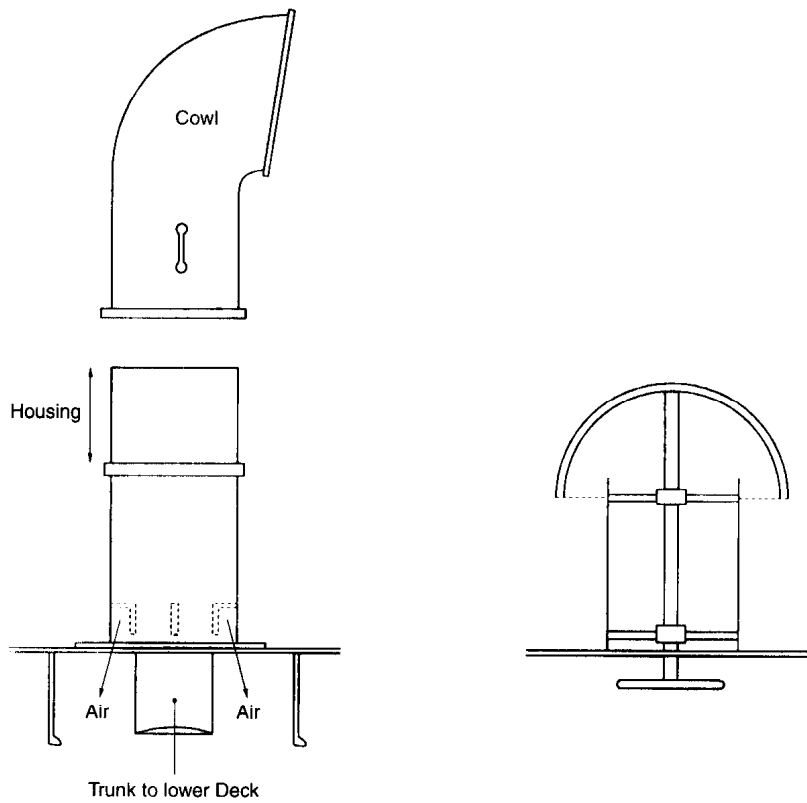
C. Translation

C.1 Translate the following sentences into English:

1. Il comandante è responsabile della sicurezza generale della nave, dei passeggeri e dell'equipaggio come pure della consegna della merce.
2. Il primo ufficiale di coperta possiede di solito la Patente di Capitano di lungo corso (*Master's Certificate*).
3. Il secondo ufficiale di coperta possiede almeno il Patentino/titolo di aspirante ufficiale di lungo corso.
4. Su alcune navi moderne è stato adottato il personale polivalente.
5. Sulle navi di tipo tradizionale ci sono abitualmente le seguenti sezioni: coperta, macchina, radio e camera.
6. I marinai comuni sono sotto il comando del Nostromo e hanno vari compiti e mansioni in coperta - come timoniere, lavori di pulizia, lavori di ormeggio, servizio di vedetta, verniciatura, picchettaggio (*chipping*) della ruggine -.

Ventilator

Mushroom Ventilator



D. Writing skills

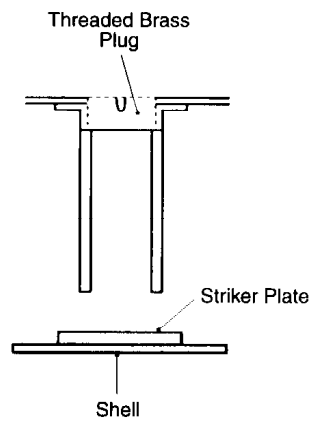
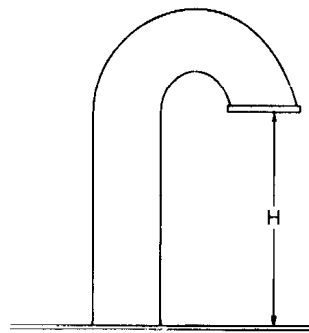
D.1 Write a summary of the reading text. The questions below will help you.

1. Which departments does a ship of a traditional type have?
2. What kind of manning may be found on some container vessels, tankers or bulk carriers?
3. Why is each department important?
4. How is command on board possible?
5. How is the Master addressed?
6. What are the qualifications and certificates that the Master must hold?
7. What are the usual qualifications of the Chief Officer?
8. What are the synonyms for "Master" and "Deck Officer"?
9. What certificate must a Second Mate hold?
10. What are the jobs and duties of the Master?
11. What are the jobs and duties of *a.* Chief Officer, *b.* Second Officer, and *c.* Third Officer?
12. On which ships are four or more mates carried? Why?
13. How is the position of the ship plotted when the ship is in sight of land?

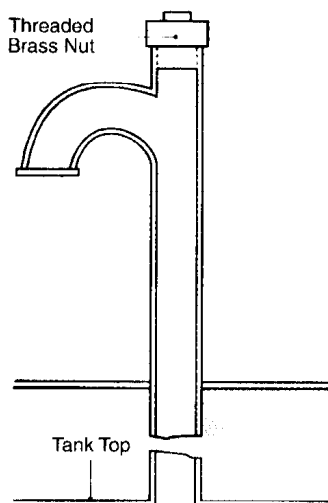
14. What are the jobs and duties of the Bosun?
15. How does he get promoted?
16. What are the jobs and duties of the Carpenter?
17. Why is his title misleading?
18. What jobs do deck ratings or ordinary seamen do?

Swan Neck Air Pipe Pipe

Sounding



Air and Sounding Pipe



Further reading

STCW 95

CHAPTER II - MASTER AND DECK DEPARTMENT

Regulation II/1 - Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

- 1. Every officer in charge of a navigational watch serving on a seagoing ship of 500 gross tonnage or more shall hold an appropriate certificate.***
- 2. Every candidate for certification shall:***
 - .1 -be not less than 18 years old;***
 - .2 - have approved seagoing service of not less than one year as part of an approved training programme which includes on-board training which meets the requirements of section A-II/1 of the STCW Code and is documented in an approved training record book. or otherwise have approved seagoing service of not less than three years;***
 - .3 - have performed, during the required seagoing service, bridge watchkeeping duties under the supervision of the master or a qualified officer for a period of not less than six months***
 - .4 - meet the applicable requirements of the***

regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulation; and

.5 - have completed approved education and training and meet the standard of competence specified in section A-II/1 of the STCW Code.