The Implementation of the International Maritime Organization Requirements Related to Maritime English Teaching and Learning
Our presentation offers the principles of implementation of Maritime English educational process at Batumi State Maritime Academy.

We are sure that the educational process has actually been the Learning - Teaching (student - teacher) partnership, thus our presentation is offered by:

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- and
- Zurab Bezhanovi - the Head of the Foreign languages Department

The theoretical and practical background of the survey presented below is based on the analysis of the appropriate international conventions, the International Maritime Organization-developed Model Course 3.17 “Maritime English”, the interviews with acting seafarers and crewing companies managers.
On Conventional Requirements related to Maritime English

The use of the English language is increasingly becoming a mandatory requirement for all categories of seafarers.

Under the requirements of the convention, regulating safety of life at sea, on all ships, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's log-book.

The International Safety Management Code also stipulates the need for seafarers to communicate in a common language. Taking into account the fact that the same regulations require that on ships English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel.

The vast majority of companies, as defined in regulation IX/1, determine English as appropriate working language.
On Conventional Requirements related to Maritime English

- The Convention on Standards of Training, Certification and Watchkeeping for Seafarers requires adequate knowledge of the English language to enable the officer to use:
  - charts and other nautical publications, to understand meteorological information and Messages concerning ship’s safety and operation, to communicate with other ships, coast stations and VTS centers and to perform the officer’s duties also with a multilingual crew, including the ability to use and understand the IMO Standard Marine Communication Phrases
At the same time, Maritime English is used as a provider language of informational symbols, signs and alarm signals concerning safety.

<table>
<thead>
<tr>
<th>Letter/ Phonetic Name</th>
<th>Flag</th>
<th>ICS Meaning as Single Flag</th>
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<tbody>
<tr>
<td>A/Alfa</td>
<td>![Flag Image]</td>
<td>&quot;I have a diver down; keep well clear at slow speed.&quot;</td>
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This is one of the alphabet’s letter “A” which is read as Alfa. And meaning is written above “I have a diver down; Keep well clear at slow speed”. Each letter of alphabet has its own meaning.
• There is no possibility within the frames of a presentation to offer the assessment of all fields of Maritime English use; in order to highlight a critical importance of communication skills we’ll present the typical onboard, ship-to-ship and ship-to-shore cases when the IMO SMCP provide adequate communication.

• Distress communications cover the life-threatening cases of: fire, explosion, flooding, collision, grounding, list, danger of capsizing, sinking, disabled and adrift vessel, armed attack/piracy, undesignated distress, abandoning vessel and person overboard.
Search and Rescue communications include acknowledgement and/or relay of SAR messages, performing/co-ordinating and finishing with SAR operations.

Possible cases of trauma and illness are also provided with unified communications of requesting medical assistance.

Prior approval request process for Medical Assistance (MA) (continued)

- MA or MA MCO may APPROVE device (as submitted)
- MA or MA MCO may DENY prior approval
- MA or MA MCO may DENY the requested device but APPROVE an alternate device
- Technical failure, cargo and ice damage are supported by the phrases “other than distress safety communication”.
• Meteorological and hydrological conditions such as: winds, storms, tropical storms, sea state, restricted visibility, ice and abnormal tides which actually define the development of the passage are provided with a necessary set of appropriate phrases.
Navigational warnings cover the phrases related to land or seamarks, drifting objects, electronic navigational aids, seabottom characteristics, wrecks, cable, pipe and seismic/hydrographic operations, diving operations, tows, dredging operations, tanker transshipment, off-shore installations, defective locks or bridges, military operations, fishery.
• Environmental protection phrases provide communications related to environment defense issues.

• Pilotage related phrases include the following components: Pilot request, Embarking / disembarking pilot, tug request, helicopter operations.

Embarking Pilot
• **Vessel Traffic Service (VTS) Standard Phrases** cover the following components:

  • **Information service**: Navigational warnings, Navigational information, Traffic information, Route information, Hydrographic information, Electronic navigational aids information.

  • **Navigational assistance service**: Request and identification, Position, Course;

  • **Traffic organization service**: Clearance, forward planning, Anchoring, Arrival, berthing and departure, Enforcement, Avoiding dangerous situations, providing safe movements.

  • **Phrases for communication with emergency services and allied services** include emergency services (SAR, fire fighting, pollution fighting).
On-board communication phrases cover:

- Standard Wheel and Engine Orders;
- Situations related to Propulsion system, Manoeuvring, Radar, Draft and air draft, Anchoring - Going to anchor, Leaving the anchorage, Tug assistance, Berthing and unberthing.
• **Operative ship handling phrases include the following components:**

  • **Briefing on position, movements and draft:** Position, Movements, Draft, traffic situation in the area, navigational aids and equipment status, radio communications, meteorological conditions, standing orders and bridge organization, special navigational events, temperatures, pressures and soundings, operation of main engine and auxiliary equipment, pumping of fuel, ballast water, special machinery events, record keeping.

  ![Traffic Situation](image1)

  ![Meteorological Conditions](image2)

  ![Pumping of Fuel](image3)

• **Safety on board covers the general activities such as:** Raising alarm, Briefing crew and passengers, Checking status of escape routes, Checking status of lifeboats / liferafts, Ordering evacuation, Roll call, Ordering abandon vessel, In-boat procedures

  ![Briefing Crew](image4)

  ![Status of Liferafts](image5)
• **Occupational Safety**: Instruction, Practical occupational safety, Occupational accidents

• **Fire protection and fire fighting**: Fire protection: Checking status of equipment, Fire fighting and drills (reporting fire, Reporting readiness for action, Orders for fire fighting, Cancellation of alarm)

• **Damage control**: Checking equipment status and drills, Damage control activities (Reporting flooding, Reporting readiness for action, Orders for damage control, Cancellation of alarm)
• **Grounding:** Reporting grounding and ordering actions, Reporting damage, Orders for refloating, Checking seaworthiness.

• **Search and Rescue on-board Activities:** checking equipment status, Person-overboard activities, Rescue operation - reporting readiness for assistance, Conducting search, Rescue activities, Finishing with search and rescue operations.
• Cargo and cargo handling includes loading and unloading: Loading capacities and quantities, Dockside/shipboard cargo handling gear and equipment, Preparing for loading / unloading, Operating cargo handling equipment and hatches, Maintaining/repairing cargo handling equipment, Briefing on stowing and securing.

• Handling dangerous goods: Briefing on nature of dangerous goods, Instructions on compatibility and stowage, Reporting incidents, Action in case of incidents;

• Handling liquid goods, bunkers and ballast pollution prevention: Preparing safety measures, Operating pumping equipment, Reporting and cleaning up spillage, Ballast handling, Tank cleaning.

• Preparing for sea incorporates the following components: cargo care, operating shipboard equipment for cargo care, taking measures for cargo care (Carrying out inspections, Describing damage to the cargo, Taking actions).

That is why, each non-native English speaking seafarer is required to understand and, where appropriate, give orders and instructions and to report back in English.
The Implementation of Maritime English Teaching-Learning Process

The second part of our presentation offers a set of vision, principles, measures and activities taken at BSMA to provide our students with above mentioned skills.
Quality Assurance – Tuning the Syllabi to the IMO and local Requirements

Competence; Knowledge, understanding and proficiency; Methods for demonstrating competence; Criteria for evaluating competence of Maritime English, which actually is divided into:

- English for Navigation Skills;
- English for Ship Engineering Skills; and
- English for Ship Electrical Engineering Skills

are under the permanent control of BSMA Quality Assurance Service, giving possibility of compliance with the whole set of the international (the IMO) and the local (the State Accreditation issues) requirements.
Quality Assurance – Tuning the Syllabi to the IMO and local Requirements

As the result of Quality Assurance efforts the syllabi passed the State Accreditation and under the EMSA conclusion comply with:

Specification of minimum standard of competence for officers in charge of a navigational/engineering watch

Function: Navigation/Marine Engineering at the operational level

Specification of minimum standard of competence for masters/chief mates/chief engineers

Function: Navigation/Marine Engineering at the management level

and specification of minimum standard of competence for electro-technical officers

Function: Electrical, electronic and control engineering at the operational level

and the IMO 3,7 Model Course.
Think Globally – Act Locally

- One of the best ways to meet the above-noted requirements is to put the use of a hypertext into Maritime English teaching, providing the students with a set of simultaneously accessible hypertext advantages, such as:
  - the whole text listening;
  - The listening and reading of Georgian translation of (preliminarily chosen) key words:
  - Pictorial illustration of the marine terminology:
  - Usage of the picture as the knowledge development source – clicking the unknown part of a ship the student is immediately provided with the term’s pronunciation and translation:
  - The related topics access:
  - Self check, control and evaluation:
Promotion of participation in the international and local students’ conferences

Gives us possibility of the direct inclusion of our students into the Teaching Process. The students share The results of their researches and experience among their group mates and significantly increase motivation for their friends.
Inclusion the Students into the Teaching Process
Inclusion the Students into the Teaching Process
Close Collaboration with our host, Seafarers’ Training Center gives our students possibility not only to study Maritime terminology but also to see it in reality.
We also try to provide our students with the contacts with different Maritime Service, such as VTS Georgia, giving them possibility to tune their skills to the real VTS needs.
Implementation of the IMEC ELT project

- (In collaboration with our employer partner Columbia Shipmanagement Ltd) gave us annual possibility to provide the students with pre-seagoing special training in the English language.

- **Purpose and goals of project:**
  - Development of Georgian cadets’ communication skills in contact English.
  - Refreshment of acting seafarers’ communication skills in contact English.

- **Outcome expected:**
  - Well-qualified personnel trained in accordance with STCW 78/95 requirements.
Implementation of the IMEC ELT project
The IMO Translation Permission License

Finally, we’d like to present the license, issued by The International Maritime Organization, under which our Team is authorized to provide Georgian translation of one of the most important Maritime English instruments – the Standard Marine Communication Phrases.
Dear All,

Let us express our gratitude to the Organizers of the Conference for the opportunity to share our ideas and experience

Thank You!