

English For The Maritime Industry A Language Course Book For Seafarers

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English For The Maritime Industry

English for the Maritime Industry is a comprehensive course in maritime English for mariners and trainees. It is for students at pre-intermediate level (CEFR A1-B1) of English Language competence.

English for the Maritime Industry: An English Language ...

Seaspeak, or Maritime English as it is more commonly known today, refers to key phrases used in the maritime industry to prevent accidents because of a difference in language fluency. It removes ambiguity in common everyday phrases and instead replaces several words with more relevant terms.

What is Maritime English and Why It Is Important?

English for the Maritime Industry: A language course book for seafarers by Tony Grice (2012) Paperback on Amazon.com. *FREE* shipping

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English for the Maritime Industry: A language course book ...

English for the Maritime Industry: A language course book for seafarers. by. Tony Grice, Mara Rizzi (Editor) 4.31 · Rating details · 13 ratings · 2 reviews.

English for the Maritime Industry: A language course book ...

English for Maritime The highly international maritime industry needs trained professionals who can communicate effectively, whether onshore or at sea. Prepare your employees by teaching them about their job responsibilities, how to navigate a ship and how to respond in emergencies.

English for Maritime - Career-Aligned Courses - Voxy

The first official attempt from IMO to create a common working language in the maritime industry can be dated back to 1973 when the Maritime Safety Committee agreed that English should be used for navigational purposes when needed. As a result of this, the Standard Marine Navigational Vocabulary was adopted in 1977. The following years saw a lot of work by the committees, and the Assembly finally adopted the SMCP in 2001.

Chapter 1: Maritime English; Why, where, what? — K16 ...

Being able to communicate effectively in English is a critical requirement for every seafarer in the maritime industry. The ability to listen, read, and understand the English language is critical in ensuring operational effectiveness and safety on board. The Maritime English Proficiency Test is designed to evaluate your English listening and reading skills while at the same time presenting real-life scenarios tailored to the maritime industry.

English Proficiency Test | Maritime English Proficiency ...

English for the Maritime Industry is an ESP course book for mariners and trainees at a pre-intermediate level (CEFR A1-B1) of English language competence. It conforms to the recommendations of the IMO's Maritime English syllabus. The course book presents English in an exclusively maritime context and includes answers to exercises, background information on unit themes for language teachers, who may not have a lot of maritime experience, some teaching tips, a glossary and a bank of adapted ...

English for the Maritime Industry - Idris Education

Maritime English is an umbrella term which refers to the English language used by seafarers both at sea and in port and by individuals working in the shipping and shipbuilding industry. Maritime...

(PDF) Maritime English - ResearchGate

A dire need for quality Maritime English (ME) training is internationally recognized. Having good command of the English language, the lingua franca for seafarers, is now a top priority for anyone who wishes to join a well-reputed shipping company or.

(PDF) A COURSE BOOK FOR A MARITIME ENGLISH PROGRAMME: A ...

Maritime law such as The International Convention for the Safety of Life at Sea (SOLAS) states that, if everyone directly involved can speak a common language other than English, vessels don't have to use English as their working language when making bridge-to-bridge or bridge-to-shore safety communications.

Do you speak Maritime English..??

Maritime English is a branch of ESP (English for Specific Purpose) and has its unique characteristics, which combines professional knowledge with English knowledge. For example, more professional phrases, and often passive voice used in the text, and more long

(PDF) Teaching English for Maritime Students | SMART M O V ...

Uses Maritime English effectively but may need to take special care in complex and difficult situations; meets the Maritime English requirements as laid down in STCW 1978/95. Communicates well ...

English For Maritime Students - STCW Competency Evaluation ...

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The Maritime English Listening Test is designed to evaluate your English listening skills while at the same time presenting real-life scenarios tailored to the maritime industry. The Maritime English Listening Test covers 1 of 2 tests required for the Certificate in Maritime English Proficiency for Ratings and Operational Level Deck Officers

English Listening Test | Maritime English Proficiency ...

There are 28 OSHA-approved State Plans, operating state-wide occupational safety and health programs. State Plans are required to have standards and enforcement programs that are at least as effective as OSHA's and may have different or more stringent requirements.

Maritime Industry - Standards | Occupational Safety and ...

The international shipping industry is responsible for the carriage of around 90% of world trade. Shipping is the life blood of the global economy. Without shipping, intercontinental trade, the bulk transport of raw materials, and the import/export of affordable food and manufactured goods would simply not be possible.

This volume is a reprint of Ralph Davis' seminal 1962 book, *The Rise of the English Shipping Industry in the Seventeenth and Eighteenth Centuries*. The aim was to examine the economic reasons for the growth of British shipping before the arrival of modern technology, with a particular attention on overseas trade. The study can roughly be divided into two halves. The first is an in-depth exploration the roles within the shipping industry, from shipbuilders and shipowners to seamen and masters, from an economic perspective. The second is a chapter-by-chapter review of British overseas trade with Northern Europe, Southern Europe, the Mediterranean, East India, and America and the West Indies. The final two chapters diverge from the main sections, and focus on the interplay between government, war, and shipping. Davis attaches no extra significance to any particular nation or role, and offers an even-handed approach to maritime history still considered rare in

the present day. Costs, profits, voyage estimates, ship-prices, and earnings all come under close and equal scrutiny as Davis seeks to understand the trades and developments in shipping during the period. To conclude, he places the study into a broader historical context and discovers that shipping played a measured but crucial role in the development of industrialisation and English economic development. This edition includes an introduction by the series editor; Davis' introduction and preface; seventeen analytical chapters; a concluding chapter; two appendices concerning shipping statistics and sources; and a comprehensive index.

Revealing the workings and dangers of freight shipping, which is the key to our economy, environment and civilization, the author sails from Rotterdam to Suez to Singapore to present an eye-opening glimpse into an overlooked world filled with suspect practices, dubious operators and pirates.

The enormous technological, financial, and structural changes of recent decades have revolutionized the international shipping industry, bringing about lower freight rates, shorter time in port and fast turnarounds, reduction in crew size, employment of cheap labour from developing countries, avoidance of national regulations and taxes, and diminished living and working standards on board. Exploitation of seafarers has always existed, but now it has become more common and frequent. Shipowners can cut costs in various ways, but the most profitable and easiest to achieve are those at the expense of labour costs, in particular costs for maintaining proper living conditions on board the ship. This bulletin examines in detail the structure of the shipping industry, focusing on problems concerning the working and living conditions of seafarers on board merchant ships serving the global sea transport system. Exploring all levels of maritime policymaking on a global and European level, the author analyses seafarers' rights in the light of international enforcement mechanisms and particularly in the light of the recent ILO Maritime Labour Convention. He also considers relevant case law, as well as advisory opinions and policy statements from various pertinent agencies, especially in the EU context.. Among the issues raised and discussed in depth in relation to their effect on seafarers' labour standards are the following: * ship manning companies; * illicit crewing agencies; * flags of convenience; * hours of work and rest; * wages; * occupational health and safety; * accommodation, food, water, and catering; * recreational facilities; * filing of grievance; and * port controls. The author shows that, expansion and progress of the maritime industry notwithstanding, there is a great need for effective enforcement mechanisms in this area. This is the first detailed analysis to connect the working and living conditions of seafarers with international, supranational, and national maritime legislation. A giant step towards establishing a global monitoring system to enforce international maritime conventions regarding seafarers' labour standards, it is sure to make an important contribution to both international labour and employment law and the law of the sea.

First Published in 2005. Routledge is an imprint of Taylor & Francis, an informa company.

British power and global expansion between 1755 and 1815 have mainly been attributed to the fiscal-military state and the achievements of the Royal navy at sea. Roger Morriss here sheds new light on the broader range of developments in the infrastructure of the state needed to extend British power at sea and overseas. He demonstrates how developments in culture, experience and control in central government affected the supply of ships, manpower, food, transport and ordnance as well as the support of the army, permitting the maintenance of armed forces of unprecedented size and their projection to distant stations. He reveals how the British state, although dependent on the private sector, built a partnership with it based on trust, ethics and the law. This book argues that Britain's military bureaucracy, traditionally regarded as inferior to the fighting services, was in fact the keystone of the nation's maritime ascendancy.

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