

中华人民共和国海事局适任培训大纲熟悉训练 07

科目：GMDSS 英语阅读

适用对象：GMDSS 通用操作员

- In which material you can find the details of the stations transmitting maritime safety information?
A. ITU List of Ship Stations.
B. IEC Publication 945, Marine Navigational Equipment.
C. Admiralty Lists of Radio Signals, Volume III.
D. Frequency Allocation Tables.
- Which of the following equipments does not belong to GMDSS?
A. 9 Ghz SART
B. Weather facsimile receiver
C. 406 MHz satellite EPIRB.
D. VHF DSC watch-keeping receiver
- _____ indicates that a ship is in distress and requires immediate assistance.
A. Distress traffic
B. Urgency traffic
C. Safety traffic
D. Routine message
- If a ship is in distress in Area A3, ship-to-shore distress alerting shall be conducted by means of _____.
A. MF DSC
B. HF DSC
C. 2182R/T
D. SART
- Which of the following frequencies are not DSC distress and safety frequency?
A. 2187.5kHz, 4207.5kHz
B. 6312kHz, 8414.5kHz
C. 2182kHz, 8291kHz
D. 12577kHz, 16804.5kHz
- To cancel a false alert sent by MF-DSC, canceling information should be broadcast on _____.
A. 2182 kHz
B. 156.800MHz
C. 156.525MHz
D. 2187.5 kHz
- An "area call" is usually applied to _____.
A. alert ships in a limited sea area
B. all ships
C. group ships of distress incident
D. several ships
- MF NAVTEX works on the frequency of _____.
A. 518kHz
B. 2182.0kHz
C. 2187.5kHz
D. VHF CH16
- Which of the followings about NAVTEX Station B1 Code of Shanghai?
A. R
B. O
C. N
D. Q
- What kind of transmission mode will be used in SSB voice communication?
A. CW
B. A2H
C. A1A
D. J3E
- In which of the followings can you find the operational procedures for distress and safety communications in GMDSS?
A. ALRS (Admiralty List of Radio Signals) Volume 1, Part 1.
B. IMDG Code (Maritime Dangerous Goods Code).
C. ALRS (Admiralty List of Radio Signals) Volume 1, Part 2.
D. ALRS (Admiralty List of Radio Signals) Volume 5.
- The frequency 156.525 MHz and 156.800 MHz belong to _____ band.
A. VHF
B. HF
C. MF
D. MF/HF
- The choice _____ is not true about Inmarsat-F.
A. Providing high-quality voice communications.
B. Providing high-speed data communications.
C. Requiring a stabilized, directional antenna.
D. Be capable of receiving Enhanced Group Call broadcasts without the addition of a separate class-2 receiver.

14. Every radio installation shall be clearly marked with the _____, the ship station identity and other codes as applicable for the use of the radio installation.

- A. call sign
B. port of register
C. radio name
D. signal label

15. Which one of the following steps should be taken, if possible, when the vessel must be abandoned because of a distress situation?

- A. Alert the RCC ashore by using the survival craft's portable INMARSAT unit
B. Program the SART to transmit the vessel's location and situation
C. Place the SART and EPIRB in the "on" position and secure SART to the survival craft
D. No additional steps are needed as the SART and EPIRB will both automatically float free and operate properly

16. In GMDSS, MSI broadcast will be generally made on _____ dedicated systems.

- A. 1
B. 2
C. 5
D. 4

17. Every ship, while at sea, shall maintain a continuous watch on _____ if the ship is fitted with an MF radio installation.

- A. 2182kHz
B. 156.8MHz
C. 2187.5kHz
D. 2182.5kHz

18. If a ship happens to be in distress in Area A4, _____ EPIRB is to be used for distress alerting.

- A. 1.6GHZ
B. 406MHZ
C. Inmarsat
D. VHF

19. Ships receiving a DSC distress alert from another ship should normally not acknowledge the distress alert by DSC since acknowledgement of a DSC distress alert by use of DSC is normally made by coast stations only. If a ship station continues to receive a DSC distress alert on an MF or VHF channel, a DSC acknowledgement should be transmitted to terminate the call only after consulting with a RCC or a coast station and being directed to do so. Ships receiving a DSC distress alert from another ship should also defer the acknowledgement of the distress alert by radiotelephony for a short interval, if the ship is within an area covered by one or more coast stations, in order to give the coast station time to acknowledge the DSC distress alert first.

1). Any ship should _____ after receiving a DSC distress alert from another ship.

- A. acknowledge the distress alert by DSC immediately
B. not acknowledge the distress alert by DSC immediately
C. acknowledge the distress alert on an MF or VHF channel
D. terminate the call

2). Ships receiving a DSC distress alert may _____ after getting permission from RCC.

- A. transmit the call
B. receive the call
C. acknowledge the call
D. continue to receive the call

3). Within an area covered by one or more coast stations, ships receiving a DSC distress alert should make acknowledgement _____.

- A. immediately
B. as soon as possible
C. if no acknowledge from a coast station or RCC for a long duration
D. by radio telephony for a short interval

4). What's the main idea of the passage?

- A. DSC distress alert transmission
B. DSC distress alert reception
C. Acknowledgement of a DSC distress alert
D. DSC distress alert control

20. The Inmarsat system provides priority access to satellite communication channels in emergency situations. Each MES is capable of initiating a request message with distress priority. Any request message with a distress priority indication is automatically recognized at the LES and a satellite channel is instantly assigned. If all satellite channels happen to be busy, one of them will be pre-empted and allocated to the MES which initiated the distress priority call. The processing of such calls is completely automatic and does not involve any human intervention.

The LES personnel, however, are notified of the reception and passing through of a distress priority message by audio/visual alarms.

- 1). The Inmarsat system gives priority _____ satellite communication channels in emergency situations.
A. to enter B. go to C. passing through D. approach
- 2). _____ can recognize automatically any request message with a distress priority indication.
A. NCS B. MES C. LES D. Inmarsat
- 3). If all satellite channels happen to be busy, _____ assigned to MES in distress.
A. there will not be any channel B. there will always be one channel
C. there will many channels left D. there will several channels
- 4). The LES personnel will be notified of the reception of a distress priority message _____.
A. by Inmarsat system B. by LES
C. by audio/visual alarms D. by human intervention

21. The JQE-2A 406 MHz Satellite Emergency Position Indicating Radio Beacon (Satellite EPIRB) is designed for use by mariners in distress to initiate the transmission of a emergency distress locating signal to the COSPAS/SARSAT Satellites. The JQU-2A EPIRB houses two (2) transmitters. When the EPIRB is activated, one transmitter transmits the digitally encoded emergency message, which contains the vessels identity and nationality to the satellite at a frequency of 406.025MHz. The second transmitter transmits a signal on 121.5MHz which is used by search and rescue units as a 'homing' signal.

- 1). Which of the equipment can transmit distress alerting, when ship is sunk suddenly?
A. VHF B. MH/HF C. Inmarsat-C D. EPIRB
- 2). The JQE-2A 406 MHz EPIRB is used for _____.
A. mariners B. aircraft C. persons D. CES
- 3). One transmitter of the JQU-2A EPIRB works at _____ MHz.
A. 406 B. 406.052 C. 406.025 D. 406.525
- 4). The word 'homing' means _____.
A. home B. locating C. house D. ending

22. The frequency of VHF Channel 16 is _____ MHz.
A. 156.8 B. 156.525 C. 156.650 D. 156.3

23. Which channel is designated for VHF Digital Selective Calling?
A. Channel 06 B. Channel 13 C. Channel 16 D. Channel 70

24. The following numbers are ship's DSC ID number, which one is Chinese vessel's number?
A. 004123037 B. 441263826 C. 412133031 D. 041230961

25. Which of the following frequencies have been designated for on-scene communications in the Global Maritime Distress and Safety System?

- A. VHF-FM Ch 16 on 156.6kHz
- B. HF radiotelephony on 2182.0kHz
- C. NBDP on 2175.4kHz, VHF-FM Ch 16 on 156.6MHz
- D. VHF-Ch 16 on 156.8MHz, NBDP on 2174.5kHz

26. Which of the following equipment is excluded from the required GMDSS equipment?
A. 9GHz SART B. weather FAX receiver
C. 406MHz EPIRB D. VHF DSC watching receiver

27. Which of the followings is correct?
A. NAVTEX is least likely to be affected by atmospheric disturbances.
B. MF NBDP is least likely to be affected by atmospheric disturbances.
C. SES is least likely to be affected by atmospheric disturbances.
D. HF NBDP is least likely to be affected by atmospheric disturbances.

28. Which of the following information is not contained in the INMARSAT-C MES distress alerting?

- A. MES ID.
- B. LES ID.
- C. The subsequent distress traffic frequency.
- D. Distress nature.

29. _____ is often used to locate a survival craft or a mother ship in distress.
A. 1.6 Ghz EPIRB. B. DF. C. S-band SART. D. X-band SART.

30. Number 412888111, is the MMSI of _____.
A. A coast station. B. A Chinese vessel.
C. A group of ship stations. D. A Japanese vessel.

31. A distress signal transmitted from _____ is relayed by geostationary GOES weather satellites to LUTs (Local User Terminal).
A. Class A EPIRBs. B. Class B EPIRBs.
C. VHF EPIRBs on the designated frequency. D. 406 Mhz EPIRBs.

32. Having studied the INMARSAT document, GMDSS document, SOLAS Convention and other international navigation documents, we all know that the Chapter IV of SOLAS Convention is mainly about _____.
A. the radio regulations B. the technical terms and definitions
C. how to operate the GMDSS SES equipment D. Maritime Radio Communications

33. What is the minimum GMDSS personnel requirement of drill platforms with Duplication Of Equipment method operating in sea area A4?
A. Restricted Operator's Certificate
B. General Operator's Certificate
C. Second Class Radio Electronic Certificate
D. First Class Radio Electronic Certificate

34. What does SEELONCE mean in the radio regulations?
A. See once B. Silence C. Sold once D. Sea once

35. When receiving a relayed distress alert, ships in the area addressed should establish communication with the _____ concerned to enable the assistance to be _____.
A. RCC/given B. RCC/rendered C. SAR/united D. RCC/coordinated

36. _____ consists of all messages relating to the immediate assistance required by the ship in distress.
A. Distress traffic B. Urgency traffic C. Safety traffic D. Routine traffic

37. If you intend to send a message to subscribers ashore directly by NBDP, you will use the instruction _____.
A. MSG+ B. AMV+ C. DIRTLXxy+ D. OPR+

38. What is ARQ?
A. Automatic Receiver Quieting. B. Automatic Repeat reQuest.
C. Automatically sent transmit Q'signals. D. Automatic Relay without Question.

39. Which statement is false regarding the transmission of maritime safety information?
A. 518 kHz and 490 kHz frequencies are used in NAVTEX services.
B. In the China coastal waters, 490 kHz frequencies are used in NAVTEX services.
C. 4209.5 kHz and 490 kHz also are NAVTEX frequencies.
D. 2174.5kHz and 8376.5kHz are not used in NAVTEX services.

40. _____ is the joint international satellite-aided SAR system.
 A. Maritime Administration B. IMO.
 C. Cospas-Sarsat. D. Inmarsat-D.
41. Ship stations in distress should have the capability to alert other ships in its vicinity via _____ on frequency(frequencies) _____.
 A. Digital Selective Calling, 156.525 MHz and 2187.5 kHz.
 B. RT, 2182 kHz.
 C. RT, 2182 kHz and 156.8 MHz.
 D. RT, 156.8 MHz.
42. Generally, use _____ for _____ in GMDSS .
 A. English/all distress communications
 B. Chinese/some distress calls
 C. the language decided by Administrations/all distress calls
 D. Japanese/some distress alerts
43. In the GMDSS, MSI broadcasts will be made on two dedicated systems: _____ and _____.
 A. NBDP/VHF radio B. Inmarsat safetyNET/NAVTEX
 C. Safety service/Inmarsat-A D. Long range/short range
44. VDU is the abbreviation for Visual _____ Unit.
 A. Data B. Direct C. Digital D. Display
45. What is the approximate range of VHF radio waves propagation?
 A. 300 nautical miles B. 30 ~ 50 nautical miles
 C. 200 nautical miles D. 400 nautical miles
46. The system for the broadcast and automatic reception of MSI by means of NBDP is _____.
 A. VHF B. SES C. EGC D. NAVTEX
47. The primary function of the GMDSS is _____. ①distress communication ②bridge to bridge communication ③MSI broadcasts
 A. ① B. ② C. ③ D. ①②③
48. (1) Transmission of ship-to-shore distress alerts by at least two separate and Independent means, each using a different radio communication service. Details for each individual vessel are to be found on its Safety Radio Certificate. On a Sea Area A1 vessel, for example (which always remains within DSC range of a shore VHF station) the primary means would be the VHF DSC, and the secondary means could be an EPIRB. In the case of a Sea Area A4 ship, the primary means would have to be HF DSC and the secondary means a 406 MHz EPIRB. (2) Reception of shore-to-ship distress alerts. If for example a vessel sends a distress signal via an EPIRB or an Inmarsat-C satellite terminal, other vessels in the vicinity will not become aware of the distress until the shore authorities relay the distress details by directing a DSC distress relay call and/or a satellite call to all vessels within an appropriate geographical area. (3) Transmission and reception of ship-to-ship distress alerts. A vessel in distress can alert other vessels in the vicinity by sending a DSC distress alert on VHF and MF, simultaneously if desired, and follow it up with a distress (MAYDAY) voice message on Ch16 or 2182 KHz. Note that HF DSC is for long-range work and is intended primarily for alert the shore-based authorities, especially if there are no vessels in the vicinity.
- 1). Which of the following is not true?
 A. Transmission of ship-to-shore distress alerts by at most two separate and Independent means
 B. Transmission of ship-to-shore distress alerts should use a different radiocommunication service
 C. the secondary means could be an EPIRB on Sea Area A1 and A4 vessel
 D. the secondary means could be an EPIRB on Sea Area A2 and A3 vessel
- 2). How many directions are there distress alerts in GMDSS?
 A. one B. two C. three D. four
- 3). According to the passage, the complying vessel may transmit ship-to-shore distress alert by _____ in sea area A1.
 A. HF DSC B. VHF DSC
 C. 406 MHz EPIRB D. VHF DSC and 406 MHz EPIRB
- 4). According to the passage, the complying vessels may transmit ship-to-shore distress alert by _____ in sea area A4.
 A. HF DSC B. MF DSC
 C. 406MHz EPIRB D. HF DSC and 406MHz EPIRB
49. DSC is used primarily to _____.
 A. transmit and receive distress and safety call to and from other ships or shore stations via radio
 B. receive weather warnings, navigational notices and other marine safety information
 C. provide routine communications with the ship owner
 D. report ship's position to search-and-rescue authorities via satellite
50. Which service should be selected when you are sending E-mail on internet by Inmarsat-F terminals?
 A. MPDS service
 B. MPDS and Mobile ISDN service
 C. Mobile ISDN service
 D. MPDS or Mobile ISDN service, depending on the size of the file(s)
51. _____ is the communication between ship stations and shore-based stations which concern the management and operation of the ship, normally taken to mean public correspondence to the exclusion of safety, distress, and urgency messages. These communications may be conducted on the appropriate frequencies.
 A. Distress communication B. Urgent communication
 C. Safety communication D. General communication
52. A ship station on receiving a shore-to-ship distress alert should _____.
 A. keep silence
 B. interfere with such communication
 C. establish communication as directed and render such assistance as required and appropriate
 D. refuse communication as directed and render such assistance as required and appropriate
53. In NAVTEX service, which of the following type of information cannot be rejected by the receiver _____?
 A. A,B,C B. A,B,D C. A,C,D D. B,C,D
54. The SES antenna use the _____ to lock onto the satellite.
 A. signal strength B. signaling channel C. antenna D. unique word
55. Which transmissions are permitted on the frequency 2174.5kHz in NBDP service?
 A. Distress and safety traffic using narrow-band direct-printing telegraphy exclusively
 B. Transmissions of information regarding the safety of navigation and weather warnings
 C. Distress and safety traffic in radiotelephony
 D. Transmissions of the international NAVTEX system
56. SOLAS ships should keep a DSC listening watch on _____.
 A. CH 16 B. 2182kHz C. 121.5Mhz D. CH 70
57. There are at present three types of beacons, namely ELTs, EPIRBs and PLBs. _____ is usually used on board ship.
 A. ELTs B. EPIRBs C. PLBs D. ELTs and PLBs
58. The abbreviation WWNWS means _____.
 A. World Wide Network Warning Station B. World Wide Navigational Warning Service

- C. World Wide Number Watch Station D. World Wide Network Watch Service
59. What does the abbreviation "VHF" stand for?
 A. Vessel's Hoisting Flag B. Very High Safety
 C. Very Hot Frequency D. Very High Frequency
60. Which of the following indicates a grave and imminent danger requesting immediate assistance on the radio telephone?
 A. TTT B. MAYDAY C. SECURITE D. PAN
61. 'Area call' is usually applied to _____.
 A. alert all ships in ocean region
 B. distinguish one ship from another
 C. send the alert to ships nearby the distress vessel
 D. transmit useful information to every vessel
62. In the vicinity of North pole, a vessel is operating 10 nautical miles from shore within range of shore-based VHF stations with DSC-alerting capabilities. it is operating within _____.
 A. Sea area A1. B. Sea area A2. C. Sea area A3. D. Sea area A4.
63. The different between international and national Navtex Service is limited to _____.
 A. only frequency allocated B. both language and frequency
 C. only language used D. transmission power and time
64. What is the term which refers to the supply of electrical energy for the purpose of conducting distress and safety radio communications in the event of failure of the ship's main and emergency sources of electrical power?
 A. Emergency power. B. Reserve source of energy.
 C. Ship's emergency diesel generator. D. Ship's standby generator.
65. _____ receives MSI via INMARSAT SafetyNet service within the INMARSAT coverage.
 A. A NAVTEX B. An EGC receiver C. An MF/HF radio D. A VHF R/T receiver
66. What should be indicated in the lists of ship and coast stations?
 A. information on charging
 B. the services by each station open to public correspondence
 C. the working mode
 D. only the service
67. The EPIRB should be mounted _____ to be protected from harmful conditions.
 A. at a regular place B. anywhere on board ship
 C. at the higher place on the vessel D. in one of the holds
68. For ship to shore distress alert, we can use _____.
 A. INMARSAT, EPIRB, DSC B. NBDP, R/T
 C. VHF, NAVTEX D. SART, RADAR
69. A mobile earth station in the maritime mobile satellite service located on the board ship referred to _____.
 A. CES B. SES C. DSC D. NBDP
70. The SART should have sufficient battery capacity to operate in the stand-by condition for _____ hours and should continuously work for _____ hours.
 A. 120/20 B. 56/18 C. 100/16 D. 96/8

71. The satellites of INMARSAT are placed in a _____, 35700km over the major ocean regions.
 A. Polar orbit B. geostationary orbit
 C. the Milky way D. the Moon
72. Meteorological services will be developed by _____.
 A. IMO B. IHO C. WMO D. RCC