

中华人民共和国海事局适任培训大纲熟悉训练 05

科目：GMDSS 英语阅读

适用对象：GMDSS 通用操作员

- Ships in area A2 should have the capability of transmitting ship-to-shore alerts on _____ and satellite EPIRB.
A. 2182kHz B. 2174.5kHz C. 2187.5kHz D. 156.800MHz
- _____ system(s) is (are) required for the promulgation of MSI (Maritime Safety Information) in GMDSS as per SOLAS Convention, as amended in 1988.
A. Both the international NAVTEX and Inmarsat SafetyNET.
B. Only the international NAVTEX.
C. Only the Inmarsat SafetyNET.
D. Only the HF NBDP.
- A distress alert can be relayed from an RCC by _____.
A. major coast stations only B. satellite and terrestrial systems
C. MF/HF and VHF stations D. COSPAS-SARSAT
- An area within the coverage of at least one VHF shore station in which continuous DSC distress alert is available is _____.
A. Sea Area A1 B. Sea Area A2 C. Sea Area A4 D. distress Area
- What is the minimum information which a DSC distress alert shall contain?
A. Identification and position of the station in distress
B. Identification and call sign of the station in distress
C. Identity of the station in distress and the number of crewmembers
D. Identity of the station in distress and the kind of help required
- A VHF frequency channel pair of TX 157.200 MHz and RX 161.800 MHz would most likely be _____.
A. simplex channel and duplex channel B. simplex channel
C. simplex channel or duplex channel D. duplex channel
- The frequency _____ is normally used for MF NBDP distress and safety traffic.
A. 490 kHz. B. 518 kHz. C. 4209.5 kHz. D. 2174.5 kHz.
- 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.
- What kinds of ships may not comply with SOLAS convention?
A. 300GT upward
B. all passenger ships operating in international voyages
C. 500GT cargo ship
D. 300GT below
- INMARSAT-C EGC supports _____.
A. SafetyNET services
B. FleetNET services
C. SafetyNET services and INMARSAT system information.
D. SafetyNET services, FleetNET services and INMARSAT system information.
- Regarding the NAVTEX system, _____ is not true.

A. NAVTEX is a single frequency broadcast system (using NBDP narrow band direct printing) Telex on 518 kHz.

B. A selective message-rejection feature of the receiver allows the mariner to receive only that safety information pertinent to his requirements.

C. NAVTEX must be broadcast in the prevailing language of the coast station only.

D. NAVTEX carries information relevant to all sizes and types of vessels within a region established for this service.

12. A vessel is operating in the Western Atlantic. To initiate a ship-to-shore telephone contact to a shoreside party in Dalian city of China, whose number is 411-8472-9640, through Beijing Earth Station, using automatic service by telephone, a valid Inmarsat dialing sequence is _____.

- A. 086041184729640# B. 08641184729640# C. 008641184729640# D. 0086041184729640#

13. When you are calling a station for medical guiding opinion, your operation belongs to _____.

- A. Medicine advice B. Medical evacuation
C. Medical assistance D. Medical advice

14. Meteorological services will be developed by _____.

- A. IMO B. IHO C. WMO D. RCC

15. What is the urgency signal in the GMDSS?

- A. PAN PAN B. SECURITE C. MAYDAY D. MEDICO

16. A person _____ in spite of being in an extremely dangerous situation is a survivor.

- A. whom is still alive B. who is safe
C. who is healthy D. who continues to live

17. What will most likely happen if a satellite's elevation becomes very low?

- A. Changes in the elevation have no effect on communications.
B. Communications range through the satellite will likely be maximized.
C. Communications through the satellite will likely become difficult or impossible to establish.
D. This indicates that the vessel should effect a course change to minimize shadowing.

18. What systems are required for the promulgation of MSI in GMDSS as per SOLAS Convention as amended in 1988?

- A. Both the international NAVTEX system and the Inmarsat SafetyNET system.
B. The international NAVTEX system.
C. The Inmarsat SafetyNET system.
D. HF NBDP.

19. If the station called is in agreement with the calling station, it shall transmit:(a) An indication that from that moment onwards it will listen on that working frequency or channel announced by the calling station;(b) An indication that it is ready to receive the traffic of the calling station. If the station called is not in agreement with the calling station on the working frequency or channel to be used, it shall transmit an indication of the working frequency or channel proposed. For communication between a coast station and a ship station, the coast station shall finally decide the frequency or channel to be used. When agreement is reached regarding the working frequency or channel, which the calling station shall use for its traffic, the station called shall indicate that it is ready to receive the traffic.

1) Which of the following statements is TRUE?

- A. The transmitting station has no agreement with receiving station on any working channel.
B. The transmitting station should inform the receiving station which frequency or working channel is used.
C. In a ship-to-shore traffic the ship will select the frequency or channel.
D. The station called may not inform the calling station of being ready to receive before agreement is achieved.

- 2). The best title for the passage is _____.
 A. Agreement on the Frequency in the Traffic
 B. Communication between CES and SES
 C. Transmitting Station and Receiving Station
 D. Working Frequency or Channel to be used
- 3). 'Traffic' can be paraphrased as _____.
 A. communication B. transportation C. introduction D. convention
- 4). The verb 'shall' can be replaced by _____.
 A. should B. may C. must D. might
20. How is ship to shore transmission of a distress priority message in most SESs initiated?
 A. By provision of a "distress" button.
 B. By including the priority code in the preamble of the Telex message.
 C. By including the priority code in the dialed number in voice communications.
 D. By initial voice contact with the Rescue Coordination Center.
21. MCC is the abbreviation for Mission _____ Centre.
 A. Correction B. Certificate C. Control D. Calling
22. Which of the following determine(s) whether a NAVTEX message is rejected or received?
 A. B3B4 numbers from 01 to 99.
 B. The start group in NAVTEX messages: "ZCZC".
 C. Subject indicator and transmitter identity.
 D. The end group in NAVTEX messages: "NNNN".
23. What is not the basic concept (or function) of GMDSS?
 A. Search and rescue authorities ashore can be alerted to a distress situation.
 B. Shipping in the immediate vicinity of a ship in distress will be rapidly alerted.
 C. Shore-side authorities and vessels can assist in a coordinated SAR operation with minimum delay.
 D. Sending SSAS alert via C terminals.
24. How is ship to shore transmission of a distress priority message in most SESs initiated?
 A. By provision of a "distress button".
 B. By including the priority code in the preamble of the Telex message.
 C. By including the priority code in the dialed number in voice communications.
 D. By initial voice contact with the Rescue Coordination Center
25. Which service does not EGC have?
 A. FleetNet B. MSI transmission
 C. SART distress alerting D. SafetyNet
26. The widespread misuse of VHF channels at sea, especially the distress, safety and call Channel 16 and channels used for port operations, ship movement services and reporting systems, is giving concern.--Channel 16 may only be used for distress, urgency and very brief safety communication and for calling to establish other communication, which should then be conducted on a suitable working channel.--On port operations service channel, the only messages permitted are restricted to those relating to the operational handling, the movement and the safety of ship and, in emergency to the safety of persons.
- 1). Which band did the author especially concern according to this passage?
 A. Pilot control. B. VHF CH16. C. Port controls. D. All bands.
- 2). Why does misuse of VHF channels cause potential danger?
 A. Somebody expects to use it. B. Port authority desires to use it.
 C. The channel is always in congestion. D. Distress unit may use it any time.
- 3). Which of the following document can guide you to use VHF correctly?
 A. SOLAS. B. MARPOL. C. RR (Radio Regulations) . D. ALRS
- 4). Which is incorrect of the following statements about using of VHF CH16 ?
 A. The misuse of VHF channel 16 always happens
 B. Channel 16 may be used for distress, urgent and short safety communication
 C. Port operations service channel is always VHF CH 16
 D. For calling on CH 16 to establish other communication should then be conducted on another suitable working channel
27. In a properly functioning MF/HF DSC system, the receiver bandwidth should be _____.
 A. 300kHz maximum
 B. sufficiently wide to pass video pulses
 C. 1.7 kHz
 D. as narrow as possible, but not less than 170 Hz
28. A DSC call with the MMSI number 016699911 is _____.
 A. A vessel operating in Sea Area A1 B. A coast station
 C. A group call for ship stations D. An Intercoastal
29. If we want to cancel the false alert to RCC we should find out the telephone number of the RCC in the Admiralty List of Radio Signals _____.
 A. Volume I B. Volume II C. Volume III D. Volume V
30. Which of the following frequencies have not been designated for on-scene communications in the Global Maritime Distress and Safety System?
 A. VHF-Channel 16 on 156.8MHz
 B. MF radiotelephony on 2182kHz
 C. NBDP on 2182.0kHz
 D. VHF-Channel 16 on 156.8MHz and MF radiotelephony on 2182kHz
31. All cargo ships of 500GT and upwards engaged in international voyages must be fitted with _____ SART, and _____ two-way VHF radio telephone.
 A. 1, 2 B. 2, 3 C. 2, 1 D. 3, 2
32. It is required that ships proceeding at sea should keep continuous watch on _____.
 A. VHF channels 16 and 13
 B. Appropriate DSC distress and safety frequencies
 C. INMARSAT TDM message channel
 D. VHF channel 70 and channel 08
33. Via _____ you can get facsimile service.
 A. Inmarsat-C, ship-to-shore and shore-to-ship
 B. COSPAS-SARSAT
 C. Inmarsat-F
 D. MF/HF DSC
34. The medical message should be preceded by the word _____.
 A. OBS B. SOS C. MEDICO D. NW
35. _____ is the means of initiating the transmission of ship-to-shore distress alerts in MF band.
 A. 406 Mhz EPIRB.
 B. SSAS based on Inmarsat-C satellite
 C. CESs in the Inmarsat geostationary satellite service.
 D. MF DSC.

36. Regarding Cospas-Sarsat in GMDSS, all of the followings are correct expect _____.
 A. EPIRBs are units that are used as alerting devices.
 B. There are satellites in a low-earth polar orbit that detect EPIRB beacons on 406 Mhz and relay the information to an earth-side Local User Terminal (LUT).
 C. The Doppler frequency measurement concept is used to determine the EPIRB's location.
 D. It works in 1.6 Ghz band.
37. Which of the followings should be entered in GMDSS Radio Log Book?
 A. Noon position when the ship is on berth. B. Fuel consumption of the ship.
 C. Working conditions of the main engine. D. Working conditions of GMDSS equipment.
38. Information is grouped by subject on NAVTEX broadcast and each subject group is allocated a _____ B2.
 A. transmitter identification B. message numbering
 C. subject indicator character D. ZCZC format
39. The frequency _____ is used for NAVTEX-type MSI.
 A. 4125.0 kHz using simplex mode. B. 4209.5 kHz using FEC mode.
 C. 4209.5 kHz using ARQ mode. D. 4125.0 kHz using FEC mode.
40. What information does NAVTEX system broadcast?
 A. High seas navigation warnings B. Coastal navigation warnings
 C. Ship position report D. FleetNET information
41. The concept of GMDSS is based on the most up-to-date radio communication technologies to provide a comprehensive distress and safety system of communication between ships and between ships and the shore and vice-versa wherever in the world the ships may be situated. The functional requirements of the GMDSS include transmitting and receiving ship-to-shore, and shore-to-ship distress alerts, ship-to-ship distress alerts, SAR Coordinating communication, on-scene communication, signals for locating, maritime safety information (MSI), general radio communication and bridge-to-bridge communication. The following radio communication systems are used in the GMDSS: 1 The Inmarsat system using automatic calling, radiotelephone, direct-printing telegraphy, satellite EPIRBs and the SafetyNET MSI service; 2 VHF, MF and HF terrestrial systems, using digital selective calling, radiotelephone, direct-printing radiotelegraphy and the NAVTEX and HF MSI services; and 3 The COSPAS-SARSAT system using the 406 MHz polar orbiting satellite EPIRB service.
- 1). What does the phrase 'vice-versa' mean in the first paragraph?
 A. Between ships. B. Between ships and the shore.
 C. Between the shore and ships. D. Between coast stations.
- 2). Which of the following statements is true?
 A. The modern technologies will never affect the concept of the GMDSS, as the system is designed by people.
 B. The GMDSS will be achieved distress alerts only in ship-to-ship direction and communications in all ship-to-ship, shore-to-ship, ship-to-shore directions.
 C. The Inmarsat system may provide SafetyNET MSI, Satellite EPIRB, telephone, telex service in all non-polar waters.
 D. The terrestrial system is a part of GMDSS and NAVTEX service is used to broadcast message via satellite.
- 3). Which of following statements is false?
 A. The COSPAS-SARSAT system started the activation 406 MHz satellite EPIRB.
 B. The terrestrial system uses VHF, MF and HF bands as a contributing part of GMDSS.
 C. The General communication is also included in the functional requirements of GMDSS.
 D. General communication and bridge-to-bridge communication are priority communications used in the 'Distress' situation.
- 4). Which one is the best title of the passage?
 A. GMDSS Concept. B. Functional Requirement.
 C. Radio communication System. D. SAR Requirement.
42. What does ISDN stand for?
 A. International Satellite Data Network. B. Inmarsat Service Data Number
 C. Integrated Services Digital Network. D. Internet Services Digital Network
43. In GMDSS, the urgency signal consists _____.
 A. Of the group of the words PAN PAN. B. Of the word PAN.
 C. Of the group XXX. D. Of the word URGENT.
44. The identifications character of each Navtex station is regarded as _____ to the messages.
 A. the only preamble B. a part of the preamble
 C. the closing D. the suspension
45. _____ process the distress signal from EPIRB to determine its position and identity.
 A. COSPAS-SARSAT B. Local User Terminal
 C. Mission Control Center D. Near polar orbiting satellites
46. Which one of the following keystrokes or characters is sent as part of ARQ communications to switch information transmission control from one station to the other?
 A. The plus and question mark keys ('+?') B. The 'ENTER' key
 C. The go-ahead ('GA') command D. The 'END' key
47. Which channel is designated for VHF Digital Selective Calling?
 A. Channel 06. B. Channel 13 C. Channel 16 D. Channel 70.
48. The followings are used in the GMDSS except _____.
 A. the Inmarsat system B. VHF, MF and HF DSC systems
 C. the Cospas-Sarsat system D. AIS systems
49. For COSPAS-SARSAT system, _____ usually transmit initial COSPAS-SARSAT alert.
 A. RCC B. MCC C. EPIRB D. MRCC
50. Which is not included in the Natures of Distress DSC alert?
 A. Fire or explosion B. Flooding
 C. M/E (Main Engine) out of order D. Collision
51. The letter E in EPIRB is the abbreviation for the word _____.
 A. English B. Engineering C. Edit D. Emergency
52. Ships sailing in _____ are able to receive and print out EGC messages.
 A. a fixed area or NavArea in any ocean region
 B. a NavArea or weather forecast area
 C. area covered by Inmarsat satellites
 D. anywhere of the world
53. The frequency of VHF Channel 70 is _____ MHz.
 A. 156.8 B. 156.525 C. 156.650 D. 156.3
54. Maritime Safety Information includes _____. ① meteorological warnings ② meteorological warnings and forecasts ③ other urgent safety related messages broadcast to ships
 A. ①② B. ②③ C. ①③ D. ①②③
55. What is the minimum operator license required to perform or supervise the performance of (SBM) Shore-Based Maintenance in sea area A3?
 A. Second Class Radio Electronic Certificate.
 B. Restricted Operator's Certificate.

- C. First Class Radio Electronic Certificate.
D. GMDSS General Operator's Certificate.
56. _____ is (are) frequency (frequencies) can be used for routine DSC calling between ships, and between ship and shore respectively.
A. 2177 kHz.
B. 2177 kHz and 2189.5 kHz used in pairs only.
C. 156.525 Mhz.
D. 2177 kHz/2177 kHz and 2177 kHz/2189.5 kHz used in pairs.
57. In general terms, all the media listed below are used to receive MSI, except _____.
A. The international NAVTEX system. B. The Inmarsat SafetyNET system.
C. HF NBDP. D. GLONASS receivers at sea.
58. _____ may be provided by Inmarsat Standard-C via traditional facsimile service.
A. Transferring texts B. Transferring voices
C. Transferring images D. Transferring pictures
59. On receipt of a relayed distress alert, ships in the area addressed should establish communication with the _____ concerned to enable the assistance to be coordinated.
A. SAR B. RCC C. MSI D. FEC
60. The frequency 2174.5 kHz in NBDP service is used for _____.
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
61. Which frequency is designated for VHF Digital Selective Calling?
A. 156.300 MHz B. 156.650 MHz C. 156.800 MHz D. 156.525 MHz
62. What is the minimum requirement of a GMDSS operator in sea area A2?
A. Restricted Operator's Certificate
B. General Operator's Certificate
C. Second Class Radio Electronic Certificate
D. First Class Radio Electronic Certificate
63. What should be indicated in the List of Coast Stations?
A. information on charging only
B. the services by each station open to public correspondence, together with charging information
C. the working mode only
D. only the service
64. Which action is the most appropriate for a GMDSS operator to take in a distress situation where immediate help is needed, but the vessel is not sinking nor needs to be abandoned?
A. Switch off EPIRB and SART manually
B. Transmit distress call by HF/MF/VHF DSC or INMARSAT
C. Notify the RCC (Rescue Coordination Center) through VHF on channel 11
D. Transmit distress call by activating the radiotelegraph automatic alarm signal
65. Signals for locating will be transmitted by _____ in 9GHz band.
A. SART B. DSC C. NBDP D. RT
66. Regarding the capability of Class 1 INMARSAT-C MES, _____ is true.

- A. Ship-to-shore and shore-to-ship message transfer and distress alerting, and be capable of receiving EGC messages.
B. Ship-to-shore and shore-to-ship message transfer and receiving EGC messages, but is not capable of distress alerting.
C. Ship-to-shore and shore-to-ship message transfer and distress alerting, but is not capable of receiving EGC messages.
D. Distress alerting and receiving EGC messages, but is not capable of ship-to-shore and shore-to-ship message transfer.
67. If a ship is fitted with a VHF radio installation, while at sea, shall _____.
A. maintain a watch on MF 2182kHz
B. maintain a continuous watch on VHF Channel 70 and Channel 16
C. maintain a continuous watch on MF 2174.5kHz
D. maintain a continuous watch on VHF Channel 06
68. The ship sailing in area A4 has to be provided with the _____ equipment.
A. MF/HF/VHF B. MF/HF C. MF/VHF D. VHF/MF/INMARSAT
69. The SARTs works on _____.
A. S-band B. VHF-band C. X-band D. L-band
70. How can you get the highest communication priority on your F-terminal?
A. By provision of a 'distress button' or code in the SES.
B. By including the priority code in the preamble of the Telex message.
C. By including the priority code in the dialed number in voice communications.
D. By initial voice contact with the Rescue Coordination Center.
71. How to prevent the reception of unwanted broadcasts by vessels utilizing the NAVTEX system?
A. Operating the receiver only during daytime hours
B. Programming the receiver to reject unwanted broadcasts
C. Coordinating reception with published broadcast schedules
D. Automatic receiver de-sensitization during night hours
72. TYPHOON 0613 MARY 975 HPAAT TWO EIGHT POINT SEVEN NORTH ONE TWO SEVEN POINT FOUR EAST WEST OF AMAMI OSHIMAMO VING WEST 10 KN DECELERATING POSITION GOODMAX WINDS 65 KN NEAR CENTER RADIUS OF OVER 50 KN WINDS 100 MILES IN NORTH SIDE AND 50 MILES IN SOUTH SIDE AND RADIUS OF OVER 30 KN WINDS 300 MILES IN NORTH SIDE AND 200 MILES IN SOUTH SIDE FORECAST POSITION FOR 191200 UTC BETWEEN 30.5N 123.0E AND 27.5N 123.0E.
1). Where is low pressure of 975 hPa?
A. 30.5N 123.0E B. 27.5N 123.0E C. Amami Oshima D. 28.7N 127.4E
2). What is the maximum speed near the center?
A. 65 kn B. 50 kn C. 30 kn D. 10 kn
3). Which of the semi-circle is dangerous?
A. South B. North C. They are the same D. Unknown
4). What is the moving direction of the typhoon?
A. East B. West C. West East D. East West