航海英语听力与会话-11 规则英语评估 1-12 章标准答案

Unit 1 Familiarisation on board

I Warming-up

deck, bridge, galley, hospital, cabin, office, corridor

II Reading Aloud

1. What is the captain doing?

----He is making an announcement to the passengers.

2. How should the passengers do in case of emergency?

----They should obey the orders given on the public address system.

3. **Can you memorise all the spaces that safety regulations do not permit passengers to enter?**

----Yes, I can. Such as navigating bridge, engine room, maneuvering areas, cargo rooms and compartments, service rooms, all areas and spaces marked “crew only”, all closed ,sealed or roped off areas, spaces and rooms and car decks.

IV Speaking

Part A Read and Learn

Fine, like my new job, vessel, Chief Officer, a list of jobs, play chess, read a book, another cadet, listen to music

Get up, 0700, breakfast, 0730, bridge, take over the watch from the Chief, 0750, drink coffee, 1030, hand over to the 2nd Officer, noon, lunch, 1215,listen to music, 1300, sleep, 1400, everything, fine

Part B

Prompt card 1

1. What’s your date of birth?

----My date of birth is August 1st, 1992.

2. What’s your seaman’s book number?

----My seaman’s book number is L 396767.

3.How many members are there in your family？What are their occupations (What do they do?)

----3.They are my father, my mother and I. (They are my wife, my son/daughter and I.)

----My father and my mother are farmers/ workers. My wife is a teacher. I am a seaman.

4. What’s your daily work?

----There are many works, such as keep the watch, check the equipment on the bridge, take charge of the

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life-saving and fire-fighting equipment and so on.

5. What are your spare time activities?

----Play basketball, play chess, listen to the music and so on.

Prompt card2

16. What's your favorite port you have ever called at?

----My favorite port is Dalian/I like Dalian best.

17. What's your favorite TV program?

----My favorite TV program is CCTV-news.

18. What's your favorite website?

----My favorite website is sina.com / baidu.com.

19. What's your favorite sport?

----My favorite sport is playing basketball.

20. What's your favorite food?

----My favorite food is bread/rice/meat.

Part C Presentation

five decks, engine room below first deck, first deck, laundry, galley, storeroom, second deck, hospital, ratings'messroom, office, third deck, pilot's cabin, Chief Officer's cabin, officer's messroom, fouth deck, radio room,master's cabin, Chief Engineer's cabin

Unit 2 Ship Orders

I Warming-up

11. Can you list some ship orders?

----Yes, I can. Such as the wheel orders, engine orders, anchoring orders, mooring orders and so on.

12. What should you do when you are given a specific ship's order?

----Firstly, repeat the order. Secondly, carry out the order correctly. Thirdly, report.

3. **Describe briefly the following pictures in relation to ship's various orders.**

----In the first picture we can see an officer giving the wheel order; the second picture shows the telegraph order; The third picture is the anchor order and the fourth is the mooring order.

II Reading Aloud

1. What is the main idea of this short passage?

----How to respond and carry out the wheel orders correctly.

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2. What should be the helmsman do if the vessel does not answer the wheel?

----He should report immediately.

IV Speaking

Part A Listening—Based Speaking Tasks

Task 1: Listen to the dialogue and answer the questions below:

8.What is this dialogue about?

----It is about anchoring operation.

9.**What did the captain ask the chief officer to do in the beginning of the dialogue?**

----Go with the bosun to the forward station and standby the port anchor for letting go.

10.How is the cable leading in the end of the dialogue?

----Ten o'clock.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----The procedures of anchoring are as following:

1) Standby the port anchor for letting go.

2) Walk back the anchor to just above the water and hold it on the brake.

3) Use engine.

4) Take the sounding.

5) Let go port anchor.

6) Lead the cable to ten o'clock, medium weight.

7) Five shackles in the water.

8) Bring it up.

9) Hoist anchor signal.

Task 3：Suppose you were the captain or chief mate, retell the dialogue in the form of a monologue.

同上

Part B Work-place Communication Task

Prompt card 1

----Midships.

----Midships. Wheel's amidships.(Wheel's port five. Wheel's port twenty. Wheel hard- a-port. Course steady. Engine full ahead. Engine half ahead. Engine slow ahead. Port engine dead slow ahead. Engines stopped. Engine standby.)

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Prompt card2

同上

Part C Topic Presentation Tasks

Task1: Ship's orders

A. the basic ship's orders

B. common ship's orders in each category

C. caution in executing the orders

There are four kinds of ship's orders, such as wheel orders, engine orders, anchoring orders, mooring orders.

Wheel orders involve Midships, Port five, Steady and so on. Engine orders involve Full ahead, Stop engines, Standby engine and so on. Anchoring orders involve Standby port anchor for letting go, Let go port anchor, How is the cable leading and so on. Mooring orders involve Heave on headline, Stop heaving, Let go headline and so on.

Please note: All these ship's orders should be repeated, carried out and reported correctly and immediately.

Task 2:Ship's Anchoring Operation

21. responsibilities of the crew involved

22. basic anchoring orders and meanings

C any other relevant information pertaining to anchoring

In anchoring operation the captain gives the orders. The chief officer and carpenter carry out the orders on the spot and report accordingly.

There are many anchoring orders, for example, Stand by port/starboard/both anchors for letting go. It means stand by relevant anchors for letting go. Let go port/starboard/both anchors. It means "Drop the relevant anchors accordingly." Stand by for heaving up. It means "Get ready to pick up the anchor."

The length of the anchor cable should be five to seven times the depth of water. The operators should hoist the anchor signals according to the COLREG.

Task3：Ship's Mooring and Unmooring Operation

A. responsibilities of the crew involved

B. basic mooring and unmooring orders

C. safety and other relevant information relating to mooring and unmooring operation

The captain gives the order. The chief officer and the second officer carry out the orders and report

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accordingly.

There are many mooring and unmooring orders, for example, Send out the headlines; Make fast fore and aft ; Stop heaving; and so on.

The operators should check the lines regularly and ensure that they are in good condition. The crew members should put on the gloves, helmet, safety shoes and so on.

Unit 3 Pilotage

I Warming-up

1. Can you describe the details of the construction of Pilot Ladder according to the following diagram?

----The pilot ladder consists of 3 parts: steps, spreaders, side ropes. The length of each step is 48cms and its thickness is 11.5cms. The space between the steps is 30-38cms. The minimum length of the spreader is 180cms.The diameter of the side rope is 18mms. The pilot ladder is always used with a manrope. The diameter of the manrope is 28mms.

2. What equipment should be ready when pilot is boarding?

----The pilot ladder and manropes.

II Reading Aloud

1. What is the main idea of the passage?

----It is about the preparations of entering a port and receving the pilot.

2. What should you prepare when your vessel is ready to receive pilot?

----The pilot ladder, manropes, boat rope, heaving line and lights.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Entering Port (1)

Task 1: Listen carefully and answer the following questions:

1. How has the pilot ladder been rigged?

----It has been rigged on the starboard side, one meter above the waterline.

2. What time will the pilot arrive?

----The pilot will arrive at 0920.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----This is a dialogue between Pilot Station and officers on ship. They were speaking on Channel 06. The

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pilot would be on station 0920 and ask the vessel to rig the pilot ladder on starboard side, one meter above the waterline.

Dialogue 2 Entering Port (2)

Task 1: Listen carefully and answer the following questions:

1.What did the captain tell the pilot?

----He told the pilot the engine speed and ship's course..

2.What did the pilot hope?

----The pilot hoped the fishing boats wouldn't cross the route.

3. What berthing information will the Third Mate inform the Chief Mate of?

----Bring the ship to berth on starboard side and prepare the flags.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----This is a dialogue between pilot and captain. The vessel was entering port under pilot's order.There were many fishing boats around. The pilot asked the vessel to hoist flags and berth on the starboard alongside.

Dialogue 3 Station on the Bridge for Leaving Port

Task 1: Listen carefully and answer the following questions:

1.Why should the anchor be prepared according to the pilot's order?

----Because it can be dropped to slacken the speed in case of emergency.

2.Please describe the details of unmooring operation according to the dialogue.

----First, fore and aft, single up with the head line and stern line. Then, let go all lines.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----The captain asked officers to single up with headline and stern line under pilot's order. The officers carried out the orders given and stood by starboard anchor in case of emergency.

Part B Work-place Communication Task

1.----What is your ship's name, call sign, type, flag, gross tonnage and LOA?

----My ship's name is Dahlia, call sign VRCP7, type container ship, flag Hongkong, gross tonnage 28927 tons and LOA 220ms.

2.----Which VHF Channel do you work on?

----CH 12.

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3.----What is your ETA at Singapore Pilot Station?

----24/05/2011 1230 LT.

4.----What is your draught fore and aft?

----My draft is 11.5m forward 12.0m aft.

5.----What is your last port and next port of call?

----Hong Kong, Jeddah.

6.----How is the pilot ladder rigged?

----It is rigged on starboard side, 2 meters above water.

7.----Which side will the pilot boat get alongside?

----Port side.

Part C Topic Presentation Tasks

Task1: Describe the procedures of pilotage.

A. the general procedures for pilot request

B. the preparations for receiving the pilot

C. the general rules for pilotage

Before arrival at a port, contact the pilot station directly or through your agent in advance, making sure about the embarking time and embarkation place of the pilot.

prepare the pilot ladder or gangway and take some safety measures. Get the throwing line and life buoy ready and put them beside the pilot ladder, and

ensure to have sufficient lights at night

When the pilot arrives at the boarding place, you will make a lee side for the pilot boat. The duty officer should wait for receiving the pilot on board. The captain should tell the ship's particulars to the pilot.

Task 2:Describe the proper way of using VHF

A How to operate VHF set proper

B general rules of using VHF

C rules of using VHF Channel 16

First you will pick up the receiver and set the calling channel, and then press the button on the receiver handle and speak. If the channel is not chosen when VHF is turned on, it will automatically turn to channel 16. VHF should be used correctly and properly, and according to the Radio Regulations the following should be avoided:

19. Non-essential transmissions.

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20. Transmitting without correct identification.

21. Use of offensive language etc.

You must remember that Channel 16 is publicly used for calling by all the relative parties. If there is an emergency, all other uses of channel 16 must stop. Before calling on channel 16 you should make a careful check that no Mayday emergency exists.

In short, VHF procedure at sea always be conducted as follows:1) keep a listening watch at all times on channel 16; 2) Use a dual-watch facility to listen on any other required channel. 3) Use channel 16 to establish contact only and as soon as the contact is established, turn to another channel as requested at once.

Unit 4 Berthing and Unberthing

I Warming-up

Can you tell your partner about all the lines shown below？ And write down in full the orders that match with the diagrams A-D.

----Yes,I can. They are headlines, fore to aft spring, breast line, aft to fore spring and stern lines.

A. single up fore and aft

B. Let go forward.

C. Single up aft to stern line.

D. Let go all lines.

II Reading Aloud

1. **What is the main idea of the passage?**

----It is about the importance of proper use of VHF channels and limitation factors in determining range.

2. **What can cause the transmission and receiving range of VHF signals greater?**

----High pressure and increased humidity.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Talking in the VHF Radio before Entering Port

Task 1: Listen to the dialogue and answer the questions below:

1. Why did MV. Shinzan Maru reduce her speed?

---Due to traffic.

2. How long will it take to enter the Uraga Traffic Route entrance at the speed of 10 knots?

----Two hours.

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Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----The vessel reduces her speed from 12 knots to 10 knots because she will arrive earlier than her ETA. An hour later, the vessel calls Tokyo MARTIS on VHF , her present position is 10 miles from No.1 buoy, her ETA is 0930.

Dialogue 2 Preparing the Mooring Lines

Task 1: Listen to the dialogue and answer the questions below:

1.Who was responsible for operating winches?

----Sailor Ramos.

2.Who was directing the operation of preparing the mooring lines?

----Bosun.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----Bosun was directing the operation of preparing the mooring lines. Sailor Ramos was standing by the winch. The rest of the sailors, Avarro and Perez were manning the ropes.

Dialogue 3 Station on the Bridge for Leaving Port

Task 1: Listen to the dialogue and answer the questions below:

1.What did the pilot want to check on the bridge?

----The engine.

2.What should the officer on watch pay attention to before testing engine in harbour?

----The gangway should be clear.

3. What details should be included in the pilot card?

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----The officers on the bridge tested the engine for leaving port. The pilot came to the bridge to show how to unmoor and unberth.

Part B Work-place Communication Task

Chief:Which side is alongside?

Captain:Port side.

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Chief:Which is the first line to be made fast?

Captain:Spring.

Chief:Where will the tug be made fast?

Captain:Starboard bow.

Chief:Is the ship positioned?

Captain:No,please shift 5 meters forward.

Chief:Heave/Slack away forward line?

Captain: Heave/Slack.

Part C Topic Presentation Tasks

Task1: Describe the responsibilities as a watch officer while the ship is at anchor.

A. Regular operations for anchor watch.

B. Emergency handling in case of dragging

C. conclusion

As regular operations , someone is arranged on anchor watch.

At night the watchman will check up on the anchoring situation every hour,

and we post someone on anchor watch in bad weather.

the watchman will conduct the duties as follow

Have visual inspections to see if the vessel is dragging.

If dragging occur immediate action the following:

1) Turn on the GPS, VHF channel 16 ,the electronic depth sounder, wind instruments, boat speed indicator, the radar and take EBL and Range on two landmarks and write them down

2) Get some fenders ready for use and check up on the ground tackle. Stand by engine and steer out of the anchorage if necessary.

In general, keep a sharp lookout for other vessels' positions in the vicinity of our vessel; and keep an eye on the depth, wind speed and direction as well as speed indicators. If any dragging situations occur, alert everyone on board the vessel and take immediate action efficiently.

Task 2:Describe the proper way of using VHF

A. How to operate VHF set proper

B. general rules of using VHF

C. rules of using VHF Channel 16（重题）

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Task3: Describe the procedures before arrival at a port.

A. the preparations from the bridge.

B. the preparations from the engine room

C. the preparations from the deck

Before arrival at a port, the captain should inform every department to do the preparatory work for entering port, such as arranging relative persons to check and test the navigation equipment, emergency equipment, anchor and steering gear etc. Autopilot should be changed to manual pilot, and a listening watch should kept on VHF channel 16.

For the engine room, everything must also be well prepared for standing by engine.

The deck crew members should stand by anchor and get heaving line and mooring lines ready for berthing, and also get ready for the pilot ladder and life buoy for the pilot's safe embarkation. Meanwhile hoist the flags and signals as required.

Unit 5 Loading and Unloading

I Warming-up

II Reading Aloud

1.What equipment is used to load and discharge cargo?

----Cranes on the quay or the ship's derricks.

2.Can you draw a sketch according to the passage?

----Yes, I can.The main structure of the ship is the hull, within the hull are the tween decks or platform. The derricks are fitted to masts. The front part of a ship is called the bow and the rear part is called the stern. The engine is fitted near the bottom of the ship. The right side of a ship facing the bow is called the starboard side and the other side is the port side.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Talk with the Foreman on Deck

Task 1: Listen to the dialogue and answer the questions below:

1. What's the matter with the No.6 hold as the foreman said?

----Seawater is leaking from the topside tank in Hold No.6.

2. How does the third mate go down into the hold?

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---- The lashing bars in Bay No.3 were loose.The third officer asked the worker to tighten them up, but he didn't think it was his job.After disputing, the worker had to do it according to third officer's order.

Part B Work-place Communication Task

Duty officer:What is this reefer container location?

Foreman:It is 220282.

Duty officer:Is reefer motor aft or forward/

Foreman:Aft.

Duty officer:How about lashing condition?

Foreman:Some lashing bars are loosened. Some twistlocks are unlocked.

Unit 6 Navigation

I Warming-up

3 13 1 11 4 15 8 7 12 9 16 5 14 6 2 10

II Reading Aloud

22. What is the main idea of this passage?

----The officer orders the helmsman to turn the wheel and the helmsman should repeat all orders given to him.Then,the helmsman should report the course and counter the swing of the ship.

2.What should the helmsman do when he completed his turn at the wheel?

----He should state clearly the course to be steered to the relieving helmsman and repeats the course to the officer of the watch when reporting that he has been relieved.

3.what can cause the ship heading to change when the ship is on voyage?

----The wind and waves, as well as the action of the propeller, tend to cause the ship heading to change.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Navigation in a Narrow Channel

Task 1: Listen to the dialogue and answer the questions below:

23. Why did the ship reduce her speed?

----Because she was getting closer to the ship ahead.

24. What should the Master expect from the OOW on arriving at the bridge?

----the course and speed of the ship ahead.

25. What is the original course and speed?

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----The course is 236 degrees, the speed is 12 knots.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----Our ship reduced speed because the ship ahead reduced hers and we are getting closer.The driftwood was found by port bow.The boat safely passed it according to the captain's wheel orders.

Dialogue 2Bad visibility

Task 1: Listen to the dialogue and answer the questions below:

1.What condition is it around the ship?

----In poor visibility there is a vessel ahead off our starboard bow with the same speed as us.

2.Why is it important to sound fog signals?

----Give warning of her position.

Task 2: Listen again and discuss with your partner the following topics:

13. When should an OOW notify the master immediately to the bridge? Please list some.

----Bad visibility, other ships in the vicinity, a ship approaching and so on.

14. What action should be taken by OOW in poor visibility?

----Reduce speed, Sound fog signals, Watching the radar and so on.

Dialogue 3 An engine problem

Task 1: Listen to the dialogue and answer the questions below:

1.What problem has happened in the engine room?

----The main engine has a slight problem.

2.Why did the master come up to the bridge?

----He directed the third officer to stop engine to repair the fuel valves.

Task 2: Listen again and discuss with your partner the following topics:

1.What signals should be displayed in day time and in night time when your ship is not under command?

---- Two black balls in day time,two red lights in night time.

Part B Work-place Communication Task

A.We had been warned about these waters and soon found out that we deviate from steering course: we went aground.

B. We had been warned about these waters and soon found out that present tide height is below prediction: we went aground.

C. We had been warned about these waters and soon found out that the depth indicated in the chart were by no

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means to be trusted: we went aground.

D. We had been warned about these waters and soon found out that the chart we used is obsolete: we went aground.

E. We had been warned about these waters and soon found out that we are running into shoals: we went aground.

F. We had been warned about these waters and soon found out that we misread the echo-sounder data: we went aground.

G. We had been warned about these waters and soon found out that the draught of our vessel is too deep: we went aground.

H. We had been warned about these waters and soon found out that the echo-sounder is not functioning: we went aground.

I. We had been warned about these waters and soon found out that we are lack of local knowledge: we went aground.

J. We

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Fire precautions should be taken on board to prevent fire. There are many kinds of fire protection equipment, such as: fire mains, extinguishers, fire detectors, fire alarms, fire doors, firemen's outfit and the communication equipment etc. They should be checked and maintained regularly. Smoking is restricted. Preventive measures should be taken when working with naked fire.

According to the SOLAS, the fire-fighting drill should be carried out once a month under the command of master. C/O is in charge of it on the spot. If the engine room is on fire, the chief engineer is the spot commander. The procedures of a fire drill are: Sound the alarm. All the crew muster at their station within 2 minutes. Carry out fire fighting. After that, the spot commander reports to the master. At the end of the drill, the master will make some comments on the drill. 2/O will make some entries in the logbook accordingly.

The purpose of the fire drill is to check the crew's responses, ability and skills for fighting against fires.

3. Task 2: Describe the measures taken on board if aground.

a) Particulars to be clarified.

b) Actions to be taken in different situations.

c) Summary.

When aground, 1) First, sound the depth of water around the ship, and locate the part aground. 2) Arrange the carpenter to sound relative tanks to confirm whether there is any leakage, if any, take some blocking measures. 3) If there is no leakage, the captain should ascertain which part of the ship aground. If the ship is aground full length, you can refloat her by the spring tide. If the ship runs aground with bow in, transfer the cargo or bunker or ballast water afterwards, and vice versa. 4) If you can't refloat the ship by your own means, you should ask for tug assistance or jettison some cargoes. 5) While taking measures, you should report the grounding to the authority concerned and ship owner, and make entries in detail in logbook as well.

Task 3: Describe the measures to be taken on board if on fire.

a) Particulars to be clarified.

b) Actions to be taken in different situations.

c) Summary.

If there is a fire on board, 1) Report to the bridge about fire. 2) The bridge should sound the fire alarm by whistle or by public broadcasting. 3) All the crew should muster at their station. 4) Cut off the oil supply and power, secure/shut all the ventilation and outlets, and separate the inflammable materials. 5) Firemen should detect the source of the fire. If the fire takes place in the engine room, after evacuating the engine room, release CO2 fire-fighting system. 6) After extinguishing the fire, fully ventilate the spot and send out the watchman. 7) If the fire takes place in the cargo holds, all holds concerned can not be opened until the vessel gets alongside. 8) While

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fire-fighting, the ship should report to the authority concerned and the ship owner. 9) The duty officer should make entries in the logbook in detail.

Unit 10 Ship Repair and Maintenance

I Warming-up

1.Can you list some names of paints?

----Yes, I can, such as deck red（甲板红漆）, green boot toping（水线绿漆）, hold aluminum（货舱银漆） and so on.

2.And what are they used for?

----Deck red is used to paint the deck, green boot topping is used to paint the waterline, hold aluminum is used to paint the holds.

II Reading Aloud

1.What safety and maintenance procedures for chains and hooks are introduced in the passage?

----Responsible personnel should inspect chains, including the hooks, at least once a month. Chains that are used for heavy and continuous loading require more frequent inspections.

2. In what contions should the hook be replaced?

----Those hooks that show any of these weakness must be replaced.

3. What condition indicates the hook has been overloaded?

----Any deviation from the original inner arc indicated that the hool has been overloaded.

IV Speaking

Part A Listening—Based Speaking Tasks

Dialogue 1 Work Schedule Meeting at the General Office

Task 1: Listen to the dialogue and answer the questions below:

1. What will the Bosun most probably do as per chief officer's plan?

----Stripping and painting the pipeline on the upper deck and cranes.

2. What will the Third Mate do?

----He will overhaul the draft gauges.

3. How is the weather expected to be?

----The weather won't be so bad.

Task 2: Listen again, note down the main idea and then role play with your partner either in pair or group work.

----This is a dialogue among chief officer, bosun and third officer.The chief officer gave the bosun a draft of

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stripping and painting the pipeline and cranes, and the bosun agreed to do so in a good weather.Then the chief officer advised the third officer to overhaul the draft gauges, and the third officer agreed to finish it in one day.

Dialogue 2 Painting

Task 1: Listen to the dialogue and answer the questions below:

1.Why does the Third Officer think it's a good day for painting?

----Because the sun's shining and there's no chance of rain.

2.How much error of the ratio for adding the hardener to the base does the manufacturer allow for?

----A plus or minus 10 percent margin of error..

3.How long does it take for the paint to dry?

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Task 2:Security Equipment and Safe Operation

a) Common security equipment on board.

b) Ways to keep them function well.

c) Specific requirements for SSAS, its function, location, in particular the requirements in the SSP.

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Task 3:Security Levels and Its Operation

a) Basic introduction of the three different security levels

b) How to operationalize at each specific level

c) Brief summary

There are three security levels in the ISPS code, they are security level 1, security level 2, security level 3. Security level 1 is the normal level, it means the level for which minimum approprite protective security measures shall be maintained at all times. Security level 2 is the heightened level, it means the level for which approprite additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident. Security level 3 is the exceptional level, it means the level for which further specific protective security measures shallbe maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

At security level 1, the following activities shall be carried out on all ships: ensuring the performance of all ship security duties; controlling access to the ship; controlling the embarkation of persons and their effects; monitoring restricted areas to ensure that only authorized persons have access; monitoring of deck areas surrounding the ship; supervising the handling of cargo and ship's stores; and ensuring that security

communication is readily available. At security level 2, the additional protective measures shall be implemented for each activity. At security level 3, further specific protective measures shall be implemented for each activity.

In general, higher levels impose additional, and further specific protective measures and requirements to enhance maritime safety.

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