

Indian Maritime University
(A Central University, Govt of India)
Supplementary Examinations – March/April 2025
Programme Name: B Sc (NS)
Semester: 1
Subject Code: UG21T6101
Subject Name: MARITIME ENGLISH

Date: 03.03.2025

Max Marks: 70

Duration: 03 Hrs

Pass Marks: 35

General Instructions

- (i) All Sections (A, B & C) are to be attempted.
- (ii) Options, if any, are specified in respective section.

Section A

Ten MCQs/Fill in the Blanks of 01 Mark each – Choose the correct answer as applicable.

1. The term used to be used to announce urgency message: _____
2. In navigation the speed is expressed in _____.
3. The right way to say "You could be running into danger." is
 - a) "WARNING. You are running into danger."
 - b) "ADVICE. You are running into danger."
 - c) "INTENTION. You are running into danger."
 - d) "ANSWER. You are running into danger."
4. What is the recommended amount of time to wash your hands properly with soap and water?
 - a) 5 seconds
 - b) 10 seconds
 - c) 20 seconds
 - d) 40 seconds
5. What is the purpose of using deodorants or antiperspirants?
 - a) To keep the skin dry
 - b) To reduce or mask body odour caused by sweating
 - c) To decrease sweating
 - d) To prevent an allergic reaction
6. Which of the following is a key principle of gender-sensitive communication?

- a) Reinforcing traditional gender roles
- b) Using language that excludes non-binary individuals
- c) Avoiding assumptions about a person's gender
- d) Promoting only male achievements

7. Which of the following is an example of occupational sexism in the workplace?

- a) Offering equal pay for equal work to all employees, regardless of gender
- b) Encouraging all employees to pursue leadership positions based on merit
- c) Assuming women are less capable of handling physically demanding tasks than men
- d) Providing mentorship programs for both men and women to foster professional growth

8. Which of the following strategies can help overcome barriers to communication?

- a) Ignoring feedback
- b) Speaking in a hurried and unclear manner
- c) Encouraging active listening and providing feedback
- d) Using excessive technical jargon

9. TEU (standard container dimension) stands for:

- a) Twenty Foot Equivalent Unit
- b) Ten Foot Equivalent Unit
- c) Twelve Foot Equivalent Unit
- d) Tiny Foot Equivalent Unit

10. To _____ means to assemble crew, passengers or both in a special place for purposes of checking

Section B

Five Questions of 02 Marks each

- 11. Explain any two ways of encouraging women to be a part of maritime industry.
- 12. What is the importance of Physical fitness on-board?
- 13. Write in brief any one social norm prevalent in maritime sector.
- 14. State the difference between general and technical communication.
- 15. Write in brief the nature of job at sea.

Section C

Seven Questions of 10 Marks each of which any 05 questions to be answered.

16. You are the first year cadet of XYZ Maritime Training Institute. You are not happy with the quality and quantity of the food served in the mess of your institute. Write a letter to the Institute Cadet Captain requesting for the change in the food menu and the improving the quality of food served. Use appropriate format of the grievance letter.

(10)

17. a) State and explain the modes and means of communication on board the ship. (5)
b) Explain any five barriers to communication and ways to overcome them. (5)
18. a) Explain the role of the cadet onboard and the expectations form them. (5)
b) Describe the functions and responsibilities of the Master. (5)
19. a) "The maritime industry has historically been male-dominated, which has influenced certain social behaviors". Comment on the statement. (5)
b) "A strong work ethic is a fundamental expectation in the maritime sector." Do you agree with this statement? Give reasons. (5)
20. Read the following passage and answer the questions that follow:

Given the maritime orientation of this book, we will focus here on the Harappan sites in the Indian state of Gujarat. To understand the context of the numerous archaeological discoveries in this area, let's begin with the landscape in which the Harappans built their settlements. First, western India was much wetter than it is today. Not only was monsoon rain stronger, the Rann of Kutchh received fresh water from both the Saraswati and the Indus. The estuary of the Indus was much further east than it is today and one of its major channels flowed into Kutchh. In fact, the Indus used to flow into Kutchh till as recently as the colonial period when a major earthquake in 1819 diverted the river. The fortress of the semi-abandoned town of Lakhpat still stands guard over the channel through which the Indus used to enter the Arabian Sea. Second, the relative sea level during Harappan times was several metres higher than it is today which meant that the Saurashtra peninsula was an island. Thus, ships could comfortably sail through what are now the salt flats and marshes of the Rann of Kutchh and then make their way out to the Gulf of Khambhat.

Dholavira may look today like it is too far inland to be an effective port but, as shown in the map, it was built on a strategically located island in the third millennium BC. It was accessible by boat from the Arabian Sea to the west as well as the Gulf of Khambhat to the south. Boats from Dholavira would have also been able to sail up the Indus and, at least initially, the Saraswati to the cities that were emerging along their banks. In other words, Dholavira would have served as a very important commercial, and possibly military, node. There is evidence that by 2600 BC, the Saraswati began to dry up. We do not yet understand the exact factors that caused this, but tectonic shifts in northern India may have caused the Sutlej to shift to the Indus and the Yamuna to the Ganga. There is debate about exactly when the two tributaries shifted but it is reasonably certain that it happened well before the great cities of the mature period were built. This would have deprived the river of two important sources of perennial glacial water. Still, rainfall was quite heavy at first and a rain-fed but diminished Saraswati would

have remained a significant river although, as time passed, it was no longer navigable all the way to Dholavira.

- a) Which two rivers supplied fresh water to the Rann of Kutchh during Harappan times? (1)
 - b) What natural event in 1819 caused the Indus River to divert from its previous course into the Rann of Kutchh? (1)
 - c) What can be inferred about the significance of water routes in Harappan trade and military activities, given the strategic location of Dholavira and the historical presence of navigable rivers and estuaries? (2)
 - d) How might the tectonic shifts and environmental changes, such as the drying up of the Saraswati River, have impacted the economic and societal development of Harappan cities like Dholavira? (2)
 - e) How did the geographic and environmental changes in the region, such as shifts in the Indus River and the drying up of the Saraswati, influence the strategic importance of Harappan settlements like Dholavira? (2)
 - f) What role might the unique landscape and waterways of western India, particularly during Harappan times, have played in shaping the trade and military strategies of the civilization? (2)
21. a) What are gender roles in society? How do they affect us? (5)
- b) Why do you think is understanding the distinction between gender and sex in shipping important? (5)
22. a) Explain the use of SMCP vs General English in the backdrop of multinational crew. (5)
- b) Explain the concept of effective communication on board the ship. (5)