

## LESSON 2

# PASSING THROUGH NARROW CHANNELS AND CANALS

### Words and Word Combinations

narrow channel узкий проход (узкость)  
canal канал (искусственный)  
to proceed следовать, идти  
care осторожность, внимательность  
traffic движение, перевозки  
separation разделение, сепарация  
area площадь, район  
separate отдельный  
lane узкий проход, узкая полоса  
fairway фарватер; судоходный канал  
outer внешний, наружный  
limit предел, граница  
practicable осуществимый, реальный  
sailing vessel парусное судно  
to impede препятствовать, мешать  
to engage заниматься, быть занятым (обыкн. pass.)  
fishing рыбная ловля  
within внутри, в пределах  
to cross пересекать, переходить  
sound signal звуковой сигнал  
to prescribe предписывать  
rapid быстрый, скорый  
blast свисток, гудок  
whistle свисток, гудок, сирена  
light signals световые сигналы  
flash вспышка, проблеск

to intend намереваться, собираться  
 intention намерение  
 doubt сомнение  
 prolonged продолжительный  
 to overtake обгонять  
 to permit позволять, разрешать  
 to indicate указывать  
 appropriate соответствующий, подходящий  
 to relieve эд. освобождать  
 to near приближаться  
 a bend изгиб, поворот, излучина  
 to be obscured делать неясным, затемнять, затенять, мешать  
 to intervene вмешиваться  
 obstruction препятствие, помеха  
 caution осторожность, осмотрительность  
 circumstance обстоятельство  
 to admit допускать  
 to avoid избегать  
 aground на мели, на грунте  
 visible видимый  
 foremast stay штаг фок мачты, оттяжка  
 to dispose располагать, размещать  
 to anchor становиться на якорь  
 bow нос, носовая часть (судна)  
 look-out вперёдсмотрящий  
 ahead впереди, вперед, по носу  
 dead ahead прямо по носу  
 to slow down убавить скорость  
 searchlight прожектор  
 navigational lights ходовые огни  
 hawser трос, швартов  
 to swing in поднимать на борт (шлюпку, выстрел)  
 to swing out вываливать за борт (шлюпку, выстрел и т. п.)  
 to lower спустить (трап, шлюпку)  
 pendant, pennant вымпел  
 to warn предупреждать  
 prohibition запрет, запрещение  
 garbage мусор, отбросы (особенно пищевые)  
 ashes зола  
 refuse отходы, отбросы  
 to empty опорожнять, выкачивать, выливать

## Expressions

as far as practicable насколько это практически возможно  
 to reduce speed уменьшить скорость  
 to take soundings делать промеры глубин  
 congested waters воды с оживленным движением судов  
 shore based расположенный на берегу, береговой  
 International Regulations for Preventing Collisions at Sea Международные правила по предупреждению столкновений судов в море (МППСС)  
 to take actions принимать меры  
 to take place иметь место, случаться  
 to sound a signal подавать звуковой сигнал  
 to take steps принимать меры

БИБЛИОТЕ  
 НТИИ

to keep clear of держаться в стороне, проходить не задев  
to be under way находиться на ходу  
to make fast крепиться, пришвартовываться  
in dependence of в зависимости (от чего-л.)  
to carry lights нести огни  
all round the horizon по всему горизонту

### TEXT

When sailing through narrow channels (narrows) or canals a vessel should proceed with great care and reduce her speed. Sometimes it is necessary to take soundings to avoid running aground.

In some channels or canals with intensive traffic special traffic separation schemes have been recently introduced. It means that in these congested waters all the area is divided into two or three separate lanes along which ships may proceed only in one direction. Shore based radar stations usually help the vessels there to navigate safely in these lanes.

While proceeding through narrow channels vessels shall adhere to Rule No. 9 of the International Regulations for Preventing Collisions at Sea. This Rule contains the following recommendations:

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (b) A vessel less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34 (d) — (i. e. at least five short and rapid blasts on the whistle or a light signal of at least five short and rapid flashes) — if in doubt as to the intention of the crossing vessel.
- (e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34 (c) (i) — (i. e. two prolonged blasts followed by one short blast to mean

"I intend to overtake you on your starboard side", or — two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side"). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34 (c) (ii) — (i. e. one prolonged, one short, one prolonged and one short blast on her whistle) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34 (d) — (see above).

(ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13 — (i. e. to keep clear of the overtaken vessel until she is finally past and clear).

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34 (e) — (i. e. one prolonged blast which shall be answered with a prolonged blast by any approaching vessel).

√ (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

The Regulations contain many other rules of which we shall mention now only a few useful definitions:

A vessel is "underway" when she is not at anchor, or made fast to the shore, or aground.

A vessel at anchor in dependence of her length shall carry one or two white lights visible all round the horizon, one at the foremast stay and the other at the stern.

A vessel aground shall carry the same white lights or light and two red lights disposed vertically one over the other and visible all round the horizon, at a distance of at least two miles.

Every vessel shall use sound signals too. In fog, mist, falling snow or heavy rainstorms, whether by day or night, a vessel under way shall sound a prolonged blast at intervals of not more than two minutes.

## DIALOGUES

### 1

WATCH OFFICER. What side of the canal must we keep to here?

PILOT. We must keep to starboard side if there is much shipping. In some places, where the traffic is in one direction only, we must keep in midchannel.

WATCH OFFICER. What speed is allowed in the canal?

PILOT. The Regulation speed allowed here must not exceed  $7\frac{1}{2}$  knots.

WATCH OFFICER. Shall we have to anchor when proceeding through the canal?

PILOT. No, we shall have to moor to the buoys or to the canal sides, but still both bow anchors must be ready to let go.

WATCH OFFICER. Where shall we have to make fast?

PILOT. We'll have to make fast in the sidings to let other ships pass by.

WATCH OFFICER. What ships do you mean?

PILOT. I mean the ships coming from the opposite direction.

WATCH OFFICER. Oh, I see. Are the ships allowed to overtake one another in the canal?

PILOT. Well, if the ships proceed in one direction they are not allowed to do so.

WATCH OFFICER. Now I understand. A ship may overtake another ship in the canal only if that ship is moored to the bank or to the buoys.

PILOT. Exactly so.

## 2

PILOT. See, beyond that bend there is heavy traffic in this channel; a lot of fishing boats and sailing ships are plying to and fro.

WATCH OFFICER. Well, I understand we must reduce the speed.

PILOT. Yes, that's one thing. Besides, it is advisable to keep a look-out at the bow.

WATCH OFFICER. All right, I'll see to that. By the way, what is that motor-vessel astern of us signalling to us?

PILOT. That motor-vessel asks if we can let her pass ahead of us.

WATCH OFFICER. Well, we'll alter course to starboard so that she may overtake us on our port side.

PILOT. What is the look-out reporting?

WATCH OFFICER. He is reporting that there is a fishing boat dead ahead of us.

PILOT. We'll have to slow and sound a prolonged blast.

WATCH OFFICER. All right. I'll do that. By the way, pay attention to the sailing vessel on our starboard bow.

PILOT. We shall proceed through the canal at night.

WATCH OFFICER. Well, what then?

PILOT. You must get ready the searchlight and navigational lights, according to Regulations.

WATCH OFFICER. This we have already attended to. What other arrangements should be made?

PILOT. Well, the hawsers must be ready to be sent ashore or to the buoys.

WATCH OFFICER. What else?

PILOT. A boat must be ready to run the hawsers to the mooring buoys.

WATCH OFFICER. Shall we swing the boat out?

PILOT. Yes, swing her out and keep her ready to be lowered without delay.

WATCH OFFICER. What about the engine?

PILOT. During the stay in the canal, the engine must be kept ready at short notice.

WATCH OFFICER. What signals must we hoist when the ship is made fast in the canal?

PILOT. By day, you should hoist Pendant No. 2 under the answering pennant close up to the masthead; by night, a red light between two white vertical lights in the same position.

WATCH OFFICER. What will these signals mean?

PILOT. They will mean that you made fast voluntarily and your ship may be passed or overtaken.

WATCH OFFICER. That's quite clear. Thank you.

PILOT. Not at all. By the way, I want to warn you about some prohibitions.

WATCH OFFICER. What are they about?

PILOT. During the transit and stay in the canal it is prohibited to throw overboard garbage and refuse. Then you are not allowed to empty oil, scourings and cleansing water into the canal.

WATCH OFFICER. Well, these are customary and general regulations. Anyhow, thank you very much for your warning.



## LABORATORY EXERCISES

### I. Listen to the text of the lesson again and answer the following questions:

1. How should a vessel proceed through narrows? 2. What for should she take soundings from time to time? 3. Why is the traffic separation area sometimes divided into 3 lanes? 4. When should a vessel adhere to Rule 9? 5. Which side of a narrow channel should a vessel keep to? 6. May small vessels impede the passage of other vessels? 7. In what case shall a vessel not cross the fairway? 8. What signals shall a vessel use if in doubt as to the intention of the crossing vessel? 9. What signals shall a vessel use when overtaking another vessel? 10. What signals shall an overtaken vessel use when she agrees to be overtaken? 11. How long shall an overtaking vessel keep clear of the overtaken vessel? 12. How shall a vessel navigate when nearing a bend? 13. What signals shall she use in this case? 14. What should a vessel avoid to do when proceeding through a narrow channel? 15. What do we mean when we say that the vessel is "underway"? 16. What lights shall a vessel carry when at anchor? 17. What additional lights shall a vessel carry when aground? 18. What sound signals shall a vessel use when proceeding in poor visibility?

### II. Ask your partner questions and make him give brief answers using the model.

**Model:** The vessel has (had, will have) to anchor here because her engine is (was) out of order.

**Why does (did, will) the vessel have to anchor here?**

**Because her engine is (was) out of order.**

1. We shall have to seek for shelter because the weather is too bad. 2. They will have to take soundings because the depths there are very irregular. 3. The captain had to reduce speed because there was heavy traffic there. 4. He has to alter the course to starboard because the other ship is overtaking us. 5. They had to make fast to the buoy because the current was very strong.

### III. Listen to the short dialogues, repeat each sentence during the pauses and learn the dialogues by heart:

"Is there much shipping in these waters?"

"Yes, there is rather a heavy traffic all the year round."

"So one has to be very careful here, hasn't he?"

"Yes, that's right, one has to."

"What's the look-out reporting?"

"He says there is some object dead ahead of us."

"Then we'll have to slow down."

- IV. Listen to each of the long dialogues again and retell briefly their contents from the point of view of: (a) one speaker, (b) the other speaker, (c) an onlooker.

Make your partner ask you about some details which you missed.

- V. Write the dictation:

In narrow channels vessels should proceed with great care and caution. As a rule, speed is also reduced. In some places soundings are taken from time to time to avoid running aground.

Sailing in congested waters is rather dangerous. In the areas of intensive traffic ships may sometimes collide with each other or cause some damage. To minimize the risk of such accidents, the area of some channels has been recently divided into separate lanes. Along each of these lanes ships may proceed only in one fixed direction. Shore-based Radar stations in these areas help the ships to navigate safely.

To provide for safe navigation in different conditions of sailing special International Regulations for Preventing Collisions at Sea have been introduced. In narrow channels all the ships shall adhere to Rule 9 of these Regulations.

This rule prescribes to all vessels: (a) to keep to the outer limit of the fairway which lies on the ship's starboard side; (b) and (c) — not to impede free passage of other vessels; (d) — not to cross the fairway when these actions may impede the passage of other vessels; (e) — not to overtake other vessels unless they agree to such overtaking. Such an agreement shall be confirmed by sounding appropriate signals. In all the cases an overtaking vessel shall keep clear of the overtaken vessel.

A special system of light and sound signals has been established by these Regulations. These signals shall be used by vessels in different conditions of sailing.

- VI. Practise in pairs enacting the following situations. You act as the pilot, your partner — as the watch officer. Then you change your parts.

(a) Your vessel is passing through a narrow channel. The pilot warns the watch officer that they should proceed with caution, because there is a heavy traffic there. According to local regulations cargo ships must give way to passenger



and hovercraft vessels. In the narrowest part of the channel your vessel will have to moor to the buoys or to the channel sides to let the oncoming vessel pass by. He recommends the watch officer to make preliminary preparations for possible anchoring or mooring. The watch officer agrees and asks some details as to anchoring or mooring.

(b) Your ship is approaching some port with a pilot aboard. You ask the pilot if there are any local regulations for carrying lights in the port area. He says that the International Regulations are applied in their port. You discuss with him what flags, light or sound signals shall be used in different situations.

#### **VII. Translate into English:**

В узком проходе или на фарватере суда должны следовать с осторожностью. Как правило, суда должны снижать скорость в таких местах. Согласно МППСС, суда должны придерживаться внешней границы канала, которая находится с правого борта судна. В узкостях судам не разрешается обгонять друг друга. В тех местах, где обгон возможен, судно, намеревающееся обогнать другое судно, должно предупредить его о своем намерении. Только после того как обгоняемое судно даст свое согласие на обгон, обгоняющее судно может начать обгон.

В МППСС предписывается, какими сигналами суда должны пользоваться для связи друг с другом. В ночное время и в условиях плохой видимости суда обязаны нести ходовые или якорные огни. Ходовые огни — это один-два белых топовых огня, два бортовых огня, зеленый и красный, и белый гакобортный огонь. Якорные огни — это белые огни, видимые по всему горизонту. В зависимости от длины, судно должно нести один или два якорных огня.