

LESSON 4

MOORING

Words and Word Combinations

ferder: кранцы
appropriate соответствующий, подходящий, надлежащий
headway передний ход, инерция переднего хода
sternway задний ход, инерция заднего хода
steerage-way ход, достаточный для управления рулем
to back дать задний ход
heaving line бросательный конец
ashore на берегу; на берег
head-rope носовой швартов
bow spring носовой шпринг
breast line прижимной швартов
stern rope кормовой швартов
stern spring кормовой шпринг
to secure крепить, закреплять
bollard причальная тумба
as well as так же как
to heave (heaved, hove) тянуть, выбирать, подтягивать
taut тугой, натянутый (о канате)
slack слабый, имеющий слабинку (о канате)
to veer in выбирать (конец веревки)
to veer out травить, вытравливать
compulsory принудительный
congested waters ограниченная, стесненная акватория
to need нуждаться, иметь потребность (в чем-л.)
crane кран
tied up ошвартованный, привязанный
to dredge углублять дно
to sign подписывать
quay набережная, стенка

Expressions

to make fast alongside швартоваться лагом
to make fast stern to швартоваться кормой
to get moored }
to get berthed } ошвартоваться
to get tied up }
to bring the ship alongside the quay } поставить судно к причалу,
to work the ship into her berth } ошвартоваться
to make the starboard (port) landing ошвартоваться правым (левым) бор-
том
to get alongside starboard (port) side to швартоваться правым (левым)
бортом
to run out a line подать (вытравить) конец
it is advisable рекомендуется
to swing the bow to starboard (port) развернуть носом вправо (влево),
уваливать
to sheer the stern from the quay отвести («отбить») корму от причала
to double up fore and aft завести дуплины с носа и кормы

TEXT

Ships make fast to a wharf either alongside or stern to.

When approaching a berth ships must proceed at slow speed. On deck, heaving lines and mooring ropes, as well as fenders, should be ready for use. The anchors must be ready to let go.

At an appropriate distance from the berth the engine is stopped and the ship's headway is used to bring her alongside the wharf. This headway should be just enough to keep the ship moving ahead without losing steerage-way. If a ship has too much headway it should be stopped by backing the ship with the engine or by letting the anchor go. As a matter of fact, only the off-shore anchor is dropped and then a heaving line is passed ashore. A head-rope, a bow spring and two breast lines are run out from the ship and secured to bollards ashore.

Working on these lines, as well as on the stern rope and stern spring which are also run out in due time, the ship is hove into her berth and made fast.

After the ship is secured in her berth, rat-guards should be placed on all the lines. For permanent moorings wire ropes are preferred to ordinary fiber ropes.

All the mooring lines should be constantly watched, as the change of weather or rise and fall of tide can make the lines too taut or too slack and this will necessitate from time to time veering them in or out. In stormy weather the ships secured in their berths usually have to double up fore and aft.

DIALOGUES

1

CAPTAIN. Is taking a tug compulsory here?

PILOT. No, it is not compulsory, but it is advisable, and I shall tell you why. There are several strong currents in the harbour and as there is a lot of traffic now, it is pretty difficult to manoeuvre in congested waters.

CAPTAIN. Will the tug take us only into the port or will she bring the ship alongside the wharf?

PILOT. Yes, the tug will work the ship into her berth.

CAPTAIN. At what berth shall we moor?

PILOT. We shall moor at Berth No. 17.

CAPTAIN. We shall need a 15-ton crane to discharge heavy-lifts.

PILOT. Your agent must have been informed about it as there is a 15-ton crane at the berth.
CAPTAIN. That's good. Which side shall we make a landing?
PILOT. We shall make a starboard side landing.

2

CAPTAIN. So, where are we going to berth?
PILOT. Do you see, sir, a vacant place between the two big tankers tied up stern to?
CAPTAIN. Do you mean those two big tankers over there with streamlined funnels?
PILOT. Yes, that's what I mean, and that's where we should now steer for.
CAPTAIN. There isn't too much space there, anyhow, but still enough to get the ship moored alongside. What is the depth alongside the berth?
PILOT. The depth is five fathoms, sir.
CAPTAIN. Is the bottom even there?
PILOT. No, there must be a little hump some 30 yards from the wharf, as the bottom was recently dredged.
CAPTAIN. Which side shall we go alongside?
PILOT. We shall go along starboard side.
CAPTAIN. Shall we drop an anchor?
PILOT. Yes, sir. We shall drop the port anchor.

3

PILOT. The ship has too much headway, sir. I think it's time to back her.
CAPTAIN. Slow astern! Helm a-port! You know, she swings her bow to starboard on backing.
PILOT. I see. Now, sir, give her a little swing to port. Steady so! Is your port anchor ready?
CAPTAIN. The port anchor is ready. Stand by the port anchor!
PILOT. Let go the port anchor, sir.
CAPTAIN. Let go the port anchor! Veer out the cable handsomely! Send on shore the heaving line! Send on shore the bow spring!
PILOT. That's right, sir. We must get the bow in first.
CAPTAIN. Yes, now we can heave the ship alongside.
PILOT. I think, sir, you must now steer the stern a little off the pier.
CAPTAIN. Good. I think I'll start heaving the bow alongside with the bow lines.

PILOT. Well, sir, my pilot duties are over. I must be off.
 Will you kindly sign the pilot form?
 CAPTAIN. Very much obliged for your assistance. What must I fill up in this form?
 PILOT. Please fill in the ship's name, her draft, her registered tonnage, the date and your name.
 CAPTAIN. Where must I sign my name? Oh, yes, thank you.
 Here you are. Hope to see you again.
 PILOT. Thank you very much. Good-bye.

COMMANDS FOR MOORING

Give on shore the heaving line!	Подать бросательный!
Send on shore the head-rope!	Подать носовой!
Send on shore the stern rope!	Подать кормовой!
Send on shore the bow spring!	Подать носовой шпринг!
Send on shore the stern spring!	Подать кормовой шпринг!
Send on shore the breast line!	Подать прижимной!
Pay away the bow spring!	Потравить носовой шпринг!
Pay away the stern rope!	Потравить кормовой!
Check the head-rope!	Задержать носовой!
Check the stern spring!	Задержать кормовой шпринг!
Check the breast line!	Задержать прижимной!
Make fast the bow spring!	Крепить носовой шпринг!
Make fast the stern rope!	Крепить кормовой!
Make all fast!	Так крепить! (Так стоять будем!)
Cast off the head-rope! }	Отдать носовой!
Let go the head-rope! }	Вира носовой!
Heave in the bow spring!	Стоп выбирать!
Hold on! }	Травить помалу!
Avast heaving in! }	Травить веселее!
Veer out handsomely!	Выбрать кормовые швартовы!
Veer out cheerily!	Выбрать слабиную!
Heave in aft!	Выбрать втугую!
Haul in the slack!	Подложить кранцы!
Haul taut! }	Убрать кранцы!
Haul fast! }	
Ship the fenders!	
Unship the fenders!	

Fleet the cable upon the wind-
lass!
Lower down the ladder!

Обнести швартов на браш-
пиль!
Спустить трап!

LABORATORY EXERCISES

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

1. How do ships make fast to a wharf? 2. At what speed should a ship approach the berth? 3. What should be made ready for use on deck? 4. What is the ship's headway used for in this case? 5. What should be done if the ship has too much headway? 6. When the ship has approached the berth what line is passed ashore first? 7. What other ropes are run out from the ship and secured to the bollards ashore? 8. How is the ship hove into her berth? 9. Where are rat-guards placed? 10. Why should the mooring lines be constantly watched? 11. Why should we veer in the ropes from time to time? 12. When should we veer them out? 13. In what weather should we double up the lines? 14. How should the lines be watched if the weather is changeable?

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

Model: The ship should be backed to stop her headway.
What should be done to stop the ship's headway?
She should be backed.

1. The mooring lines should be passed ashore to secure the ship to the bollards. 2. The off-shore anchor should be dropped to keep her securely berthed. 3. Rat-guards should be placed on all the lines to prevent rats from getting aboard. 4. The mooring lines should be watched to prevent them from becoming too taut or too slack. 5. The engine should be stopped to prevent the ship from bumping against the quay.

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

"We have just enough revolutions to keep her moving ahead."

"Then we'll have to stop the engine altogether; the ship has too much headway."

* * *

"We have just enough time to get under way."

"Then we should hurry up."

"Get the heaving line ready!"

"Heaving line ready, sir!"

"Bend on (= Secure it to) the head-rope. Now, pay it out."

- 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:

When a ship approaches her berth she must proceed at slow speed. Heaving lines, mooring ropes and fenders should be ready for use. Both anchors must be ready to let go.

The third mate is usually on the forecastle deck and the second mate is on the after deck. They both attend to the berthing of the ship. The captain directs the work from the bridge.

At an appropriate distance from the berth the engine is stopped. The ship's headway is used to bring the ship alongside the quay. The engine and the rudder are used from time to time to help the ship to do so. The off-shore anchor is sometimes dropped for the same purpose. When the ship is near her berth, heaving lines and mooring ropes are passed ashore. The mooring ropes are secured to the shore bollards.

Ships make fast either alongside the quay or stern to. In both cases the mooring ropes should be constantly watched.

- VI. Practise in pairs enacting the following situations. You act as the captain, your partner — as the pilot in (a) and as a member of the crew in (b). Then you change your parts.

(a) Your ship is leaving the anchorage and is proceeding to her allocated berth. You discuss with the pilot the situation. He recommends you to take a tug because there is a heavy traffic in the port. You discuss with him all the details of mooring and ask him about the depth and character of ground near the berth. He answers all your questions and suggests what preparations should be made for effective mooring.

(b) Your ship is mooring. You give your crew commands for approaching the berth and for making the ship fast to shore bollards.

VII. Translate into English:

Я хочу рассказать вам, как мы швартовались однажды в речном порту. Портовый лоцман поднялся на судно еще в устье реки. Капитан начал расспрашивать его об условиях

швартовки в этом порту. Лоцман рассказал, что течение там очень сильное, 7—8 узлов. Высота прилива тоже очень большая — до 5 метров. Глубины на входе малые, форватер узкий. Судно может входить в порт только в полную воду. У причала глубины 8—8,5 метров. Судно должно швартоваться лагом левым бортом носом против течения. По правилам порта взятие буксира является обязательным. При швартовке судно должно подрабатывать своей машиной. Судно должно иметь наготове бросательные концы, носовые и кормовые продольные концы, шпринги и прижимные концы. Судно должно иметь свои кранцы (10—12 штук).

К причалу мы подходили очень осторожно на малом ходу. Застопорили машину, затем дали самый малый назад, чтобы погасить инерцию судна. Отдали правый якорь, судно развернулось на якоре. Начали потравливать якорь-цепь и приблизились к причалу. С бака подали бросательный конец и носовой шпринг. Буксир помог прижать корму к причалу. Затем подали на берег все остальные концы и закрепили их на пушках.