

LESSON 1

TAKING A PILOT ABOARD

Words and Word Combinations

pilot лоцман
to call for вызывать, звать
to hoist поднимать (*парус, флаг, груз*), поднимать на талях
master капитан (*торгового судна*)
to board подняться, взойти на судно
in the offing вдали от берега (*но в виду его*); в море, далеко на рейде
to con подавать команды рулевому, вести судно
launch катер, баркас
ladder трап
rope ladder шторм-трап
lee side подветренная сторона, подветренный борт судна
boat rope бурундук, *тж* шлюпочный бросательный конец, фалинь
watch officer вахтенный помощник
to show to показывать, провожать
to manoeuvre [mə'ni:və] маневрировать, проводить (*судно*)
berth причал
berthing place место швартовки, стоянки (*судна*)
to see to smth следить, присматривать (*за чем-л.*)
mooring ['muəriŋ] швартовка, постановка на два якоря
to pilot проводить (*судно*)
tug (=tug-boat) буксирное судно, буксир
compulsory принудительный, обязательный
single-screw ship одновинтовое судно
twin-screwship двухвинтовое судно
draft (=draught) осадка (*судна*)
fore передний, носовой
aft кормовой, задний (*на корме*)
to sheer отклоняться от курса, рыскать
searchlight прожектор
International Standard Pilot Ladder лоцманский трап международного стандарта

Expressions

to take aboard принять на борт судна
the responsibility lies with ответственность лежит на
to make fast крепиться, швартоваться
to get underway сниматься (*с якоря или швартов*), отходить
to put over the boat rope завести бурундук
to steer the course идти по курсу, править по курсу
Please meet Comrade B. Познакомьтесь, пожалуйста, с тов. Б.
to make a landing подойти к пристани, к пирсу

we are now running 15 knots мы сейчас делаем 15 узлов
to hold the launch against the sea удерживать катер на волне
abreast of the point на траверзе, напротив мыса

TEXT

To call for a pilot, the ship either sends a radiogram beforehand or hoists the signal when she approaches the pilot station or, which is more common nowadays, the Master contacts the pilot station by radiotelephone. A pilot may board the ship either near the pilot station or in the offing.

When the pilot launch is nearing the ship the pilot is asked which side he wants the ladder to be lowered on. If the wind is fresh or strong, the pilot is usually taken aboard from the lee side.

To hold the launch against the sea, a boat rope is put over and the fenders are shipped on the side where the launch makes fast.

Most of the pilot boats are now equipped with a continuous rubber fender which runs along the boat's sides, bow and stern and is about 50—60 cm wide. This makes shipping the ship's fenders unnecessary. In some places where the traffic is rather dense, the Pilot Station asks the master to embark and disembark the pilot while the ship is under way (usually at a speed of not more than 16 knots).

In compliance with the International Convention for the Safety of Life at Sea, 1979, the ships shall be provided with the International Standard Pilot Ladders and Mechanical Hoists.

Usually the watch officer meets the pilot and shows him to the bridge. Then the pilot manoeuvres the ship into the harbour to her berthing place. Sometimes the pilot takes the ship only into the harbour and the port pilot boards the ship to manoeuvre her to the berth. He also sees to the mooring of the vessel.

Although the pilot is consulted as to what course should be steered and practically it is he who cons the ship to her place, yet the responsibility for the safety of the vessel lies with the captain.

DIALOGUES

1

WATCH OFFICER. Motor-boat, ahoy! Come alongside from starboard!

PILOT. Hullo! Put over the boat rope! Have you rigged the ladder?

WATCH OFFICER. Yes, we have. The ladder is fast. You may climb up. Shall we take your launch in tow?
PILOT. No, thanks, you needn't. Please hoist aboard the searchlight equipment.
WATCH OFFICER. All right, sir. Will you kindly come along to the bridge?

2

CAPTAIN. Rotterdam Pilot Station. This is m/v *Pechora*. We are approaching the position allocated by you. Any instructions?
PILOT STATION. M/v *Pechora*. Pilot boat will reach you in 5-7 minutes. Have you Standard Pilot Ladders?
CAPTAIN. Yes, we have rigged the International Standard Pilot Ladder on our starboard side.
PILOT STATION. Because of heavy traffic you will have to take the pilot aboard while underway. Proceed on your present course reducing your speed to 15 knots.
CAPTAIN. I've got you. We are reducing speed to 15 knots.

3

PILOT. M/v *Pechora*. This is a port pilot boat on your starboard side. I've got instructions from the Pilot Station to pilot your vessel.
CAPTAIN. This is Master of the m/v *Pechora* speaking. Please approach our vessel from our lee side. We've rigged a pilot ladder on our starboard side. It's been joined with the accommodation ladder. Shall we reduce the speed?
PILOT. No, sir, you needn't. If possible, please send a deckhand to help me to get aboard. The ship is pitching a bit, you know.
CAPTAIN. Oh, don't worry. The Watch Officer will meet you at the joint and a deckhand will help you at the ladder.

(Some time later)

WATCH OFFICER. Here you are! Stretch out your hand, I'll help you a little. You are welcome. This way, please. We'll come along to the bridge.

4

WATCH OFFICER. Please meet the Captain, Comrade Petrov.
CAPTAIN. How do you do, sir!
PILOT. How do you do! Pleased to meet you, sir.

CAPTAIN. How far will you pilot the ship?

PILOT. I shall take her only up to the port entrance.

CAPTAIN. Who will take the ship further on?

PILOT. At the entrance to the port, another pilot will board the ship. He will relieve me and manoeuvre her into the port. He will take the ship to her berth.

CAPTAIN. Shall we take a tug to enter the port and to make a landing?

PILOT. Yes, taking a tug is compulsory for such big ships as yours.

CAPTAIN. Thank you. Are you ready to take her up?

PILOT. Yes, I am ready.

5

PILOT. How many propellers has your ship?

CHIEF MATE. She is a single-screw ship.

PILOT. What is her maximum speed?

CHIEF MATE. Her maximum speed is 20 knots.

PILOT. How many knots are we running now?

CHIEF MATE. We are running about 17 knots.

PILOT. What is the draft of your ship?

CHIEF MATE. Her draft is 4.95 metres fore and 6 metres aft.

PILOT. How is her head now?

CHIEF MATE. Her head is 158° now.

PILOT. How does she answer the helm?

CHIEF MATE. She answers the helm all right.

PILOT. Does the ship sheer too much?

CHIEF MATE. No, she sheers a little when there is a heavy swell or a strong wind.

PILOT. I see. Now we shall have to turn to starboard. Starboard a bit!

CHIEF MATE (*to helmsman*). Starboard a bit!

6

PILOT. What propulsion machinery have you got on your ship?

WATCH OFFICER. We have a 2,000 h.p. Russian Diesel.

PILOT. How many revolutions does she do?

WATCH OFFICER. She does 118 r.p.m.

PILOT. How long will it take to get the engine ready?

WATCH OFFICER. It will take one hour and a half to get the engine ready.

PILOT. That's good. We must get under way in two hours.

PILOT. We are approaching the entrance point. Will you kindly give me the glasses?

WATCH OFFICER. Take mine, if you like. Adjust them to your eyes. I'll take other glasses from the wheelhouse. What are you trying to make out?

PILOT. I'm just searching for the sea buoy, it must be somewhere near that point. By the way, will you be good enough to get the chart for this channel ready?

WATCH OFFICER. I've already done that. Please step into the chart house. Here you are. Will this chart do?

PILOT. Oh, but this chart is rather of a small scale. Haven't you got another one of a larger scale?

WATCH OFFICER. Of course, we have. Wait a moment, please. Oh, here it is. Will this one suit you better?

PILOT. Yes, thank you. I wanted to show you how we can get into port. Well, look here. That's where we are now. Do you see that sunken rock here? No, not this one. I mean the one nearer to the coast. Yes, this one.

WATCH OFFICER. But the rock is hardly a cable from the sea buoy you were searching for?

PILOT. That's right. You see, the depths are very irregular around that rock. So we must keep at least half a cable southward of that buoy. Do you follow me?

WATCH OFFICER. Yes, I do.

PILOT. Now, do you see these two lights on the chart? Well, as soon as we are past that buoy, we must keep these lights in line till we cross the other leading line. Do you follow me?

WATCH OFFICER. Yes, certainly, I do. The first leading line will take us through this passage and the depths there are pretty irregular.

PILOT. That's what I was going to tell you. So switch on the echo sounder and keep it working continuously till we are out of this passage.

WATCH OFFICER. Very well, I'll switch it on as soon as we approach that passage. We have still about half an hour before we reach there. Can you show me our berthing place on the plan?

PILOT. Why not? Get the port plan ready. Well, now look here. We must enter the harbour through this channel, leaving this molehead to starboard. Then we must proceed to the right-hand corner of the inner harbour. Our berthing place will be exactly abreast of that point.

WATCH OFFICER. Thank you very much. Now we are just nearing that passage.

COMMANDS TO THE HELMSMAN

Starboard!		
Helm a-starboard!	}	Право руль!
Starboard the helm!		
Port!		
Helm a-port!	}	Лево руль!
Port the helm!		
Hard a-starboard!	}	Право на борт!
All starboard!		
Hard a-port!	}	Лево на борт!
All port!		
Midships!	}	Прямо руль!
Amidships!		
Right the helm!	}	Одерживать!
Meet her!		
Meet the helm!	}	Больше одерживать!
Check the helm!		
Hard over the helm!		
Steady!	}	Так держать!
Steady so!		
Keep her steady!		
Steady as she goes!		
Straight so!		
Right so!		
Better (More) starboard!		Больше право!
Better (More) port!		Больше лево!
Starboard easy! Easy to	}	Помалу право!
starboard! Starboard a bit!		
Port easy! Easy to port!	}	Помалу лево!
Port a bit!		
Steer the course!		На курс!
Nothing to starboard!		Право не ходить!
Nothing to port!		Лево не ходить!
Starboard on course 30°!		Право руль на курс 30°!
Port on course 30°!		Лево руль на курс 30°!
Mind the helm!	}	На руле не зевать!
Watch your steering!		
Follow the tug!	}	Следовать в кильватер за буксиром (катером, ледо- колом)!
Follow the launch!		
Follow the icebreaker!		

COMMANDS TO THE ENGINE ROOM

Stand by the engine!	Приготовиться в машинном отделении!
Try the engine!	Опробовать машину!
Dead slow ahead!	Самый малый вперед!
Slow ahead!	Малый вперед!
Half ahead!	Средний вперед!
Full speed ahead!	Полный вперед!
Stop her!	Стоп!
Dead slow astern!	Самый малый назад!
Slow astern!	Малый назад!
Half astern!	Средний назад!
Full speed astern!	Полный назад!
Faster!	Больше ход!
Slower!	Меньше ход!
Go astern!	Задний ход!
Back her!	Задний ход!
Finished with the engine!	Машина больше не нужна!

LABORATORY EXERCISES

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

1. What should a ship do to call for a pilot? 2. What signal flag does a ship hoist to call for a pilot? 3. Where may a pilot board the ship? 4. Which side does the pilot launch usually come along in fair weather? 5. From which side is the pilot usually taken aboard in bad weather? 6. On which side is the pilot boat sheltered from the wind, on the lee side or on the weather side? 7. What rope does the pilot launch use to make fast to the ship? 8. What kind of ladder does the pilot use to board the ship? 9. Who usually meets the pilot aboard a ship? 10. Who cons the ship with the pilot aboard? 11. Who is responsible for the ship's safety in this case?

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

Model: You will steer this course until you are past that point.
How long shall we steer this course?
Until we are past that point.

1. They will keep these two beacons in line until they cross the other leading line. 2. You will proceed through this channel until you see the entrance buoys. 3. We shall proceed on that course until we reach the entrance. 4. I shall pilot your ship till we are well in the port entrance. 5. We

shall be manoeuvring in this way until we are out of the channel.

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

"Will you be kind enough to get the chart ready?"

"I've already done that. Look at it. Will it do?"

"No, it won't. I want one of a larger scale."

"Then, maybe this one will suit you better?"

"Oh, yes. That's just what I needed. Thank you."

* * *

"Switch on the radar, please."

"It has been switched on some time."

"Oh, that's good. Keep it working till we pass the entrance point."

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 some ports, ships must take pilots. They must take pilots to manoeuvre the ship into or out of the port. Ships may call for a pilot by radio or by hoisting the signal. They may also call a pilot by radiotelephone. Ships usually hoist the International Code Flag "G". This flag means: "I require a pilot". Soon the pilot launch comes alongside the ship and the pilot boards her. The watch officer meets the pilot at the ladder. Then he shows him to the bridge.

VI. Practise in pairs enacting the following situations. You act as the captain, your partner — as the operator in (a), you — as the pilot, your partner — as the watch officer in (b). Then you change your parts:

(a) The captain calls for a pilot by radiotelephone. He informs the Pilot Station operator about his ship's position and arranges with him the time when the pilot boat will reach his ship. The ship is at anchor and is waiting for a pilot. Because of the wind the captain will take a pilot from the lee side. The operator asks the captain if the ship is fitted with the Standard Pilot Ladder and recommends him to post two sailors to help the pilot to get aboard.

(b) The pilot came on the bridge. He asks the Watch Officer some details about the ship (her draft, length, breadth, speed, machinery, the course she is steering, etc.). The Watch

Officer answers all his questions and asks him how far he will pilot the ship and if another pilot will relieve him.

VII. Translate into English:

Чтобы вызвать лоцмана, судно должно поднять сигнал. Обычно судно поднимает флаг «Г» Международного свода сигналов. Этот сигнал означает: «Мне требуется лоцман». Лоцмана можно также вызвать по радиотелефону. В хорошую погоду лоцманский катер может подойти с любого борта судна. Чтобы подняться на судно, лоцман пользуется лоцманским трапом. У трапа лоцмана обычно встречает вахтенный помощник. Он проводит его на мостик. Лоцман не отвечает за безопасность судна. Ответственность за это несет капитан. Лоцман должен сообщить капитану обо всех местных условиях плавания.