

LESSON 3

ANCHORING

Words and Word Combinations

road, roadstead рейд
bearing пеленг
tidal stream приливно-отливное течение
current постоянное течение
to pay out (away) травить, вытравливать
to let go отдать (конец, якорь)

tide приливно-отливный цикл, прилив
to approach приближаться, подходить
ebb отлив
depth глубина
off-shore на некотором расстоянии от берега
landmark береговой ориентир
anchorage якорное место, якорная стоянка
to shelter укрывать, защищать
high land высокий берег
bottom дно
ground грунт
good-holding хорошо держащий
berth причал, место у причала, якорное место
to steer (for) править, держать курс (на)
entrance вход
to heave up поднимать, подтягивать
to arrange улаживаться, договариваться, уладить, урегулировать
deck-hand палубный матрос

Expressions

to bring the ship to anchor ставить судно на якорь
to slacken the speed убавить, замедлить скорость
to ride at anchor стоять на якоре (на одном или двух)
the ship rides to one anchor судно стоит на одном якоре
to bring the ship's head up into the wind развернуть судно носом к ветру
to be stem on to the current стоять носом к течению
to drop anchor бросать (отдавать) якорь
to give a ship the sternway with the engine дать судну задний ход машиной
to swing at anchor разворачиваться на якоре
to weigh anchor сниматься с якоря, поднимать якорь
to keep in line держать в створе, состворить
to alter the course менять курс
to take a bearing on брать пеленг на что-л.
to make a standing moor становиться на два носовых якоря

TEXT

Ships may anchor either in the open roadstead or in the inner harbour. To bring the ship to anchor, it is necessary to slacken speed and stop the engine at the proper time. Both anchors must be ready to let go.

The ship may ride to one or to two anchors. If there is a strong wind, it is necessary to bring her head up into the wind. In case there is a strong tidal stream or current the ship should be stem on to the current.

When the ship is near her intended place, she is given a little sternway with the engine (if there is no wind or current) and one anchor is dropped, then the anchor chain is paid out, and, if necessary, the other anchor is let go.

When the chain is "brought up", that is when the vessel has come to rest in water, the brake is set as tight as possible.

The scope of chain to be paid out depends on many factors, such as the size of the ship, the weather and tide conditions, the quality of the holding ground. It is the captain or the watch officer who must determine how much of chain is to be paid out in each case. Usually, a length of chain equal to about five times the depth of water is sufficient.

After the ship has been anchored the watch officer takes the anchorage bearings. He also sees that the soundings are taken at the anchorage and enters into the log book both the bearings and soundings. Then he marks the ship's position on the chart.

When the vessel is at anchor at night one or more men are posted on anchor watch. It is their duty under the officer of the watch to see to the security of the ship, to see that there is sufficient room for the vessel to swing with the tide without striking another vessel.

DIALOGUES

1

PILOT. In an hour's time we'll approach the port. As it is ebb time now we shall have to wait for the tide in the outer roadstead. The depths in the entrance to the port are not sufficient for our draft.

CAPTAIN. How long shall we wait for the tide?

PILOT. We'll have to wait until sunset.

CAPTAIN. Shall we have to anchor or may we make fast to the mooring buoys there?

PILOT. There are no mooring buoys there, we'll have to anchor half a mile off-shore.

CAPTAIN. What landmarks shall we have there for the anchorage?

PILOT. There is a conspicuous water tower on the coast, which should be kept on bearing 36° and the lighthouse at the port entrance which should bear 78° .

CAPTAIN. What are the depths at the anchorage?

PILOT. The depths are about 20 fathoms. The anchorage is well sheltered from winds by high land.

CAPTAIN. What is the character of the bottom there?

PILOT. The bottom is quite even; there are no rocks or shoals.

CAPTAIN. What is the nature of the ground there?

PILOT. There is good holding ground: soft mud with few patches of sand.

CAPTAIN. Is there enough room at the anchorage for swinging?

PILOT. Oh, there's plenty of room for several ships.

2

PILOT. In half an hour we shall be at the anchorage. It's time to notify the engine room and to get the anchors ready.

CAPTAIN. That's right. Which anchor are we going to use?

PILOT. We'll use the starboard anchor.

CAPTAIN. How much chain shall we need?

PILOT. I think four shackles will do.

CAPTAIN. All right. We may switch on the echosounder to start taking soundings.

PILOT. That's very good. You see that red water tower over there? We must steer for that water tower till the port lighthouse opens to southward.

CAPTAIN. Well, what then?

PILOT. Then we must alter the course 40° to starboard and steer for the lighthouse till we are a mile off-shore. That is our berth.

CAPTAIN. Oh, I see. The depths are beginning to decrease.

3

PILOT. Soon we'll get under way and proceed into port.

CAPTAIN. Fine! I have already given orders to stand by to weigh anchor. We have just got a radiogram from our agent. He has arranged to berth the ship at Berth No. 7.

PILOT. Very good, sir. This is a very convenient berth.

CAPTAIN. How shall we proceed from here?

PILOT. We shall steer for the port lighthouse, keeping in the green sector of the light till we come to the entrance. Then we shall keep two red leading lights in line till we pass through the entrance. After that we shall keep the bright green light ashore in line with the molehead light. This will bring us straight to the wharf.

CAPTAIN. All right, that's clear. Shall we heave the anchor up?

COMMANDS FOR ANCHORING

Get the starboard anchor ready!	Приготовить правый якорь к отдаче!
Get the port anchor ready!	Приготовить левый якорь к отдаче!
Get both anchors ready!	Оба якоря к отдаче приготовить!
Stand by the starboard anchor!	Стоять у правого якоря!
Stand by the port anchor!	Стоять у левого якоря!
Let go the starboard anchor!	Отдать правый якорь!
Let go the port anchor!	Отдать левый якорь!
Pay away the cable (chain)!	Травить якорь-цепь!
Keep the cable (chain) slackened!	Держать слабо якорь-цепь!
Hold on the cable!	Задержать якорь-цепь!
Put the windlass in gear!	Соединить брашпиль!
Be ready to heave in!	Приготовиться выбирать!
Heave in the starboard anchor chain!	Выбирать правую якорь-цепь!
Heave in the port anchor chain!	Выбирать левую якорь-цепь!
Heave in upon the cable!	Выбирать якорь-цепь!
Avast heaving in the cable!	Стоп выбирать якорь-цепь!
Disengage the windlass!	Разобщить брашпиль!
Secure the anchor for sea!	Якорь по-походному!
The anchor is up and down! }	Панер!
The anchor is apeak! }	Якорь встал!
The anchor is arip!	Как якорь?
How is anchor?	Якорь чист!
Clear anchor!	Якорь не чист!
Foul anchor!	Не стоять перед якорь-цепью!
Stand clear of the anchor cable!	Потравить три смычки якорь-цепи!
Pay away three shackles of chain!	Подобрать якорь-цепь!
Heave short the cable!	Как стоит якорь-цепь?
How is the cable leading?	Якорь-цепь стоит вперед с правого борта. Якорь-цепь стоит назад с левого борта.
The cable is leading forward, starboard. The cable is leading aft, port.	
Stand by fore and aft! }	Все наверх! (<i>аврал</i>)
All hands on deck! }	

LABORATORY EXERCISES

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

1. Where may ships anchor? 2. Should only one anchor be ready when anchoring? 3. May the ships ride to one anchor only? 4. How is the ship's head brought up in a strong wind? 5. How is the ship brought up if there is a strong current? 6. Are both anchors let go at the same time? 7. Who is to determine how much of chain should be paid out? 8. What length of chain is usually sufficient? 9. What bearings should the watch officer take after anchoring? 10. What information should he enter into the log book? 11. Where should the ship's position be marked? 12. Why should a vessel have sufficient room at the anchorage?

II. Ask your partner questions and make him answer them using the model.

Model: Both anchor chains must be paid out.
Shall we pay them out one after the other?
Yes, we shall.

1. The ship's speed must be reduced. 2. The engine must be stopped. 3. The soundings must be taken. 4. The radiogram must be sent.

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

"Shall we anchor at the outer roadstead?"
"Yes, we'll have to wait for the tide."
"I think, we'll make a standing moor there."
"Yes, there's a strong current there."

* * *

"What's the nature of the bottom there?"
"Stiff mud and patches of sand."
"That's good. Is there enough room for swinging?"
"Yes, there's plenty."

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:

Ships anchor either inside or outside the harbour. They may ride to one or to two anchors. As a rule, before anchoring, the ship's head must be brought up into the wind. With a strong current or tidal stream the ship should be stem on to

the current. Before the ship reaches the anchorage, both anchors must be ready to let go. The captain sees to the anchoring of his ship. At the proper moment he gives the command to let go the port or starboard anchor. The third mate is usually at the forecastle and reports to the bridge how much of chain has been paid out. After anchoring, the watch officer takes anchorage bearings and soundings and enters this information into the log book.

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

(a) Your vessel is nearing the port you are bound for. The pilot says that most probably your ship will have to anchor in the inner harbour. You ask him about conditions on that anchorage (depth, bottom, whether sheltered or not and from what winds, etc.). He answers all your questions and then warns that as there is pretty strong stream at the anchorage you'd better make all preliminary preparations for anchoring there. As the Captain of the ship, you give necessary orders for your crew.

(b) You ask your pilot about navigational directions for entering the port and then proceeding to the inner anchorage allotted to you. The pilot names you the marks and lights to be kept in line when proceeding to your place. As an example, take some actual port which you know better. Say aloud all the commands that you'll have to use in this case.

VII. Translate Into English:

Суда становятся на якорь на внутреннем или внешнем рейде. При подходе к якорному месту оба якоря должны быть готовы к отдаче. Перед отдачей якоря судно разворачивают носом к ветру. При сильном течении судно должно держаться носом против течения. После этого судну дают задний ход машиной и отдают один якорь. Затем вытравливают якорь-цепь. После этого, если необходимо, отдают второй якорь. Судно может стоять на одном или на обоих якорях. Длина вытравленной цепи зависит от многих причин: погоды, глубины якорной стоянки, характера грунта, размера судна и т. д. На якорной стоянке должно быть достаточно места для разворота судна на якорю. После того как судно поставлено на якорь, вахтенный помощник должен взять пеленги на береговые ориентиры. Он должен также промерить глубины на якорном месте. Эти данные он заносит в судовой журнал.

