

## **LESSON 5**

# **TOWING**

### **Words and Word Combinations**

to require требовать  
to tow буксировать  
to shift перешвартовываться, переводить на другой причал  
job работа  
to happen случаться, происходить  
bottom дно, днище, подводная часть судна  
repairs ремонт  
hull корпус судна  
tow-line буксирный трос, конец  
steel wire стальная проволока  
length длина; отрезок, конец (*троса*)  
to afford предоставлять, давать  
to communicate (with) сноситься (*с кем-л.*), поддерживать связь  
order порядок, последовательность  
to be going собираться, намереваться  
to fix устанавливать, улаживать  
beforehand заранее  
exact точный  
to settle устраивать, урегулировать, договариваться  
to advise советовать  
to charge назначать цену  
to shorten укорачивать

spare запасной  
port quarter с кормы по левому борту  
fo'c'sle ['fouksl] = forecastle бак, полубак  
to order заказывать

## Expressions

in a number of cases в ряде случаев  
the ship is disabled судно потеряло управление  
to make arrangements улаживаться, договариваться, делать пригото-  
товления, принимать меры  
I'll let you know я вам сообщу (дам знать)  
I'll take your advice я последую вашему совету  
to take in tow брать на буксир  
to leave the port выйти из порта  
to get into touch связаться, установить контакт (с кем-л.)  
to rig the bridle завести брагу

## TEXT

Ships may need towing in a number of cases. When in port, tugs may be required to take ships to or from their berths. Sometimes it may be necessary to shift the ship from one berth to another and the port tug is usually ordered to do this job.

It may also happen that the ship will need dry docking for cleaning the bottom and repairs to the hull. A tug-boat will then be required to manoeuvre the ship into the dock.

A ship may become disabled at sea and in this case she will need some other vessel or a tug to tow her to the nearest port.

Big ships require big tow-lines. Most modern vessels are provided with steel wire tow-lines of sufficient length. It is advisable to use wire hawsers connected with a good length of manila rope, as this will afford the necessary elasticity to tow-lines. Tug-boat towing the vessels may either pull them or push them ahead.

The towing and towed vessels communicate with each other to coordinate their actions. Nowadays they usually do it by VHF radiotelephone.

It should be added here that ships communicate with each other and with shore in a number of ways: by radio, by flags, by light and sound signals and by semaphore. The International Convention adopted a uniform system of International Code Signals which is widely used by all the countries. In this system a single letter or combination of letters signifies a whole sentence.

When the ship receives these signals the watch officer translates them into letters (or their combinations) and finds their meaning in the code book, where they are grouped in certain order.

Single-letter signals are used to denote urgent or very common messages. For instance, signal "G" means: "I require a pilot". As it was mentioned above, they also have a special meaning when used between towing and towed vessels. For example, the same signal "G" in this case means: "Cast off the towing hawser", the signal "A" signifies: "The towing hawser is fast", etc.

## DIALOGUES

### 1

CAPTAIN. I shall require a tug tomorrow to take my ship to another berth.

AGENT. At what time are you going to shift?

CAPTAIN. We'll be ready to start at about 5 p.m.

AGENT. Shall I order the tug for 5 p.m.?

CAPTAIN. Yes, that's what I was going to ask of you. So, please order the tug to be here by 5 p. m. tomorrow.

AGENT. Well, the time is fixed then. Shall I also order the tug beforehand to take you out of the port?

CAPTAIN. Yes, kindly make preliminary arrangements with the tug company for Friday this week. I am leaving your port on that day.

AGENT. What hour shall I order the tug for?

CAPTAIN. I cannot tell you the exact hour as yet, I think I'll let you know the exact time on Wednesday.

AGENT. Good, that's settled then. I would advise you to order two tugs, because there is a very strong current in the entrance and the port tugs are not very powerful.

CAPTAIN. How much do they charge for towage?

AGENT. They charge £ 15 for each tug to take the ship out of port.

CAPTAIN. All right. I'll take your advice. Thank you. So, please order two tugs for Friday.

### 2

CAPTAIN. Look over there, what's the matter with that ship? They have hoisted the Code Flag. Evidently they

are going to signal something to us. (*To the signalman*).  
 Hoist the answering pendant!

PILOT. Oh, it's rather too far away. I can't see as far as that.  
 Let me take my binoculars. Well, now I see the ship quite  
 clearly. Yes, you are right, they have hoisted the International  
 Code Flag. If I am not mistaken, that's a Norwegian ship,  
 and the ship is evidently aground.

CAPTAIN. How do you know that the ship is aground?

PILOT. There is a small shoal in that vicinity and they must  
 have run aground. Yes, that's it. Do you see three black  
 balls one over the other?

CAPTAIN. Oh, yes, now I see the balls too. You are right.  
 But how on earth could they have run against that shoal?  
 So far as I remember the chart, there's but one shoal in  
 that area, and it is well off the usual track.

PILOT. I think we'll soon learn about it. See, they hoisted  
 two other flags below the Code Flag.

CAPTAIN. I can see the flags but I can't distinguish them.  
 I am afraid I must take my binoculars too.

PILOT. To my mind, that's a two-letter signal "AV".

CAPTAIN. Yes, there is no doubt about that any more.  
 I can clearly see the flags now. These are the flags "A"  
 and "V". Let me see the code book. Oh, here you are.  
 This group means: "I am aground. Will you endeavour  
 to tow me off?"

PILOT. So they ask you to help them. What are you going  
 to do about that?

CAPTAIN. Well, I think we must help them. Soviet sea-  
 men are always ready to help anyone in trouble. "A friend  
 in need is a friend indeed", as the saying goes. Where's  
 that code book? Oh, here it is. Thank you.

PILOT. What are you going to signal to that ship?

CAPTAIN. We'll hoist now the group "DN" meaning: "I am  
 coming to your assistance".

PILOT. Shall we alter the course right away?

CAPTAIN. Yes, certainly. (*To the helmsman*). Port 5°!  
 Steer for that ship on our port bow. Better port! Steady so!

CAPTAIN. Unfortunately, I cannot understand them. Evi-  
 dently they are speaking Norwegian. You told me you  
 know the Norwegian language, didn't you? Now, can  
 you act as an interpreter?

PILOT. I'll try to.

CAPTAIN. Take this megaphone. Ask them, what's the matter with their ship?

PILOT. The captain says that their engine was disabled and they were drifted to that shoal.

CAPTAIN. I see. Ask them, please, what they want us to do.

PILOT. They ask you to tow them off the ground and then to tow them to Rotterdam. They say they are not very deep in the ground and the hull is not damaged.

CAPTAIN. All right, tell them we'll manoeuvre our ship now so as to come as close as possible with our stern to their ship. It will take us about an hour or so before we rig the bridle from our ship's quarter.

PILOT. Well, I've told them as you said. The captain says that meanwhile they are preparing the towing hawser at their stern. The captain wonders how you are going to pick the towing line up.

CAPTAIN. Tell him that we'll try to pass a heaving line from our stern. In case the distance won't allow us to do so, they will have to lower the boat to run the hawser to our stern.

PILOT. The Norwegian captain thanks you for your arrangements. He wants to know also in what manner you will signal him while towing off.

CAPTAIN. We'll use single-letter signals in the usual way, that is either by flags or by sounding on the ship's whistle.

PILOT. The captain says it's all right and wants me to tell you that they will give us a tow-line from the port quarter.

CAPTAIN. Well, everything is fixed then, and I begin to manoeuvre.

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CAPTAIN. Now that the ship is refloated we'll have to make arrangements for towing her. I'll signal them that I am casting off the tow-line. Can you get into touch with them through your radiotelephone?

PILOT. Yes, certainly, I can. What should I tell them?

CAPTAIN. Tell them we are manoeuvring now to come up to her bow. They will have to pass a towing hawser from their starboard bow. Let them stand by to pick up our heaving line.

PILOT. I've told them everything you said. They are ready to pick up your heaving line.

CAPTAIN (*in a while*). So we got them in tow at last. Ask them if everything is ready for towing.

PILOT. They say all is ready for towing and the towing hawser is fast.

CAPTAIN. That's all right. Now tell them I commence towing and from now on we shall communicate by flag signals.

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CAPTAIN. Do you see those little tug-boats steaming over there at full speed ahead? To my mind, these are the two tugs which must take us into the port to our berthing place, aren't they?

PILOT. Yes, sir, you are right. These are the tugs we are waiting for. The tugs are fitted with radiotelephone and I am trying now to get into touch with them. Ah, here they are at last. Hello! Hello! Mr Thomson? Hello! Glad to hear you, Mr Thomson. It's Worthington speaking. I am speaking from aboard the Russian ship *Michurin*. Yes, that's me. Hold on! How will you take her along? I see. Wait a moment. (*Turning to the captain*). The tug's captain says, sir, he would like to make some arrangements with you as to towing.

CAPTAIN. Well, I am at his disposal. Ask him, please, in what manner they are going to take the ship along. I mean whether they will tow alongside my vessel or pull with a towing hawser.

PILOT. I think, sir, they will do both. But let me ask the tug's captain, anyhow. Oh, yes, the tug's captain says that one of the tugs will tow with a hawser, whilst the other one will tow alongside your vessel.

CAPTAIN. Right ho! So what arrangements do they want me to make?

PILOT. They say that both tugs will come to us from leeward. The first tug will come along our bow as close as possible. The tug's captain asks you to get the towing hawser ready on the fo'c'sle at the starboard bow.

CAPTAIN. How are they going to pick up the towing hawser?

PILOT. They want you to send them a heaving line as soon as the tug is within reach. Then they will haul the hawser in.

CAPTAIN. Good. Tell them I'll have the hawser and a heaving line ready on our starboard bow. What about the other tug?

PILOT. The second tug will come from leeward too. She will come on our starboard quarter. She will make fast along-



side with her own hawsers, but they want a heaving line to be passed on to them when they come within reach.

CAPTAIN. All right. Tell them I'll arrange everything as they want. Ask them how they want me to signal. I propose to signal with the ship's whistle. Will it suit them?

PILOT. Yes, sir. They say it will suit them all right.

CAPTAIN. Very well then. Do they want me to do anything else?

PILOT. Well, they say all the rest will be settled in the course of towing. There's one thing more which they would like to advise you.

CAPTAIN. What's that?

PILOT. There's a pretty heavy swell now and the wind blows in gusts. So they recommend you to use the best ropes and watch them properly because of possible jerks.

CAPTAIN. Oh, many thanks. We always do that in weather like this.

#### REGULATION SIGNALS WHEN TOWING

Is the towing hawser fast?	Закреплен ли буксир?
The towing hawser is fast.	Буксир закреплен.
All fast.	Все закреплено.
Are you ready for towing?	Вы готовы для буксировки?
Everything is ready for towing.	Все готово для буксировки.
Commence towing!	Начинайте буксировать!
I am commencing to tow.	Я начинаю буксировать.
Shorten in the towing hawser!	Укоротите буксир!
I am altering my course to starboard.	Я поворачиваю вправо.
Steer to starboard!	Идите вправо!
Pay out the towing hawser!	Потравите буксир!
Veer out the tow-line!	
I must cast off the towing hawser.	Я должен отдать буксир.
Cast off the towing hawser!	Отдайте буксир!
The towing hawser has parted.	Буксир лопнул.
Shall I continue the present course?	Должен ли я продолжать идти тем же курсом?
Continue the present course!	Продолжайте следовать тем же курсом!
Stop your engines at once!	Остановите немедленно ваши машины!
I am stopping my engines.	Я останавливаю свои машины.

Keep away before the sea!  
I am keeping away before the sea.

I must get shelter or anchor as soon as possible.

Bring me to shelter or to an anchor as soon as possible.

Shall we anchor, at once?

I want to anchor at once.

Go slower!

I will go slower.

My engines are going astern.

Go astern!

Increase your speed!

I am increasing my speed.

You are standing into danger.

I am paying out the towing hawser.

Get spare towing rope ready!

Spare towing hawser is ready.

I cannot carry out your order.

Отводите от волны!  
Я отвожу от волны.

Мне нужно укрыться или стать на якорь как можно скорее.

Приведите меня в закрытое место или поставьте меня на якорь как можно скорее.

Должны ли мы немедленно стать на якорь?

Я хочу немедленно стать на якорь.

Уменьшите ход!

Я уменьшу ход.

Мои машины работают задним ходом.

Дайте задний ход!

Увеличьте ход!

Я увеличиваю свой ход.

Вы идете к опасности.

Я травлю буксир.

Приготовьте запасной буксир!

Запасной буксир готов.

Я не могу выполнить ваше распоряжение.

### LABORATORY EXERCISES

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

1. What may a tug be required for when in port? 2. Whose assistance is required to take a ship into the dock? 3. What may a ship need if she becomes disabled at sea? 4. What do we call the ropes with which a vessel is towed? 5. What tow-lines are most modern ships provided with? 6. What combination of hawsers is recommended for towing and why? 7. Why should the towing and towed vessels communicate with each other? 8. What code system do they usually use? 9. In what ways do ships communicate with each other and with shore stations? 10. What does a single letter or combination of letters signify in the International Code? 11. What two meanings does the signal "G" have?



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

**Model:** Ships may need towing.  
What may ships need?  
Oh, towing, perhaps!

1. The boat may need some repairing. 2. They may need some more money. 3. The tug may need additional towing hawsers. 4. You may need a good length of manila rope for towing.

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

"Can you manoeuvre your ship to our stern?"

"Yes, we can. Get the towing line ready."

\* \* \*

"Ask them if they can provide hawsers for towing."

"They say they can. They'll pass you a heaving line first. Get ready to pick the line up!"

\* \* \*

"Pay out some more cable to avoid jerks."

"O. K. Will that much of cable suit you?"

"Yes, that'll do. Start towing."

**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 questions about some details which you missed.**

**V. Write the dictation:**

Very often ships need towing. In many cases they need tugs to take them into or out of port. They may also need tugs for shifting from one berth to another. As a rule, port tugs are well equipped and use their own lines and hawsers for towing. In such cases masters of ships arrange with the tug's captain how tow-lines should be secured, which side should the tug approach the ship, what signals should be used, and so on.

Things are quite different when a ship becomes disabled at sea. She may then have to ask the nearest vessel for assistance and such a vessel may not be specialized in towing. In such cases the masters of both vessels will have to settle many problems before the actual towing can begin. They must discuss what tow-lines should be used, how the distressed vessel should be approached, how the lines should be passed over and secured, and how long the tow-lines must be.

Towing a disabled vessel a long way is a very difficult task because the weather may suddenly change and make the towing extremely dangerous.

VI. Practise in pairs enacting the following situations. You act as the captain, your partner — as the agent in (a), as the pilot in (b), as the master of a tug in (c). Then you change your parts:

(a) Your ship is going to leave the port next day. In a conversation with your agent you ask him to order a tug-boat to tow your ship out of the port. The agent recommends you to order two tug-boats because of a strong current in the entrance. Then you arrange with the agent the amount of money they will charge for towing and the time they must arrive to your berth.

(b) Your vessel is underway. You and your pilot are on the bridge. The pilot sees some vessel at a distance showing signals. By inquiring in the Code you find that the ship is in distress. You try to contact that vessel by VHF radiotelephone and you learn that the ship is afloat but her engine is out of order. The captain of that ship requests you to tow them to the nearest port. This is a Norwegian vessel and you ask your pilot to act as an interpreter. Further you arrange with the Norwegian captain how you will approach them and will take them in tow.

(c) You arranged with the pilot station to send you two tug-boats for towing you into the port. When the tugs approached your ship you contact by VHF radiotelephone the master of one of these tugs and arrange with him the procedure of giving you their towing hawsers and towing you.

VII. Translate into English:

Суда очень часто нуждаются в помощи буксиров. Чаще всего судам требуются буксиры при входе и выходе из портов, где имеется интенсивное движение. В порту судам могут понадобиться буксиры при перешвартовке с одного причала на другой. При постановке судов в сухой док для ремонта или очистки днища буксиры могут понадобиться для заводки этих судов в док.

Иногда может случиться, что судно потеряет управление в море. Тогда ему может потребоваться помощь и буксировка в ближайший порт. Здесь уже буксировка много труднее. Во-первых, это буксировка морем и на большое расстояние. Погода может меняться во время буксировки, а это значит, что условия буксировки будут также меняться. Перед буксировкой необходимо договориться о многих

вещах. Нужно договориться о буксирных концах, о том, как заводить их, как принимать их на борт судна. Необходимо - условиться, какие сигналы должны подаваться буксирующим и буксируемым судном.