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ДЕЛОВОЙ АНГЛИЙСКИЙ ЯЗЫК ДЛЯ МОРЯКОВ

ИЗДАНИЕ ТРЕТЬЕ, ИСПРАВЛЕННОЕ И ДОПОЛНЕННОЕ

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На английском языке

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ПРЕДИСЛОВИЕ

Настоящее учебное пособие предназначено для курсантов высших морских учебных заведений. Оно может быть также использовано всеми работниками плавательского и берегового состава, продолжающими изучение английского языка для работы по своей специальности.

Цель пособия — помочь учащимся развить навыки понимания на слух устной речи и ведения деловых разговоров по профессиональной морской тематике.

Материал пособия изложен в виде тематических уроков с постепенным нарастанием языковых трудностей. Такое расположение материала должно способствовать логическому запоминанию слов и постепенному развитию навыков связной самостоятельной речи.

Тексты и диалоги построены на материале фактических служебных операций судна и в основном отражают общепринятые нормы делового разговора, хотя в объеме одного пособия они, естественно, не могут охватить всего многообразия конкретных случаев.

Каждый тематический урок состоит из обязательного словаря-минимума (главным образом — специальной терминологии), небольшого списка общеупотребительных фразеологических оборотов, вводного описательного текста и ряда диалогов по теме.

Вводные описательные тексты представляют собой образцы деловых документов, инструкций, описаний и т. п. Назначение этих текстов, помимо сообщения учащимся нужных фактов познавательного характера, — облегчить им быстрое и точное понимание официальных документов, с которыми им придется иметь дело в иностранных портах. Вместе с тем, поскольку содержание таких документов нередко вызывает необходимость их делового обсуждения с должностными лицами, вслед за этими текстами даются диалоги в стиле разговорной речи, насыщенной профессиональной терминологией и специфическими оборотами речи.

После диалогов в книге дана система лабораторных упражнений с использованием звукозаписи, основная цель которых — закрепление материала урока и развитие навыков восприятия иностранной речи на слух, приобретение разговорных навыков и быстроты реакции.

Для лучшего усвоения изучаемого материала рекомендуется следующая последовательность работы над текстами и звуковыми записями:

1. Прослушать в записи прорабатываемый урок, обращая внимание на произношение слов и интонацию предложений; при этом нужно стараться уловить основной смысл прослушиваемого урока.

2. Прочитать и выучить слова и выражения, предшествующие тексту, стараясь вспомнить, как они произносятся диктором в записи; в случае сомнений вновь прослушать запись или посмотреть транскрипцию слов в словаре.

3. Прочитать и перевести сначала текст, а затем диалоги урока, добиваясь полного понимания смысла. В тексте не должно оставаться ни одного неясного места; в случае затруднений нужно прибегнуть к грамматическому анализу предложений и обратиться для справки к пособию по грамматике английского языка.

4. Вновь прослушать звуковую запись урока, стараясь на этот раз полностью понять весь текст на слух.

5. Выполнить лабораторные упражнения. Конкретные указания по каждому виду упражнений даются диктором: «Ответьте на вопросы», «Задайте вопрос по образцу» и т. п.

В дикторской записи упражнений должна быть предусмотрена пауза, в течение которой учащийся отвечает на вопросы, а также ключ, по которому он может немедленно проверить правильность своего ответа. После ключа желательно давать еще одну паузу, для того чтобы учащийся мог повторить правильный вариант ответа.

Лабораторные упражнения нужно стараться выполнять на слух, не заглядывая в печатный текст. Если это поначалу окажется трудным, то следует сначала выполнить их устно или письменно по книге, а затем снова прослушать и выполнить на слух, проверяя свои ответы по ключу в записи.

В учебных заведениях, где имеются учебные магнитофоны, желательно запись дикторского текста производить на первую дорожку, а речь учащегося — на вторую дорожку, с тем чтобы потом, прослушивая обе записи одновременно, учащийся мог сопоставить свою речь с образцовой.

При дикторской записи упражнений следует иметь в виду, что ключ к упражнениям должен даваться в сжатой форме, свойственной разговорной речи. Так, например, на вопрос упражнения What quantity of fuel oil do merchant ships usually take for a voyage? не нужно наталкивать учащихся на полный ответ Merchant ships usually take for a voyage such quantities of fuel oil as will ensure them safe passage between ports, а научить их отвечать кратко: Such quantities as will ensure them safe passage between ports. Это поможет учащимся привыкнуть выражать свои мысли в той форме, в которой обычно выражается реакция на вопрос собеседника.

При выполнении упражнений «Запишите текст под диктовку», представляющих собой краткое обобщение всего материала урока, сначала следует выполнить диктант на слух, а затем сверить свою запись с печатным текстом. Слова и выражения, в которых сделаны ошибки, следует два-три раза переписать в правильном варианте для лучшего запоминания их орфографии.

При занятиях в кружках или вдвоем рекомендуется заучивать высказывания каждого из действующих лиц по отдельности, с тем чтобы потом вести беседу на данную тему в парах, внося необходимые изменения в содержание беседы.

Если имеется в распоряжении магнитофон, весьма полезно записать свою речь на пленку, а затем сравнить ее со стандартной записью и исправить замеченные ошибки и неточности в произношении и интонации. При прослушивании речи дикторов следует всегда стараться произносить вслух предложения за диктором, подражая его произношению и интонации.

Настоящее (3-е) издание книги переработано и дополнено материалами, отражающими дальнейший технический прогресс на морском транспорте. В пособие включены тексты, описывающие новые методы транспортировки грузов на контейнеровозах и судах типа «Ро-Ро», а также тексты, освещающие новые требования, предъявляемые к морским судам в связи с международной унификацией технических и правовых норм. Внесены также изменения в систему озвученных лабораторных упражнений.

Автор выражает благодарность официальным рецензентам пособия — кафедре иностранных языков Ленинградского высшего инженерного морского училища им. адм. С. О. Макарова и директору договорно-правовой конторы В/О «Совфрахт» Минморфлота СССР т. Покровскому С. Г., учет замечаний которых помог значительно улучшить пособие.

Автор

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'nu: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.

7

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! Starboard the helm!	Право руль!
Port! Helm a-port! Port the helm!	Лево руль!
Hard a-starboard! All starboard!	Право на борт!
Hard a-port! All port!	Лево на борт!
Midships! Amidships! Right the helm!	Прямо руль!
Meet her! Meet the helm! Check the helm!	Одерживать!
Hard over the helm!	Больше одерживать!
Better (More) starboard!	Больше право!
Better (More) port!	Больше лево!
Starboard easy! Easy to starboard! Starboard a bit!	Помалу право

Steady! Steady so! Keep her steady! Steady as she goes! Straight so! Right so!	Так держать!
Port easy! Easy to port! Port a bit!	Помалу лево!
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! Watch your steering!	На руле не зевать!
Follow the tug! Follow the launch! Follow the icebreaker!	Следовать в кильватер за буксиром (катером, ледоколом)!

COMMANDS TO THE ENGINE ROOM

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

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 - зд. 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
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

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 $7^1/_2$ 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 signaling 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.

3

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.

4

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 team 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.

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 - уславливаться, 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! } The anchor is apeak!	Панер!
The anchor is atrip!	Якорь встал!
How is anchor?	Как якорь?
Clear anchor!	Якорь чист!
Foul anchor!	Якорь не чист!
Stand clear of the anchor cable!	Не стоять перед якорь-цепью!
Pay away three shackles of chain!	Потравить три смычки якорь-цепи!
Heave short the cable!	Подобрать якорь-цепь!
How is the cable leading?	Как стоит якорь-цепь?
The cable is leading forward, starboard. The cable is leading aft, port.	Якорь-цепь стоит вперед с правого борта. Якорь-цепь стоит назад с левого борта.
Stand by fore and aft! } All hands on deck!	Все наверх! (аврал)

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 якоре. 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.

LESSON 4

MOORING

Words and Word Combinations

fenders - 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 слабину (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) бортом
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 дуплини 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. Ahead-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.

4

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! / Let go the head-rope!	Отдать носовой!
Heave in the bow spring!	Вира носовой!

Hold on! } Avast heaving in!	Стоп выбирать!
Veer out handsomely!	Травить помалу!
Veer out cheerily!	Травить веселее!
Heave in aft!	Выбрать кормовые швартовы!
Haul in the slack!	Выбрать слабину!
Haul taut! } Haul fast!	Выбрать втугую!
Ship the fenders!	Подложить кранцы!
Unship the fenders!	Убрать кранцы!
Fleet the cable upon the windlass!	Обнести швартов на брашпиль!
Lower down the ladder!	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, фарватер 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.

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] = forcastle - бак, полубак

to order - заказывать

Expressions

in a number of cases - в ряде случаев
the ship is disabled - судно потеряло управление
to make arrangements - уславливаться, договариваться, делать приготовления, 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 pertain 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 seamen 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!

3

CAPTAIN. Unfortunately, I cannot understand them. Evidently 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.

4

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.

5

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 alongside 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! / Veer out the tow-line!	Потравите буксир!
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!	Отводите от волны!
I am keeping away before the sea.	Я отвожу от волны.

I must get shelter or anchor as soon as possible.	Мне нужно укрыться или стать на якорь как можно скорее.
Bring me to shelter or to an anchor as soon as possible.	Приведите меня в закрытое место или поставьте меня на якорь как можно скорее.
Shall we anchor, at once?	Должны ли мы немедленно стать на якорь?
I want to anchor at once.	Я хочу немедленно стать на якорь.
Go slower!	Уменьшите ход!
I will go slower.	Я уменьшу ход.
My engines are going astern.	Мои машины работают задним ходом.
Go astern!	Дайте задний ход!
Increase your speed!	Увеличьте ход!
I am increasing my speed.	Я увеличиваю свой ход.
You are standing into danger.	Вы идете к опасности.
I am paying out the towing hawser.	Я травлю буксир.
Get spare towing rope ready!	Приготовьте запасной буксир!
Spare towing hawser is ready.	Запасной буксир готов.
I cannot carry out your order.	Я не могу выполнить ваше распоряжение.

LABORATORY EXERCISES

I. 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.

LESSON 6

MEDICAL INSPECTION OF THE SHIP

Words and Word Combinations

arrival - прибытие
foreign - иностранный
medical officer - санитарный врач, санитарный инспектор
duty - обязанность, долг
to examine - осматривать, освидетельствовать
crew - экипаж, команда судна
infectious disease - инфекционное заболевание
bill of health - санитарное свидетельство
to issue - выпускать, выписывать, выдавать (свидетельство, приказ)
certificate - свидетельство, удостоверение
pratique ['præti:k] - разрешение на сообщение с берегом

port of call - порт захода
to land - высаживать(ся), выгружать (на берег)
voyage - рейс
quarantine - карантин
casualty - несчастный случай
sick - больной; **the** ~ больные
to injure - повреждать, ушибать, ранить
injury - повреждение, ранение, ушиб
authorize - уполномочивать, предоставлять право, поручать
provided - при условии что; в том случае, если
to fumigate - подвергать дезинфекции окуриванием
to carry out - выполнять, осуществлять
to hand over - вручать, передавать
to suffer - страдать

Expressions

to be under duty - быть обязанным
to render assistance - оказывать помощь
to get medical treatment - получать лечение, медицинскую помощь
bad luck - несчастье, неудача, невезение
to be X-rayed - проходить рентгеноскопию
to muster and line up - собрать и построить (команду)
to keep the ship in quarantine - держать судно в карантине
What's the reason for ...? - Какова причина...?
It will not (won't) take much time. - Это не займет много времени.
It is just the same. - Это все равно.

TEXT

On the arrival of a ship in a foreign port the first person who comes aboard is the medical officer of the port. In some ports medical officers are sometimes called Health Officers. His duty is to examine the members of the crew for infectious diseases. He also examines the Bill of Health which the ship got in her last port of call.

If the Bill of Health is "clean" and there is no infectious disease on board the medical officer issues the Certificate of Pratique. This certificate allows the vessel to enter the port and to discharge her cargo. It also allows the ship's crew and passengers to land.

If the ship has arrived from the port where people or animals are suffering from infectious diseases or if there have been some cases of infectious diseases aboard the ship during her voyage, the ship is put in quarantine.

The medical officer is also under duty to examine whether the ship has proper certificates of deratization and disinfection.

In case of some casualty or if there are some sick people on board, the medical officer renders assistance in placing the injured or sick persons for hospital treatment.

Sometimes customs officers and pilots are authorized to give ships free pratique provided the ships have "clean" bills of health.

DIALOGUES

1

MEDICAL OFFICER. Good afternoon! I've come to examine your ship. I am a medical officer. Have you any sick people on board?

CHIEF MATE. Yes, two men were badly injured during the storm.

MEDICAL OFFICER. What injuries did they get?

CHIEF MATE. One of them has broken his leg, the other one has sprained his arm.

MEDICAL OFFICER. Bad luck. Do they get medical treatment?

CHIEF MATE. Yes, certainly they do, but still they need hospital treatment. They both must be X-rayed, you know.

MEDICAL OFFICER. I'll see to that later on, when we have finished with the examination.

CHIEF MATE. Shall I have all hands mustered and lined up for doctor's inspection?

MEDICAL OFFICER. No, that's not necessary. I'll examine them one by one. Have you anybody ill with Infectious diseases? No cases of diarrhoea?

CHIEF MATE. No, everybody is in good health.

MEDICAL OFFICER. Have you had an unusual mortality among the rats on board your ship?

CHIEF MATE. No, we haven't. We maintain the ship practically rat free, as we often do fumigation.

MEDICAL OFFICER. Where do you come from?

CHIEF MATE. We come from Odessa.

MEDICAL OFFICER. What was your last port of call?

CHIEF MATE. Our last port of call was Naples, Italy.

MEDICAL OFFICER. Show me your latest Bill of Health, please.

CHIEF MATE. Here is our latest Bill of Health. It was issued at Naples.

MEDICAL OFFICER. Thank you. It's O.K. Will you kindly present your deratization and disinfection certificates?

CHIEF MATE. Here they are. The ship was fumigated a month ago.

MEDICAL OFFICER. So, everything is O.K. and I'll give you free pratique.

2

MEDICAL OFFICER. I am sorry, but we have to keep your ship in quarantine.

CAPTAIN. What's the reason for that?

MEDICAL OFFICER. We are informed about an epidemic of cholera in Hongkong where you were five days ago.
CAPTAIN. How long shall we be kept in quarantine?
MEDICAL OFFICER. According to regulations you'll be kept in quarantine for another week. Now we'll have to carry out disinfection.
CAPTAIN. How long will it take you to carry out the disinfection?
MEDICAL OFFICER. It won't take much time, a couple of hours, perhaps.
CAPTAIN. All right; you may start then. What other regulations should we carry out?
MEDICAL OFFICER. All the requirements are stated in this declaration which you must sign and hand over to me. You may retain a copy of this declaration.
CAPTAIN. That's clear. Anything else?
MEDICAL OFFICER. Fruit, vegetables, flowers are not allowed to be landed. Besides you must sign a declaration that you won't land any animals ashore.
CAPTAIN. We have no animals, except a dog and two cats.
MEDICAL OFFICER. It is just the same. You must confine your cats and dogs and not let them out on deck.

LABORATORY EXERCISES

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

1. Who is the first person to come aboard on the ship's arrival? 2. What is the duty of the medical officer of the port? 3. What documents is he to examine? 4. Who issues the bill of health? 5. In what case is the certificate of pratique given to the ship? 6. Who issues the certificate of pratique? 7. What does this document allow the ship to do? 8. What does this document allow the crew and passengers to do? 9. In what case is the ship put in quarantine? 10. What assistance does the medical officer render when there are sick or injured persons aboard?

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

Model: You must have all the deck-hands lined up.
Shall we have them lined up at once?
Yes, you shall, it's obligatory.

1. You must have these sailors examined by a doctor. 2. He must have them taken to hospital. 3. You must have the ship disinfected. 4. They must have these people X-rayed. 5. You must have these holds fumigated.

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

"Will you show me your latest bill of health, please?"
"Yes, certainly. Here it is."

"Thank you... It's all right. Please take it back."

* * *

"Any sick persons on board?"
"No, none. Everybody is all right."

* * *

"We have some injured people aboard. We must have them taken for hospital treatment immediately."
"All right, we'll see to that at once."

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.

V. Write the dictation:

As soon as we arrived at the port the medical officer came aboard. He examined our bill of health and asked if we had any sick persons aboard. We had two sailors badly injured during a storm and he helped us to place them to hospital for medical treatment. As we had no infectious diseases on board and everybody was practically quite healthy he issued the certificate of pratique at once. Then he asked if we had an unusual rat mortality. But we showed him our certificate of deratization, where it was stated that the ship had been recently fumigated and disinfected. The medical officer was quite satisfied. He handed over a declaration which the captain was to sign. Soon we began making fast to the pier.

VI. Practise in pairs enacting the following situations. You act as the captain (or chief mate), your partner — as the customs officer in (a), as the health officer in (b). Then you change your parts.

(a) You are relating to the customs officer how the medical officer came aboard your vessel and what questions he put to you. The customs officer is interested whether there are some sick people aboard and what document was given to you by the medical officer.

(b) There was an accident aboard your vessel and one deck-hand was badly injured. You are arranging with the health officer to take the sick person to a local hospital to have him X-rayed, because you apprehend that he might have broken his bones.

VII. Translate into English:

По прибытии в порт наше судно было осмотрено санврачом. Он проверил наши документы, т. е. санитарное свидетельство, удостоверения о дератизации и дезинфекции, и выдал разрешение на свободную практику. Потом он вручил нам декларацию о санитарных правилах в порту, которую он попросил капитана подписать. Позже у нас произошел несчастный случай на судне: три человека из команды получили при погрузке серьезные травмы. Мы

немедленно вызвали санврача, и он помог нам отправить их в госпиталь. Наш доктор опасался перелома (костей), и поэтому они должны были пройти рентгеноскопию. К счастью, все обошлось хорошо, и они тут же вернулись назад на судно.

LESSON 7

EXAMINING THE SHIP BY THE CUSTOMS

Words and Word Combinations

to report - докладывать, сообщать
to fill up (in) - заполнять, вписывать (свое имя, пол, возраст и т. п.); датировать
blank form - бланк
report list - показания капитана таможне
ship's papers - судовые документы
ship register - судовое свидетельство
manifest of cargo - грузовой манифест
list of stores - список запасов
search note - акт таможенного досмотра
to search - обыскивать, обследовать, осматривать
to rummage - производить таможенный досмотр, шарить, обшаривать
unentered goods - незаявленные грузы
to smuggle - заниматься контрабандой, проносить тайком
spirits - спиртные напитки
perfume - духи
photocamera - фотоаппарат
radio room - радиорубка
entry outward - декларация по уходу
victualling-bill - разрешение на беспошлинную погрузку продовольствия
port clearance - разрешение порта на отход
private - частный, личный
property - имущество, собственность
to belong - принадлежать
particulars - подробности, детали, данные
block capitals - печатные заглавные буквы
victuals - продовольствие, съестные припасы, провизия, провиант

Expressions

as a matter of fact - фактически, на самом деле
to clear in(wards) - производить таможенную очистку судна по приходу в порт
to clear out(wards) - производить таможенную очистку судна по отходу из порта

goods liable to duty = dutiable goods - товары, облагаемые пошлиной
to impose import (export) duty on - накладывать ввозную (вывозную) пошлину на
the ship's store bond - подписка о том, что облагаемые пошлиной судовые запасы будут использованы только для нужд команды
to place the stores under seal - опечатать, опломбировать запасы
to enter the vessel inwards - регистрировать приход судна
to enter the vessel outwards - регистрировать отход судна
to make up a list - составить список (перечень)
it doesn't matter - это неважно, это не имеет значения

TEXT

It is required that the captain of a ship shall report his vessel to the Customs House within 24 hours of arrival in a foreign port. That means that the captain is to fill up the blank form of the captain's declaration or report list and to hand it over to the Customs together with certain ship's papers. Usually the following papers are required for entering inwards: ship register, certificate of pratique, bill of health, manifest of cargo, list of stores, search note, crew list and others.

As a matter of fact, all the formalities connected with clearing in and clearing out are fulfilled by the ship's agent.

The customs officers come aboard the ship to search or "rummage" the vessel for unentered goods and to see if there are any prohibited goods or goods liable to duty.

It is well known that each country imposes import duties on certain goods brought into the country.

To prevent smuggling such goods as spirits, wines, cigarettes, tobacco, perfumes, photocameras and others, the customs officers request the captain to give the ship's store bond on dutiable goods kept aboard for the use of the ship's crew and passengers.

The customs officers sometimes leave for the crew only a certain quota and place under seal the surplus stores. In some countries the Customs place the radio room under seal too.

Before any cargo is allowed to be shipped the vessel must be entered outwards. This is done by the master signing the "Entry outward" form and delivering it to the customs.

Leaving the port the ship must have: the clearance label with seal (which is sometimes called the "Cocket Card"), the victualling-bill, the port clearance and the bill of health.

DIALOGUES

1

CUSTOMS OFFICER. According to your cargo manifest, Hold No. 1 contains only transit goods, doesn't it?
SECOND MATE. Yes, that's right.

CUSTOMS OFFICER. We'll have to seal that hold up.

2

CUSTOMS OFFICER. We are under duty to search your vessel, sir. Have you got any prohibited goods aboard?

CAPTAIN. What do you mean by prohibited goods?

CUSTOMS OFFICER. Oh, I am sorry. Here's a list of prohibited goods. Will you be kind enough to look it through?

CAPTAIN. So far as I can see, all the items have been accounted for in my report list, except, perhaps, the photo-cameras.

CUSTOMS OFFICER. I have your list of stores, sir. These you may keep for your crew's needs. I'll only ask you to sign the ship's store bond. We'll have also to place some of your storerooms under seal.

CAPTAIN. All right. What about the photocameras? They are private property of the ship's crew; they do not belong to the ship.

CUSTOMS OFFICER. It doesn't matter. You know, it is prohibited to sell photocameras here without paying the import duty. So, please, make up a list of all the photocameras which you have on board. Here is the blank form.

CAPTAIN. What particulars must I fill in?

CUSTOMS OFFICER. Fill in, please, the name of your ship, the date of her arrival, and then in these columns the names of your men who have photocameras. Use block capitals, please.

3

CUSTOMS OFFICER. I'll ask you kindly, sir, to let us seal up the radio room.

CAPTAIN. Well, sit down, please. I'll send somebody for the radio-operator to show you up to the radio room. Is there anything else I can do for you?

CUSTOMS OFFICER. You see, tobacco, cigarettes, and spirits above the quota must be stored under seal in a separate place. So we must see and put some of your storerooms under seal.

CAPTAIN. I'll call our chief steward presently. He will attend to this business. Shall I sign any documents for you?

CUSTOMS OFFICER. Yes, sir. As soon as we finish rummaging, we'll make out a search note, which you are to sign. After that the Customs will issue the inward clearing bill or jerque-note.

CAPTAIN. Must we pay export duty on the victuals which we want to buy here for the ship's crew?

CUSTOMS OFFICER. No, of course, not. But you must get from the Customs a special document, which is called "Victualling Bill". You will need this bill when clearing out.

CAPTAIN. How must I get this bill?

CUSTOMS OFFICER. Oh, you needn't worry about that. Your agent will arrange this business.

LABORATORY EXERCISES

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

1. To whom shall the master report his ship's arrival in port? 2. Within how many hours should he do so? 3. What blank form is he to fill in? 4. To whom is this declaration handed over? 5. What papers are required to enter a vessel inwards? 6. Who fulfils all these formalities? 7. What do the customs officers come aboard for? 8. What should they search for? 9. What do we call the money which we pay for the imported goods? 10. What goods are often smuggled into a country? 11. What document do the Customs request from the ship to prevent such smuggling? 12. What is usually done with the surplus stores? 13. When should a vessel be entered outwards? 14. How is a vessel entered outwards?

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

Model: The captain is (was) to fill in these blank forms.

Who is (was) to fill in these blank forms?

The captain is (was).

1. The customs officer was to seal up the hold. 2. They are to pay import duties on these goods. 3. The customs officers were under duty to search the ship. 4. The chief steward is to attend to this business. 5. Our agent is to arrange this matter.

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

"We've used up all the cigarettes you left us under the quota. We need some more now."

"Oh, I see. Do you want me to unseal the storeroom?"

"Yes, please. We want to take our daily quota."

* * *

"Will you fill in this blank form, please?"

"What is it for?"

"It's for entering your ship outwards."

"I see. What particulars shall I fill in?"

"It's all written here, but I can help you."

"Oh, thank you!"

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:

Every country imposes import duties on some goods brought into the country. The Customs House is the Department of Government which

collects these duties. The customs officers are to attend to this business. They see to all formalities that must be fulfilled. Smuggling of goods is a secret bringing of goods without paying import taxes. The customs officers are to prevent smuggling. For this purpose they come aboard ships, check and place the surplus stores under seal, search for unentered goods and assist to fill in all official documents.

According to the Port Regulations every ship must be reported to the Customs on arrival. The ship must be entered inwards before she starts discharging her cargo. In other words, she must be cleared in. Before she can start loading the goods in this port she must be entered outwards. These formalities are usually done by the ship's agent. The captain is required to do a lot of other things in this connection. He is required to fill in and sign some documents, to present the necessary ship's papers and to see to it that everything is in good order.

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

(a) The customs officer has come aboard your vessel. He has brought some blank forms of the captain's declaration and you discuss with him what data should be filled in. Then he asks you to sign the ship's store bond. You wonder what kind of document it is and he explains you the meaning and purpose of this paper. On signing these documents you ask him what ship's papers you must bring to the Customs House, to get a clearing bill or jerque-note.

(b) The customs officer asks you to make up a list of stores and their quantities which you will use for the crew's needs, during the next few days. He says that the surplus of these stores should be placed in a separate store room and sealed up. Then he asks whether you nave aboard any prohibited goods. You don't know what he calls prohibited goods and he produces you a list of them.

VII. Translate into English:

По прибытии судна в порт капитан обязан официально известить об этом таможню. Он должен сделать это в течение 24 часов по приходу. Таможня следит за оплатой ввозной пошлины на некоторые грузы. В связи с этим капитан должен выполнить ряд формальностей. Он подает специальную декларацию, в которой указываются все облагаемые пошлиной грузы. Как правило, все эти формальности выполняются агентом от имени капитана. Капитан подписывает обязательство о том, что облагаемые пошлиной судовые запасы будут использованы только для нужд команды. Излишки судовых запасов обычно таможней опечатываются. Иногда таможней также опечатываются (по приходу судна) трюмы с транзитными грузами. Таможенные чиновники прибывают на судно для досмотра. Они могут произвести осмотр всех помещений судна для выявления незаявленных грузов. В некоторых портах капитан

должен также подписать список фотоаппаратов, часов и других ценных вещей, которые принадлежат членам экипажа. Этот список таможенники проверяют. Отход судна также регистрируется в таможне.

LESSON 8

CLEARING THE SHIP IN

Words and Word Combinations

procedure - процедура, образ действий, порядок работы
clerk - клерк, служащий
directly - непосредственно, прямо
routine - установившийся порядок, установившаяся практика
to act - действовать, выступать в качестве кого-л.
crew list - список экипажа, судовая роль
list of passengers - список пассажиров
deratization (derating) - certificate свидетельство о дератизации
disinfection certificate - свидетельство о дезинфекции
tonnage certificate - мерительное свидетельство
certificate of registry = ship register - судовое свидетельство
certificate of freeboard = loadline certificate - свидетельство о грузовой марке
radio (telegraph) certificate - сертификат на судовую радиостанцию
safety equipment certificate - свидетельство о спасательных средствах
log book - судовой журнал
data - данные, сведения, факты
to put down - записывать
age - возраст
typewriter - пишущая машинка
characters - буквы, зд. шрифт
live-stock - домашний скот
stores authority - разрешение таможни на беспошлинную погрузку судовых запасов
calling letters - позывные судна
lifeboat - спасательная шлюпка
stowaway - безбилетный пассажир, «заяц»
shipowners - судовладельцы
seaman's book (passport) - мореходная книжка
rank - звание
rating - должность; рядовой матрос

Expressions

please produce documents - представьте, пожалуйста, документы
he charged me with this business - он поручил мне это дело

sign your name, please - распишитесь, пожалуйста
to get to business - приступить к делу
I didn't catch you - я вас не понял
in the presence of - в присутствии
the boat can accommodate 17 persons - в шлюпке может поместиться 17 человек
The Black Sea Shipping Company - Черноморское пароходство
port of registry - порт приписки (судна)
If any - если имеется, в случае наличия, при наличии

TEXT

The procedure of clearing the ship inwards in various ports is somewhat different.

In some ports, the ship's agent, or his clerk, comes aboard the ship directly on her arrival and brings a pile of blank forms. These blanks must be filled up to clear the ship in.

If the captain knows this routine perfectly well, he does the job himself or charges one of his mates with this business. Sometimes the captain asks his agent to help him and in this case he just states the fact which must be put down in these documents. Then one of the mates or the agent takes all these documents together with some ship's papers, goes ashore and arranges with the authorities all the formalities for clearing the ship in.

In other ports, the agent comes aboard together with the Medical, Customs, Port and Immigration officers.

They all gather in the captain's cabin or in the saloon, sit down at the table and fill up the blanks themselves. The agent helps the captain to provide them with necessary information about the ship. Very often the agent acts as an interpreter too. When the blanks are filled in the captain reads them through and signs his name.

The Medical Officer usually requires the captain to produce the following documents: the Crew List, the List of Passengers (if any), the Bill of Health, the Disinfection and Deratization Certificates and the Tonnage Certificate.

The Customs and Port Authorities require the Tonnage Certificate, the Ship's Register or Certificate of Registry, the Certificate of Free Pratique, the Load Line Certificate or Certificate of Freeboard, the Radio Certificate, the Safety Equipment Certificate and the Ship's Official Log Book. They also require the Master's Declaration, the Crew List, the List of provisions and stores, and the Cargo Manifest together with Bills of Lading.

DIALOGUES

1

CAPTAIN. Come in, gentlemen! Sit down, please. I think we may get to business at once.
CUSTOMS OFFICER. Well, let us put down some data about your vessel. First of all, what is the name of your ship?
CAPTAIN. My ship's name is Sukhona.
CUSTOMS OFFICER. How do you spell the ship's name, sir?
CAPTAIN. We spell it: S-u-k-h-o-n-a.
CUSTOMS OFFICER. Thank you. Russian names are rather difficult, you know. What is your name, Captain?
CAPTAIN. My name is Vasilyev.
CUSTOMS OFFICER. What are your initials, sir?
CAPTAIN. My initials are M. V.
CUSTOMS OFFICER. What is your age, sir?
CAPTAIN. Sorry, I didn't catch you. What did you say? Repeat, please.
CUSTOMS OFFICER. Well, I mean, how old are you?
CAPTAIN. Oh, I am 36 years old.
CUSTOMS OFFICER. What is the number of crew on your ship?
CAPTAIN. 47 men altogether.
CUSTOMS OFFICER. Any passengers aboard?
CAPTAIN. None.
CUSTOMS OFFICER. What is the net tonnage of your ship?
CAPTAIN. The ship's net registered tonnage is 14,300 tons. Gross tonnage is 16,500 tons.
CUSTOMS OFFICER. What kind of cargo have you got aboard?
CAPTAIN. We have general cargo. Here is the cargo manifest.
CUSTOMS OFFICER. In what port did you load these goods?
CAPTAIN. We loaded them in Odessa.

2

CUSTOMS OFFICER. Any surplus stores aboard?
CAPTAIN. Some spirits and cigarettes, perhaps. Here's a list of stores and provisions.
CUSTOMS OFFICER. How many gallons of spirits have you got aboard?
CAPTAIN. I don't know how many gallons would it make. We've got about 100 litres of spirits.
CUSTOMS OFFICER. Have you got any typewriters aboard?
CAPTAIN. Yes, we've got two typewriters with Russian characters and one with Latin characters.
CUSTOMS OFFICER. Any live-stock aboard?
CAPTAIN. No, none.
AGENT. By the way, Captain, I've got your radiogram in which you order some dutiable stores for use on board. So here's the stores authority for these goods. You are to sign this stores authority in the presence of the Customs House Officer.

CAPTAIN. All right, let me sign it now.

3

PORT OFFICER. What is the port and number of your registry?
CAPTAIN. The ship is registered at Odessa. The number of registry is 437.
PORT OFFICER. What are your calling letters?
CAPTAIN. The ship's calling letters are UONG.
PORT OFFICER. When was the ship built?
CAPTAIN. The ship was built in 1980.
PORT OFFICER. Will you kindly produce your Tonnage Certificate, the Ship's Register and the Load Line Certificate?
CAPTAIN. Yes, certainly, here they are.
PORT OFFICER. Thank you. How many lifeboats do you carry on your starboard side?
CAPTAIN. We have 3 lifeboats on the starboard side.
PORT OFFICER. How many men can each boat accommodate?
CAPTAIN. Each boat accommodates 17 persons.
PORT OFFICER. Thank you. Now I would ask you kindly to show me your Safety Equipment Certificate, Radio Certificate and your Official Log Book.
CAPTAIN. Here you are.

4

IMMIGRATION OFFICER. Have you any stowaways, sir?
CAPTAIN. No, we haven't.
IMMIGRATION OFFICER. Did you take any passengers aboard?
CAPTAIN. No, we didn't.
IMMIGRATION OFFICER. Tell me, please, the exact name of your shipowners and their address.
CAPTAIN. My shipowners are the Black Sea Shipping Company, 1 Lastochkina Street, Odessa.
IMMIGRATION OFFICER. Much obliged. Will you be kind enough to produce all the seamen's books (passports) of your crew? How many passes will you require for them?
CAPTAIN. I think I will require passes for the whole crew.
IMMIGRATION OFFICER. All right, here are 50 blank forms. Let someone fill them up. Please use block capitals for the names. When they are ready I'll take them down to the police to be signed and stamped. Don't forget to state the rank or rating in the passes.

LABORATORY EXERCISES

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

1. Is the procedure of clearing in the same in all ports? 2. Should only one blank form be filled in? 3. Who is to fill in all these blanks? 4. Whom does the captain charge with this business? 5. Whom may the captain ask

to help him in this job? 6. How do they both work in this case? 7. Who goes ashore to take the documents to the port authorities? 8. If several officers of the port come aboard, where do they all gather? 9. In what way does the agent help the captain in this case? 10. Does he sometimes act as an interpreter? 11. What should the captain do with the documents before signing them? 12. What ship's papers may the medical officer request the master to produce? 13. What papers may the customs officer require? 14. What papers do the Port Authorities require?

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

Model: Have you got any passengers aboard?

Any passengers aboard?

No, none.

1. Have you got any surplus stores aboard? 2. Have you got any typewriters aboard? 3. Have you got any stowaways aboard? 4. Have you got a radiogram from him? 5. Have you had much trouble with the engine?

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

"Shall I fill in this blank form?"

"Yes, please. Use block capitals for the names."

"Sorry. I didn't catch you."

"I mean letters like printed capitals."

* * *

"What shall I state in these columns?"

"In the first column state the passenger's age, in the second, the number of his passport."

"Oh, I see."

"Don't forget to state his rank or rating too."

"No, I won't."

IV. Listen to each of the long dialogues 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:

The procedure of clearing in is not the same in different ports. In some ports the agent fills in all the blank forms himself. Then the captain is only to read them through and sign. In other ports, on the ship's arrival the port officials come aboard. They usually gather in the captain's saloon. The captain invites them to be seated and answers their questions. In this case each of the officials puts down the information he needs in the respective blank form. It may so happen that the conversation is carried on

in a language other than English. Then the ship's agent acts as an interpreter. If the captain is to sign the papers, he may insist that an English translation of each document be made. In the course of such a business conversation various ship's papers may be required and the master is to produce them.

VI. Practise in pairs enacting the following situations. You act as the captain, your partner —as one of the officers in (a), as Doctor Watson in (b). Then you change your parts:

(a) Some port officers together with your agent came aboard your vessel. You invited all of them in the saloon, had them all-seated comfortably, and treated them with ice-cream and lemonade. Then each of them started in turn to fill in blank-forms, asking information about your ship. The agent was acting as an interpreter, assisting you to provide necessary data.

(b) The officers asked the captain to produce certain ship's papers. The captain showed them these documents and each of the officers made respective remarks in their entries. Your new friend, Doctor Watson, who does not speak Russian, asks you to explain him the purpose of these documents and you try to do it.

VII. Translate into English:

Какой порядок оформления прихода судна в вашем порту? Какие судовые документы мы должны предъявить и кому? Извините, я не понял вас. Вы говорите, что все оформление производится в таможне. Это ясно. Но почему вы говорите о какой-то «длинной» комнате? А, теперь я вас понимаю. Значит, это традиционное название одного из отделов таможни. В этой комнате производится оформление прихода и отхода судна. Какие же документы требуются для оформления прихода? Вы говорите, что в этом отделе есть несколько официальных лиц, которые проверяют сведения о судне. Некоторые из них требуют судовое свидетельство и мерительное свидетельство. Другие требуют свидетельство о грузовой марке, судовой журнал и свидетельство на судовую радиостанцию. Санврач обычно просит предъявить свидетельство о дератизации и дезинфекции. Представитель иммиграционных властей требует судовую роль и список пассажиров. Спасибо, теперь мне все ясно. У меня есть еще одна просьба к вам. Если в вашей таможне не все говорят по-английски, вам придется выступать в качестве переводчика. Вы говорите, что вы легко можете это сделать и что я не должен об этом беспокоиться? Ну что же, тогда все в порядке. Спасибо.

LESSON 9

THE AGENT'S ARRANGEMENTS FOR THE DISCHARGING AND LOADING OF THE SHIP

Words and Word Combinations

expected - предполагаемый, ожидаемый
to advise - извещать, сообщать
notice of readiness - извещение о готовности, нотис
to fix (up) - договориться, уладить, урегулировать, решить
extraweights, heavy-lifts - тяжелый груз, тяжеловесы
adequate - соответствующий, достаточный, отвечающий требованиям
to deliver - передать, сдать
in accordance with - в соответствии с
terms - условия соглашения, договора
due to - причитающийся, следуемый
to secure - обеспечить
tally - подсчет, учет (груза)
to undertake - обязываться, принимать на себя обязательство
to complete - завершать, заканчивать
hold - трюм
simultaneously- одновременно
stevedore gang - бригада грузчиков
shift - смена, рабочий день
to fear - бояться, опасаться
surveyor - инспектор, инспектор классификационного общества
consignee - грузополучатель, адресат
consignment - партия груза
to visa - разрешать, визировать, ставить визу
to object - возражать, протестовать
grade - сорт, качество
crude oil - сырая нефть
delivery pipe - подающая труба
hose - шланг
to clean - чистить, очищать
to wash (down) - промывать, смывать
to steam up - обработать паром, пропарить (помещение)
to chip the rust - обивать ржавчину
to wipe (down) - протирать, обтирать, вытирать
to expedite - ускорять
empty - пустой, порожний
to stow - укладывать, складывать; штивать (груз)
to affect - действовать, воздействовать, влиять
a lot - партия (груза)
to overstow - закладывать один груз другим
as to - что касается, относительно, в отношении

Expressions

to do the discharging - производить разгрузку
to make arrangements - сделать приготовления, принять меры
to collect freight - взимать фрахт, взыскать деньги аа фрахт
clean receipts - чистые расписки на сданный груз
to draw up a cargo plan - составить грузовой план
disposition of cargo - размещение груза
the point is - дело в том, что
to break the bulk - вскрыть трюм, начать разгрузку
we are short of slings - нам не хватает стропов
to take measurements - брать замеры, производить замеры
to take samples - брать образцы
the trouble is that - затруднение в том, что
if that's the case - если это так
have a look at this - посмотрите на это
The crane will operate for Holds Nos. 1 and 2. - Кран будет работать на трюмах № 1 и 2.

TEXT

On the way to a port the captain usually sends a radiogram to his agent about the expected time of arrival.

On receipt of this information the agent arranges everything necessary for the immediate berthing of the ship. He is also to arrange the quickest discharge of the cargo.

The agent is obliged to advise port authorities and the receivers of the cargo about the expected time of arrival of the ship. As a rule, he helps the captain to hand in notices of readiness to consignees.

On the arrival of the ship the agent comes on board to fix up with the captain the details of the discharging operations. If the ship has some extraweights on board the agent secures beforehand an adequate shore crane for handling them.

When the cargo is to be discharged by the carrier it is the agent's duty to procure necessary workmen, appliances and gear for discharging.

If the receivers are to do the discharging themselves, the agent is to see that the receivers make all necessary arrangements for the immediate commencement of work.

The cargo must be delivered in accordance with the terms of the Charter Party and the agent is to collect freight and other payments due to the shipowners.

When delivering the cargo to the receivers the agent is to secure careful tally of the goods delivered from the ship. He should also undertake to secure clean receipts for the goods discharged.

After the discharging is completed the ship's holds are cleaned and made ready to receive new cargo.

Before starting loading the agent together with the captain draws up the cargo plan.

Very often the Shipping Company concludes a separate contract directly with some stevedoring company to carry out loading and discharging operations. In this case some of the functions mentioned above are performed by the Stevedoring Company, but the Agent retains his duties to control their work and to settle accounts with them.

DIALOGUES

1

CAPTAIN. Did you get my yesterday's radiogram? I informed you about the disposition of cargo in the ship's holds.

AGENT. Yes, I got it in time and I made some preliminary arrangements.

CAPTAIN. Shall we be able to do the discharging simultaneously from all the holds?

AGENT. Yes. I've arranged three separate stevedore gangs for each hold.

CAPTAIN. Will they work in three shifts?

AGENT. Yes, they will. So the work will go on day and night.

CAPTAIN. What about the extraweights from Hold No. 3?

AGENT. Unfortunately, we shall have to discharge them at another berth. There isn't any powerful crane here.

CAPTAIN. What arrangements have you made for unloading the iron rails from Hold No. 2?

AGENT. The rails will be handled by the shore crane. This crane will operate for Holds Nos. 2 and 3.

CAPTAIN. What about the cotton from Holds Nos. 4 and 5?

AGENT. I reckon it may be discharged by the ship's winches.

CAPTAIN. Certainly, it may. But I meant something else. The point is I fear possible damage to the goods. I mentioned that in my radiogram. So I want the bulk to be broken in the presence of an official surveyor.

AGENT. Oh, I am sorry. I did not get you at once. Of course I have invited the surveyor to come on board your ship tomorrow by 10 a.m.

CAPTAIN. Then, that's settled. Thank you. Now, what rate of discharge do you plan?

AGENT. I think we'll manage to discharge not less than 600 tons a day, as provided in the Charter Party.

CAPTAIN. Good. Then we'll complete discharging on Monday.

AGENT. I hope so, provided everything goes smoothly.

2

CAPTAIN. I've prepared notices of readiness to discharge the cargo from 8 a.m. tomorrow.

AGENT. Well, let me have them. I shall have these notices handed over by 3 o'clock today.

CAPTAIN. Very good. Please have them. Do you know that you are to collect freight on several Bills of Lading?

AGENT. Certainly. I know it. As a matter of fact, I've collected the greater part of these amounts.

CAPTAIN. Then I'll ask you to visa those Bills of Lading for which the freight has been collected.

AGENT. All right. Let us fix it this way. You won't deliver any cargo unless there is my visa on the Bill of Lading, will you?

CAPTAIN. No, of course, I won't. Now, let us arrange for the delivery of artificial silk under Bill of Lading No. 275. This is rather a large consignment and it consists of small parcels. I wish you to secure clean receipts for each separate parcel.

AGENT. O.K. I'll see to that. Now, what about cargo appliances? I mean, have you got enough slings and cargo nets aboard for all the holds?

CAPTAIN. Of course, we have some, but still we may be short of wire nets and chain slings. Can you obtain a few nets and slings?

AGENT. Yes, I can. Don't worry. I'll see to that.

3

AGENT. How do you do, Captain? What have you brought this time?

CAPTAIN. This time we've brought different grades of oil: 3,000 tons of petroleum; 2,000 tons of white spirit; some 2,000 tons of Diesel oil; a small lot of lubricating oils and about 3,000 tons of crude oil.

AGENT. I think we'll start pumping out the light grades first. Tomorrow we shall have some empty shore tanks for petroleum. I've arranged with the receivers to take measurements. They'll send their representative tomorrow by 8 a.m.

CAPTAIN. Very well. Have you made any arrangements as to taking samples?

AGENT. Yes, I have. They'll send their man in half an hour. What diameter are your delivery pipes?

CAPTAIN. The outside diameter of our delivery pipes is 8 inches. And what is the diameter of your shore hoses?

AGENT. Our hoses are $7^3/_4$ inches in diameter. It is necessary to fit a transition connection.

CAPTAIN. That's right. I'll tell the donkeyman to attend to that right away. What pressure shall we keep at the pumps?

AGENT. You must keep the pressure at 80 pounds per square inch.

CAPTAIN. How many kilogrammes per square centimetre will that equal to?

AGENT, to my mind, it is about 6.3 kilogrammes per square centimetre.

CAPTAIN. All right. I'll instruct our Chief Engineer. What are we going to load here?

AGENT. I've got a telegram from the Sovfracht today. They say a local firm chartered yesterday your tanker to carry vegetable oil from here to Sweden. Haven't you got instructions from your Head Office yet?

CAPTAIN. No, not yet. Anyhow, we've got to clean our tanks thoroughly as soon as we complete discharging.

AGENT. In my opinion, you can just wash down and steam up your tanks. As to chipping the rust and wiping down the walls, I reckon I can procure workmen from ashore.

CAPTAIN. Oh, that would expedite the tank cleaning very much. In this case we might present the tanker for inspection by the weekend.

4

AGENT. We must discuss the cargo plan I've drawn up.

CAPTAIN. Let us have a look at the plan. What kind of cargo have you prepared for us?

AGENT. Mostly general cargo. The trouble is that it is consigned to three different ports and it must be well arranged.

CAPTAIN. Why do you want the tea and soap to be stowed in the same 'tween deck of Hold No. 3? Don't you think they will affect each other?

AGENT. No, they won't. The tea is packed in air-tight metal boxes.

CAPTAIN. Well, if that's the case, I won't object. But why do you plan all the iron rails for one hold? I'm afraid it will affect the ship's stability.

AGENT. I've left it to your discretion. There are two lots of rails. One lot is consigned to the last port, the other one to the second port. I did not want the rails to be over-stowed with other goods.

CAPTAIN. To my mind, it is better to stow these two lots in Holds Nos. 3 and 4. As to 400 bags of rice, we may stow them in 'tween deck of Hold No. 2.

AGENT. Well, it's up to you to decide this. As to me, I don't object to your corrections.

LABORATORY EXERCISES

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

1. Whom should the captain inform about the expected time of arrival? 2. In what way does he usually do that? 3. What is the agent to arrange on receipt of such a radiogram? 4. Whom is the agent to advise about the expected time of arrival of the ship? 5. Through whom are notices of readiness usually handed in? 6. What details of work are to be fixed up with the agent on the arrival at the port? 7. What facilities are generally used for handling extraweights? 8. In what case is the agent to procure necessary workmen and appliances for discharging? 9. In what case is he only to see to it that the receivers make necessary arrangements? 10. Who is to collect freight in the port of discharging? 11. In what case is a careful tally of goods secured by the agent? 12. What should be done with the ship's holds after the discharging is completed? 13. What plan is usually drawn up before starting loading? 14. Who draws up the cargo plan? 15. What agents' functions are reserved in case the

Shipping Company concludes a separate contract with the Stevedoring Co.?

II. Do this exercise together with your partner.

(a) Ask your partner to translate the following sentences. (Revise grammar on the "Complex Object" first.)

1. I want them to come here. 2. She wants us to work till 5. 3. He wishes her to help the boy. 4. We thought him to be working here. 5. She wanted you to ring her up. 6. The captain wanted the ship to be loaded here. 7. We expect the ship to be painted white.

(b) Ask your partner to put questions to the following statements using the model.

Model: They want (wanted) us to do it tomorrow.

When do (did) they want us to do it?

1. She expects him to come here at 5. 2. He thought them to be at work on Saturday. 3. They wanted the ship to be loaded that night. 4. We want the rails to be stowed tomorrow. 5. The captain wished all the cargo to be discharged by 5 o'clock.

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

"Do you want the rails to be stowed in Hold 1?"

"Well, it's up to you. You decide it. I've only suggested that."

"All right. I'll see to that later on."

* * *

"Have you received the instructions from your owners yet?"

"No, not yet. We expect them to come any moment."

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 we arrived at that port our agent was there to meet us. He said he had made arrangements for discharging at two berths. At the first berth we were to unload extraweights because there was a 50-ton crane there. Then we were to shift to the other berth to discharge general cargo. The agent had advised the port authorities and the receivers of the ship's arrival. He came aboard to fix up some details of discharging the cargo. He arranged a separate stevedore gang to work at each hold. He said they would work in two shifts, from 6 a.m. to midnight. A 10-ton crane would operate for each hold. He asked the captain if he had enough gear and appliances aboard for discharging. It was then agreed that he would provide the ship with some more wire nets and chain slings. The captain

wanted a surveyor to be invited as he feared that some damage to the goods might have happened during the voyage. The agent said he would attend to that business at once. There was some freight to be collected on the Bills of Lading and he informed the captain that he had collected nearly all the money due to the ship. Finally the agent took all the notices of readiness which had been prepared and signed by the captain. He said he wanted them to be handed over by 3 p.m.

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

(a) The agent has come aboard your ship to make preliminary arrangements for discharging the cargo. You discuss with him the disposition of cargo in different holds and on deck. You discuss also cargo handling facilities which you have aboard and the shore facilities which you may need. At the end of your talks you come to the conclusion as to how many stevedore gangs will work at each hold and when you will need shore cranes to operate.

(b) You discuss with your agent the procedure of delivering the cargo. Ask your agent to visa all the B/L for which freight has been collected. You tell him what additional cargo appliances you will need and how tallying must be arranged for valuable cargoes.

(c) You have aboard your tanker several grades of oil. You want to fix with your agent the sequence of pumping out each grade. Then you discuss with him the question of taking samples and taking ullages, as well as providing necessary transition connections for discharging.

VII. Translate into English:

Я хочу, чтобы вы меня поняли правильно. Дело в том, что это очень ценный груз, поэтому мы должны обеспечить очень тщательный подсчет. Каждая партия груза должна сдаваться у борта судна, расписка на каждый подъем должна выдаваться сразу же. Я хочу, чтобы вы договорились об этом с тальманами. Что касается остального груза, то мы будем производить разгрузку обычным путем. Но мы должны заранее договориться с вами по нескольким пунктам. Что я имею в виду? Я имею в виду, прежде всего, краны. Как вы договорились об этом? Понимаю. Значит, краны будут работать на трюмах № 2 и 4. На трюме № 3, я думаю, мы можем использовать наши лебедки для выгрузки хлопка. Чтобы ускорить выгрузку этого трюма, нам придется начать с выгрузки рельс, которые уложены на палубе возле этого трюма. Я думаю, что вы не будете возражать против этого. Теперь относительно фрахта. Вы взыскали фрахт по всем коносаментам? Нет еще? В таком случае, пожалуйста, ставьте вашу визу на те коносаменты, по которым фрахт уже взыскан. Давайте договоримся, что мы не будем выдавать груз, если на коносаменте не будет вашей визы.

LESSON 10

CARGO WORK

Words and Word Combinations

to detail - выделять, назначать
stevedore - портовый грузчик, стивидор
boss stevedore - главный стивидор
foreman - бригадир, старший грузчик
hatchman - люковый рабочий
winchman - лебедочный (машинист)
to allot - распределять, назначать, выделять
hatch - люк
to superintend - контролировать, смотреть, надзирать
to deal with - иметь дело с кем-л.
dunnage - подстилочный и сепарационный материал
to lash - крепить, найтовить
shifting - перемещение, передвижение *(груза)*
to damage - повреждать, портить, наносить ущерб
to handle - обращаться, обходиться, перегружать *(вручную)*
packed - упакованный
sound - прочный, крепкий, ненарушенный *(о таре)*
to reject - отвергать; браковать, отбрасывать
to accept - принимать
to ship - отправлять, отгружать
shipper - грузоотправитель
shipment - отправка, отгрузка
tarpaulin - брезент, смоленая парусина
hatch boards - лючины
soiled - загрязненный, запачканный
to sling - стропить, закреплять стропом
draft - «подъем» груза
to check - проверять
marking - маркировка
stack - штабель
tier - ряд, ярус
torn - порванный
sweepings - россыпь, сметки *(груза)*
parcel - мелкая партия груза
cargo cluster light - грузовая люстра
bale - кипа, тюк
leaky - неплотный, протекающий, имеющий течь
barrel - бочка
to hoop - набивать обручи
to recondition - приводить в исправное состояние, переделывать, ремонтировать

cask - бочка, бочонок
athwartship - поперек судна
bulkhead - переборка
plank - доска
crate - упаковочная клеть или корзина
to chock - заклинивать, крепить с помощью клина
to torn up - укреплять груз подпорками или распорками
bo'sun ['bousn] = boatswain - боцман

Expressions

in the course of loading - в ходе погрузки
on condition that - при условии, что
the packing was tampered with - упаковка была нарушена
to take precautions against - принять меры предосторожности против
top uppermost - вверх крышкой, «не кантовать»
to put aside - отставить в сторону
the light went out - огонь погас
I'd like you to do this - я хотел бы, что вы это сделали
in bilge and cantline fashion - укладка бочек рядами на боку так, что выпуклости бочек приходятся на вогнутость между двумя торцами бочек нижнего ряда
to put (stow) the barrels on their ends - ставить (укладывать) бочки стоймя
Under below! - Полундра! Берегись! (окрик)
Have the bags sewn up. - Зашейте, почините мешки.

TEXT

It is the duty of the second mate or the cargo officer, as he is sometimes called, to see that the goods are properly loaded, stowed and discharged from the ship.

Practically, the job is carried out by a stevedoring company which details a boss or chief stevedore and several stevedore gangs for the ship. Each gang usually consists of a foreman, a hatchman, two or three winchmen and eight or ten ordinary stevedores. The boss stevedore allots a definite gang for each hatch and superintends all the work.

In the course of loading and discharging the second mate has to deal with the boss stevedore, the foreman and ordinary stevedores. He must explain and instruct them as to how the goods should be stowed, dunnaged and, if necessary, lashed or secured from shifting.

The second mate is also to see that the goods are not damaged through careless handling and that each lot is separated from one another.

Packed goods must be received on board only in sound packing. Before loading, the second mate is to examine on shore the goods to be shipped. If the packing is damaged or not adequate, the goods should be rejected and not accepted for shipment unless the packing is

reconditioned. In some cases such goods may be, however, accepted for shipment on condition that the shipper agrees to the clause "Shipped in damaged condition", which must be endorsed on the bills of lading.

The second mate is also under duty to take all necessary precautions to protect the crew and stevedores from any injuries and casualties when handling the cargo.

DIALOGUES

1

SECOND MATE. Who is the foreman here?

FOREMAN. I am the foreman, sir.

SECOND MATE. As soon as all your people are ready to start working, please tell our bo'sun to have the automatic hatch cover opened.

FOREMAN. Yes, sir, thank you. I was just thinking whom I should apply to for this. Shall we start discharging right away?

SECOND MATE. No, wait a little. Let the surveyor examine the hatches first.

FOREMAN. How many cases shall we sling for each draft?

SECOND MATE. We shall sling exactly 20 cases for each draft. This is rather a valuable cargo. Please instruct your shore tallymen to check each draft. Let them check the number of cases before they are removed from the sling. Let them check the marking too.

FOREMAN. Very good, sir. Shall we start from this stack?

SECOND MATE. Yes, begin with the upper tier. Tell your men to handle these cases with care. Top uppermost.

FOREMAN. Everything will be ship-shape, sir. Don't worry. Hold taut the guy! Lower the sling! Under below!

2

HATCHMAN. These bags are badly soiled. We've put them aside.

SECOND MATE. Never mind that. It's all right with these bags. They had been soiled before shipment and specified accordingly in the Bill of Lading. So you may send them up.

HATCHMAN. We've put aside 10 torn bags too.

SECOND MATE. Have them sewn up and send them away in a separate draft. As soon as you finish with this parcel, collect carefully all the sweepings. I'll send you some empty bags directly.

HATCHMAN. All right. I'll attend to that myself. By the way, I want to tell you that one cargo cluster light went out. It's rather dark to work here under such conditions.

SECOND MATE. I'll send you an electrician right away. He will repair it. How much is left of this consignment?

HATCHMAN. I think about 20 drafts more. We'll finish this lot before dinner time.

SECOND MATE. When will you break for dinner?

HATCHMAN. At noon.
SECOND MATE. At what time will you resume your work again?
HATCHMAN. At 1 o'clock. Shall we handle this parcel of bales?
SECOND MATE. Yes, certainly. But don't forget to take away the dunnage and separation cloth first.

3

SECOND MATE. Are these the goods you are going to ship?
SHIPPER'S REPRESENTATIVE. Yes, exactly. These are the cases to be shipped.
SECOND MATE. I'm afraid I cannot accept these four cases. Three of them have been tampered with and one is badly broken.
SHIPPER'S REPRESENTATIVE. All right. We'll put these packages aside and have them reconditioned.
SECOND MATE. I'd like you to secure labels to these small packages.
SHIPPER'S REPRESENTATIVE. O.K. We can do it, of course.
SECOND MATE. I am sorry, but these marks are indistinct. The marking should be done anew.
SHIPPER'S REPRESENTATIVE. We'll attend to that at once. Any more remarks?
SECOND MATE. No, the rest of the cargo is O.K. You may start loading.

4

FOREMAN. How shall we stow these cement casks?
SECOND MATE. You put them on sides in bilge and cantline fashion in two tiers. As to these small barrels you may put them on their ends.
FOREMAN. What about the rails? How do you want them to be stowed?
SECOND MATE. First of all, you lay heavy wood dunnage athwartships. Then stow the rails alongside in successive interlocked tiers. Arrange heavy planks at the bulkheads. Use chain lashings to secure the rails and put old ropes between the tiers.
FOREMAN. Very good, sir. How do you want us to secure those big crates?
SECOND MATE. Use wire lashings to secure them from moving fore and aft. Then chock the crates with timbers at the sides. Tom them up from the deck head beams with planks.
FOREMAN. And what about these two parcels of rice in bags?
SECOND MATE. Well, stow them as usual, only don't forget to separate them from each other with separation cloth. Leave a passageway between the bags and the stack of cases.
FOREMAN. Well, that's about all I wanted to ask you. Oh, yes, where can we get some slings?
SECOND MATE. They are stowed in the 'tween deck of Hold No. 3. You will easily find them there.

LABORATORY EXERCISES

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

1. What is the duty of the second mate? 2. Who superintends all the work of stevedore gangs? 3. Whom does each gang usually consist of? 4. Who allots a definite gang for each hatch? 5. Whom does the cargo officer have to deal with in the course of loading and discharging? 6. What must he explain to the stevedores? 7. In what condition should the packing be when packed goods are taken aboard? 8. In what case may the second mate reject the goods? 9. What should be done with the packing of such goods to get them accepted for shipment? 10. On what condition may damaged goods be sometimes accepted for shipment? 11. On what document should this clause be endorsed? 12. Who is to take precautions against possible casualties and injuries to the crew and stevedores when handling the cargo?

II. Do this exercise together with your partner.

(a) Ask your partner to translate these sentences. (Revise grammar on the "Objective with the Past Participle" first.)

1. We want to have the engine repaired. 2. They want to have the boat painted. 3. He wants to have his motor car repaired. 4. She wants to have her dress ironed. 5. I want to have my letter posted.

(b) Ask your partner to answer the following questions expressing a request using the model.

Model: Do you want to have these boxes opened?

Yes, have them opened, please.

1. Do you want to have these labels secured? 2. Do you wish to have these bags sewn up? 3. Do you want to have these letters posted? 4. Do you want to have the rails stowed here? 5. Do you want to have these packages reconditioned?

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

"These cases contain fragile goods. Please handle them with care."

"They mustn't be turned over, may they?"

"By no means! Only top uppermost."

* * *

"How many boxes shall we sling for each draft?"

"Exactly 20 boxes for each draft. Mind you check their number before you send them up."

* * *

"Wait a moment. Put aside those five packages."

"Why, what's wrong with them?"

"The packing has been tampered with. I can't accept them."

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:

The second mate's duty is to see to the loading, stowing and discharging of the cargo. The stevedoring company details several stevedore gangs to do the job. Each gang consists of a foreman, a hatchman, two or three winchmen and some ordinary stevedores. The foreman supervises the work of his gang. The chief or boss stevedore is detailed by the stevedoring company to superintend the work being done by all the stevedore gangs working aboard the ship.

In the course of loading the second mate has to deal with all the above people. He must explain to them how he wants to have the cargo stowed. He must instruct them how he intends to have the heavy crates lashed and secured. It is his duty also to check how the work has been done.

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

(a) You are instructing the foreman of a stevedore gang how to discharge the goods, he is asking you questions to make your instructions more concrete. As an example, take such goods which you had to deal with and which you know better from your own experience.

(b) You are checking the goods which the shippers are going to load aboard your vessel. You find some defects in the packing of goods and you either reject the goods or make the shippers substitute new ones for them or recondition the packing.

(c) In one of the holds you are instructing the foreman how you want to have the barrels stowed. You reject some of these barrels because they are leaky. The foreman promises you to have them rehooped and puts them aside. Further, you blame the stevedore for inefficient securing the rails with ropes and explain to him how to secure them properly with chain lashings.

VII. Translate into English:

Сколько человек в вашей бригаде? Вы говорите, двенадцать человек? Хорошо, тогда вся бригада будет работать в третьем трюме. Кто у вас старший? Вы? Очень приятно. Нам нужно договориться, как укладывать груз. Прежде всего будем укладывать рельсы. Я хочу, чтобы на дно трюма уложили деревянную сепарацию. Там в твиндеке есть толстые доски. Пусть грузчики положат их поперек. Рельсы должны укладываться рядами в замок. Конечно, рельсы должны укладываться вдоль трюма. Пусть ваши люди проложат старые концы между рядами. Я хочу, чтобы по краям рядов проложили толстые доски. Их нужно укрепить распорками к

переборкам. Верхний ряд рельс нужно покрыть досками. Поверх этих досок пусть грузчики уложат бочки с цементом. Бочки нужно ставить стоймя. Я хочу, чтобы сверху бочек уложили несколько рядов кип с джутом. Вы спрашиваете, нужно ли оставлять проходы между штабелями джута? Нет, не нужно. Укладывайте без проходов. В твиндеках нам придется уложить большие клети с машинным оборудованием. Только их нужно хорошо занайтовить стальным тросом. Трос нужно будет крепить к рымам на твиндечной палубе. Может быть, вам придется их укрепить также распорками или заклинить бревнами.

LESSON 11

RECEPTION OF CARGO (LOADING)

Words and Word Combinations

to approve - одобрять, утверждать
stability - остойчивость
seaworthiness - мореходные качества
proximity - близость
to arrange - располагать, размещать
accessible - доступный, имеющий доступ
to make out - выписывать (о документах)
shortage - недостача, нехватка
to insert - вставлять, включать
to verify - проверять, сверять
to retain - удерживать, сохранять
reference - ссылка, справка
post-dated-датированный более поздним числом
ante-dated - датированный задним числом
fraud - обман, мошенничество
to depend (on) - зависеть (от)
to press - настаивать, вынуждать
false - ложный, фальшивый
a letter of guarantee (a letter of indemnity) - гарантийное письмо
to insist - настаивать
preliminary - предварительный
gang - бригада
to substitute - заменять
mate's receipt - штурманская расписка
size - размер, величина, габарит
missing - недостающий
to agree - соглашаться, договариваться
wet - мокрый, влажный
to burst - лопаться, разрываться

shed - навес, сарай
to find out - выяснить, разузнать, обнаружить
figure - цифра, число
surplus - избыток, излишек
quantity - количество
discrepancy - расхождение, разногласие
to warn - предупреждать
to initial - ставить инициалы, визировать (о документах)
entry - запись
to pertain (to) - относиться, иметь отношение
to suffice - хватать, быть достаточным
to superintend - наблюдать, контролировать
to comply (with) - подчиняться (правилам)
to station - ставить на определенное место, помещать
with regard to - в отношении чего-л., относительно

Expressions

to take into account - принимать во внимание, учитывать
to satisfy oneself - убедиться, удостовериться
as the case may be - в зависимости от обстоятельств
to get into serious trouble - получить серьезную неприятность
our tallies don't agree - наши подсчеты не сходятся
to substitute new bags for old ones - заменить старые мешки новыми
the casks proved to be leaky - бочки оказались с течью
you must have made a mistake - вы, вероятно, ошиблись
to the effect that - о том, что
to relay - orders передавать приказания
You needn't worry about it. - Вам не нужно об этом беспокоиться
the notice is served - нотис предъявлен, вручен

TEXT

"Different ships, different long splices," as the saying goes. Still, there is much in common in the general routine of receiving or delivering goods on or from the ship.

The cargo is taken on board the ship in accordance with the cargo plan. This plan is drawn up by the agent beforehand and must be carefully considered and approved by the captain. In planning the stowage of the goods, the captain gives the first consideration to the safety of the ship. That means that he must see that the stowage of goods is planned in such a way that the ship will retain her stability and seaworthiness after the cargo has been loaded. This entails another problem: the ship must be duly trimmed and the extraweights, if any, must be properly lashed or secured so that they will not shift when the ship encounters heavy weather.

There are some other considerations which should be taken into account, too. First of all, different kinds of cargo should be stowed in such a manner that they would not damage or affect one another by contact or proximity. Then, if the cargo is shipped to several ports, each consignment must be so arranged that it might be easily and conveniently discharged in the appropriate port. In other words, it must be readily accessible and not "overstowed" with other goods.

Thus, after the cargo plan has been approved and due notices of readiness to load have been handed over, the second mate is first of all to get the holds ready. Then he is to look after the loading and stowage of the cargo.

The agent sends him a shipping note or order with each separate lot of goods. The second mate arranges a careful tally of goods which are taken aboard. When the second mate has satisfied himself as to the exact quantity and condition of the goods received, he makes out the mate's receipt. In case of shortage or damaged condition of goods or defects of packing he is to make appropriate remarks in these mate's receipts. The mate's receipts are delivered to the shippers, to the stevedoring company or direct to the agent, as the case may be.

On the basis of these receipts, the agent makes out bills of lading in which he is to insert all the remarks contained in the mate's receipts.

Then the agent presents the issued bills of lading to the master for signature. The master calls for his second mate, verifies with him the accuracy of all the data, and then signs the bills of lading. As a rule, the second mate retains a copy of each bill for reference.

On no account should the master sign a post-dated or ante-dated bill of lading, for, by so doing, he may get into serious trouble as this may leave an opening for fraud; besides, contracts between shippers and receivers often depend on the date of shipment. A bill of lading should therefore be signed under date of shipment of the goods.

A master is sometimes pressed by a shipper to sign bills of lading, which are known to be false in some material particulars in return for a letter of indemnity. The master should never accept such a letter, but should insist on qualifying the bills of lading so that they contain statements which are true in substance and in fact.

After loading has been completed, a stowage plan and manifest of cargo are compiled. These are rather important and useful documents. They are usually sent ahead of the ship to the port of discharge so that preliminary arrangements may be made as to the type of discharging gear required and to the number of gangs to handle the cargo. After that the proper method of disposal is arranged. A copy of the cargo manifest is also kept on the ship to be presented to the customs house when required.

DIALOGUES

1

CHIEF STEVEDORE. Well, we've finished with that lot of sugar. What's your tally?

SECOND MATE. Let me see. According to my entries we've got on board 912 bags of sugar. All of them stowed in Hold No. 3.

CHIEF STEVEDORE. Then our tallies don't agree. We had 920 bags in that lot.

SECOND MATE. I'm afraid you've included in the total some of the bags that were rejected. Let us check separate drafts then. The first 17 drafts were of 50 bags each. Then in the eighteenth draft four bags were badly soiled, one bag torn and two bags rather wet. All these seven bags were rejected. Then in the eighteenth draft one bag burst and started leaking, so we sewed it up and returned ashore. And, finally, in the last draft you sent up only 20 bags.

CHIEF STEVEDORE. Well, I have to investigate that. Maybe you are right and these 8 bags are still under the shed, waiting for their turn. I'll directly send a man to find that out.

SECOND MATE. By the way, in the fifteenth draft, there were 7 second-hand bags. I'll have to make an appropriate remark about that in my mate's receipt.

CHIEF STEVEDORE. Do you keep these 7 bags together with the rest of the lot, or have you stowed them aside?

SECOND MATE. We have stowed them aside in Hold No. 3; you may go and see them for yourself.

CHIEF STEVEDORE. No, I believe you. I'll ring up the office to find out whether they want to substitute new ones for them. As to those 8 bags, you were right. I've just been told that they still have them under the shed to be substituted by new ones. So, directly they are delivered, please, make out the mate's receipt for the whole amount of 920 bags. As to your remark about 7 secondhand bags, I'll arrange that with the owners and let you know the result a little later.

2

SECOND MATE. I've been informed that there are two boxes of non-standard size in that lot under your Shipping Order No. 27. The numbers and the marks are the same. You'd better go and see them in Hold No. 2. We stowed them aside.

CHIEF STEVEDORE. No, that's all right with those boxes. They belong to the next lot of bigger-sized boxes. With the next draft we'll send up the two missing boxes and you may close up Shipping Order No. 28 which will cover a separate bill of lading.

SECOND MATE. Never mind that. As to Shipping Orders Nos. 25 and 26, our tallies agree and you may have my mate's receipts.

CHIEF STEVEDORE. Well, if you don't mind, I'll have them right away.

SECOND MATE. Here you are. Please have them.

CHIEF STEVEDORE. Thank you.

3

SECOND MATE. Ten casks are short under your Shipping Order No. 30.

AGENT. Yes, I know that. These casks proved to be a little bit leaky and we had to hoop them afresh. I've ordered to have them sent up as soon as they are ready, and the chief stevedore will report to you when they are on board.

SECOND MATE. We wanted to take aboard those crates which are ashore, under Shipping Order No. 27, but we had to reject them.

AGENT. Why, what's the matter with them?

SECOND MATE. You see, those crates are not strong enough. You should strengthen them with bolts.

AGENT. All right, I'll see to that. What about the consignment of rubber under Shipping Order No. 7?

SECOND MATE. Under this shipping order we took on board only 658 bales. Thus, seven bales were evidently short-shipped. There must be some mistake in that order as our tallies agree with the shore tallymen's.

AGENT. You must have made a mistake in calculating the total.

SECOND MATE. No, not I. I've checked the total twice and both times I got the same figure. Besides this total agrees with that of your tallymen.

AGENT. I'll investigate that. Maybe this shortage is covered by the surplus in some other lot.

SECOND MATE. No, I don't think so. We haven't got any surplus so far.

AGENT. Well, anyhow, please give me the mate's receipt under this snipping order for the amount stated and we'll give you a letter of guarantee for the missing quantity.

SECOND MATE. I am sorry, Mr Patterson. We can't do that. We have very strict orders not to receive any letters of guarantee.

AGENT. I must say it is quite customary with other shipping companies. You run no risk. But inasmuch as you have different customs, I don't insist on that. Please make out your receipt for the amount actually received on board, and I'll settle myself the discrepancy with the shippers.

4

SECOND MATE. I am sorry, Mr Parkinson, the packing of many bales has been tampered with. We can accept this lot only with an appropriate reservation in the bill of lading.

AGENT. I've warned the shippers to this end beforehand. There is nothing to be done now. Make remarks in your mate's receipt and I'll insert a proper reservation in the bill of lading.

SECOND MATE. Very well, Mr Parkinson. I'll insert in the mate's receipt "Packing damaged on bales Nos. so and so". Now, have you brought the Bs/L for yesterday's lot of spices and other commodities?

AGENT. Yes, I have. Here you are. Check them, initial them and let's go to the master to have them signed.

SECOND MATE. Wait a moment, Mr Parkinson. I must first verify the data with my entries. Will you kindly help me with it to do it more quickly.

AGENT. Certainly. I will. Let's begin with B/L No. 3782.

SECOND MATE. What shipping order does it pertain to?

AGENT. This B/L covers our two Shipping Orders Nos. 27 and 28.

SECOND MATE. Oh, I see, thank you. This B/L is O.K. What's the next one?

AGENT. The next one is B/L for 2,000 pieces of iron bars.

SECOND MATE. This bill covers Shipping Orders Nos 34 and 37, doesn't it?

AGENT. Yes, exactly so.

SECOND MATE. Then, I'm afraid you must have missed my remark on the mate's receipt: "3 pieces of iron bars in dispute".

AGENT. No, I didn't. I put down that remark on the margin.

SECOND MATE. Oh, excuse me. I've overlooked it. Well, everything is O.K. then. Let's go to the master to have these Bs/L signed.

AGENT. Come on.

5

CAPTAIN. How many copies of the B/L am I to sign, Mr Agent?

AGENT. For B/L No. 3782 you are to sign four copies; as to the rest, three copies will do.

CAPTAIN. All right, here you are. Please have all the papers; they are duly and properly signed. When will you issue the rest of the bills of lading?

AGENT. What Bs/L do you mean, Captain?

CAPTAIN. Oh, I mean Bs/L for the rails and cotton. We are just completing loading and I think we may put to sea by tomorrow night.

AGENT. Oh, that's what you mean. Well, tomorrow by 3 p.m. I hope I'll bring you the last B/L and the remaining shipping documents.

CAPTAIN. That's very good indeed. How many copies of the cargo manifest are you going to give us?

AGENT. I think three copies will suffice?

CAPTAIN. Oh, no, they won't. I would kindly ask you to give us five copies of the manifest and four copies of the stowage plan. You know we had some trouble with these copies last time. The Gibraltar Custom House asked us to present two copies of the cargo manifest and we had to type them ourselves. It took us a lot of time and put us to much inconvenience.

AGENT. Oh, I see. Well, don't bother about that. I'll do as you ask.

6

CAPTAIN. Are you the representative of the Oil Company, sir?

CARGO SUPERINTENDENT. I am Cargo Superintendent of the Kuwait Oil Co., Ltd. Where do you come from?

CAPTAIN. We come from Haiphong.

CARGO SUPERINTENDENT. Have you prepared notices of readiness?

CAPTAIN. Yes, we have. Here they are. We are ready to start loading the cargo from one p.m. today. Will you sign your acceptance and state in its copy the time when the notice is served?

CARGO SUPERINTENDENT. Yes, of course. Oh, never mind about the pen. I always carry a fountain-pen and the stamp about me. Well, we have to settle several points with regard to handling the cargo.

CAPTAIN. Good. Shall we start with examining the tanks and signing the certificate of inspection?

CARGO SUPERINTENDENT. I suppose we may do it right away. Have you already made connections to the submarine hoses?

CAPTAIN. No, not yet. We are just picking up floating buoys and hoses from the submarine pipeline. Your mooring master is superintending that job. Wait a moment. I'll call for my second mate to show you the tanks.

7

CARGO SUPERINTENDENT. I've examined all the tanks; they are dry and clean. Here is the certificate of inspection which I've already signed. Here are some more papers which you are to sign too.

CAPTAIN. What papers do you mean?

CARGO SUPERINTENDENT. First of all the declaration that your water ballast intended for discharging here is free of oil or other harmful contamination.

CAPTAIN. That's clear. Let me sign it. What else?

CARGO SUPERINTENDENT. Here is another declaration that all the fire and safety regulations have been complied with.

CAPTAIN. That's also clear. Anything else?

CARGO SUPERINTENDENT. Yes, there are two more papers. One is the declaration to the effect that all the necessary valves are open and that the vessel is in a proper condition to receive cargo. The other one is to the effect that the ship's seacocks are closed except those which are necessary for the normal running of the ship.

CAPTAIN. Very well. Here you are. I've signed everything. Now, how can we arrange for the signals?

CARGO SUPERINTENDENT. The signals are as follows: six short blasts on your whistle when you are ready to load. One long blast when you want to slow down the loading rate. Two short blasts when you want it at full speed, and three long blasts meaning "stop".

CAPTAIN. That's settled. Besides, we'll station a deck-hand to relay orders by voice to your man at the shore terminal valve.

CARGO SUPERINTENDENT. That's very good, sir. I'll instruct our men accordingly. Will your deck-hands relay commands in English?

CAPTAIN. Yes, they will, but very briefly, like: "start", "slow speed", "full speed", "stand by to slow down" and "step".

CARGO SUPERINTENDENT. That'll do, sir.

CAPTAIN. When loading is completed send someone to take at once the measurings and the samples.

CARGO SUPERINTENDENT. Certainly, sir, you needn't worry about that.

LABORATORY EXERCISES

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

1. In accordance with what document is the cargo taken on board the ship? 2. Who draws up the cargo plan? 3. What should be taken into account when planning the stowage of goods? 4. What properties should the vessel retain after loading the cargo? 5. On what condition may different kinds of cargo be stowed in one hold? 6. How should the cargo be stowed if it is consigned to several ports? 7. What document does the agent send to the ship with each separate lot of goods? 8. Who is to arrange a tally of goods when they are taken aboard? 9. What document does he make out when the goods are taken aboard? 10. To whom are the mate's receipts delivered? 11. What document is made out on the basis of these receipts? 12. Why does the second mate retain a copy of each bill of lading? 13. Why shouldn't the master sign post-dated or ante-dated bills of lading? 14. When are a stowage plan and cargo manifest compiled?

II. Combine the following pairs of sentences using the model.

Model: The cargo will have been stowed. He may make out the receipt.

After the cargo has been stowed, he may make out the receipt.

1. The ship will have been entered outwards. The dockers may start loading. 2. The second mate will have checked the bills of lading. The captain may sign them. 3. The shipping orders will have been received. Loading may be started. 4. Loading will have been completed. The agent is to compile cargo manifest. 5. The tallies will have been checked. The second mate is to make out the mate's receipts.

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

"Our tallies don't agree. There are two bags in dispute."

"Yes, I know that. What shall we do?"

"Well, it's up to you to decide. I think we should check the entries again."

"All right. I'll see to that. I'll let you know the result some time later."

* * *

"I say, these casks are no good."
"Why, what's wrong with them?"
"Look at them. They are leaky. I cannot accept them."
"I see. Well, I'll have them reconditioned."

* * *

"So all the tanks have been examined. Have you got any remarks?"
"No, none."
"Then sign the certificate of inspection, please."

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:

The cargo is loaded on board the ship in accordance with the cargo plan. This plan is drawn up by the agent beforehand. On arrival of the ship the agent comes aboard and discusses with the captain all the details of loading. There are some important points which should be carefully considered. The first consideration is to be given to the safety of the ship. The ship must always retain stability and seaworthiness. Therefore, the stowage of the cargo aboard the ship should be carefully planned. The nature of the different goods should also be considered. Different kinds of goods should not damage one another when stowed. When goods are shipped to several ports they should be readily accessible, and not "over stowed", so that they can be easily discharged in the appropriate port. After all these requirements have been satisfied, the captain is to approve the cargo plan. Then loading of the ship may be started.

VI. Practise in pairs enacting the following situations. In a conversation with your partner try to speak about the cargo which you had to deal with in your practical experience:

(a) You are checking the tallies. Your entries disagree with the data of the chief stevedore. You are trying to find out the cause of discrepancies. Some bags or cases with cargo were rejected by you and put aside; these pieces of cargo were not taken into account by shore tallyman and you make the chief stevedore to substitute new ones for them.

(b) In calculating the total amount of boxes the shore tallyman admitted a mistake. By comparing your entries with the tallyman's receipts you found out who was to blame for this short-shipping. The shore tallyman was to acknowledge his fault and the missing boxes were delivered to you.

(c) After examining all the tanks the cargo superintendent found them in proper condition. He signed respective Certificates of Inspection and handed them over to you. Now, you are making an arrangement with him

about pressure to be maintained in the discharge pipeline and the signals to be used to regulate the pumping.

VII. Translate into English:

Давайте сверим наши подсчеты. Сколько у вас всего мешков по грузовому ордеру № 10? Вы говорите, что по вашим подсчетам 217 мешков. По нашим записям у нас на 5 мешков меньше. Наши подсчеты не сходятся. Давайте тогда сверим отдельные подъемы. Сколько было мешков в седьмом подъеме? Вы говорите, что 27 мешков. Вот видите, а у нас на три мешка меньше. Вы, вероятно, подсчитали три порванных мешка, которые мы отставили в сторону. Эти мешки были порваны, и мы вынуждены были отставить их как непригодные. Вы помните, мы их вернули на берег. Вы обещали заменить их на новые мешки либо зашить их, но вы, наверное, забыли это сделать.

Эти ящики нестандартного размера. Маркировка на них тоже другая. Отставьте их в сторону и со следующим стропом верните на берег. Скажите об этом береговому тальману. Пусть он сделает соответствующую отметку.

С этой партией груза все в порядке. Подсчеты обоих тальманов совпали. Эта партия относится к грузовому ордеру № 27. Я могу подписать вам штурманскую расписку сразу же.

Вы хотите дать нам гарантийное письмо на недостающие грузовые места. Извините, но мы не можем его принять. У нас строгое указание не принимать никаких гарантийных писем.

Сколько всего ящиков вы насчитали? Вы говорите, что 316 ящиков. К какому грузовому ордеру они относятся? Да, я понял вас, они относятся к грузовому ордеру № 17. Тогда здесь не хватает пяти ящиков. Вам придется дослать эти недостающие ящики. Только после этого я смогу подписать вам чистую штурманскую расписку.

LESSON 12

DELIVERY OF CARGO (DISCHARGING)

Words and Word Combinations

to entrust - доверять, вверять, поручать
respective - соответствующий
negotiable - могущий служить предметам сделки
to be satisfied (with) - быть довольным, удовлетворенным (чем-л.)
to endorse - делать передаточную надпись, расписываться на обороте документа
holder - владелец, держатель (векселя и т. п.)
embarrassing - затруднительный
legal - законный, легальный

to negotiate - вести переговоры, договариваться (об условиях)
legitimate - законный; правильный
to exchange - обменивать
seal - печать
to serve - служить
proof - доказательство
to be bound - быть обязанным
to collect - взимать *(налоги, пошлины и т. п.)*
freight - фрахт
amount - сумма, количество
to state - указывать, заявлять, излагать
besides - кроме того, помимо, сверх того
definite - определенный
to ascertain - удостовериться, убедиться
charges - расходы, издержки
to confirm - подтвердить
claim - иск, претензия
statement of facts - акт, официальный отчет
to draw up - составлять *(документ, план)*
refrigerator - холодильник
to consign - отправлять
via - через
to accomplish - завершать, выполнять; *зд.* оформлять *(о документе)*
valuable - ценный
according to - в соответствии с, согласно чему-л.
to investigate - расследовать
to coincide - совпадать, соответствовать
to resume - возобновлять, продолжать *(после перерыва)*
to overlook - проглядеть, пропустить
power of attorney - доверенность
statement of shortage - акт о недостаче
rusty - ржавый, заржавленный
to refuse - отказывать(ся), отвергать
to stipulate - обусловливать
unknown - неизвестный
mean - средний
laydays - сталийное время
ullage - незаполненная часть объема (танка, цистерны), «пустоты»
ullage hole - лючок для замера пустот
ullage tables - калибровочные таблицы (танкера)
to signify - обозначать, значить
perhaps - может быть, возможно
to compute - вычислять, подсчитывать
to drain (tanks) - зачитать (танки)
bob - футшток
tape - рулетка

volume - объем
certificate of quality - сертификат качества
certificate of inspection - акт осмотра

Expressions

in the majority of cases - в большинстве случаев
the bill of lading has changed hands - коносамент переходил из рук в руки
to exercise a lien upon the cargo - применить залоговое право (право задержания) на груз
to take delivery of the cargo - принимать (получать) груз
two bags were short - двух мешков не хватило
to pay attention (to) - обращать внимание (на)
What's the matter? - В чем дело?
We have nothing to do with this. - Мы ничего не имеем общего с этим.
to relieve of liability - освобождать от ответственности
to bear responsibility - нести ответственность
let's waste no time - не будем терять времени
to take gauges = to take measurements of tanks - произвести замеры танков
to thieve the tank - произвести пробу на наличие воды в нефтепродуктах в танках
strip the tank - произвести зачистку (насосом) танка
take the calculations - произвести вычисления, подсчитать
outage measurements - замеры по глубине слоя жидкости

TEXT

On arrival in the port of discharge necessary arrangements are made for discharging the cargo.

In the majority of cases, the agent entrusts the discharging of goods to some stevedoring company or wharfingers. This company usually undertakes to discharge the cargo into their own warehouses and then to deliver this cargo to the respective consignees.

In other cases, the agent arranges with the consignees a direct delivery of goods alongside the ship.

In both cases the second mate is under duty to make out notices of readiness and to hand them over to the agent. The agent, in his turn, hands in these notices to the consignees.

As a rule, the cargo is delivered against original bills of lading and on payment of freight. The receiver of the goods is to sign his name on the bill of lading to the effect that full cargo under the bill has been received to his entire satisfaction, such an endorsement is called "clean receipt". A bill of lading is a negotiable document and it is often sold and resold before it is presented to the master at the port of discharge. So, when a bill of lading is presented to the master he must see that it has been properly endorsed by the consignee and by each of the holders, if the bill of loading has changed hands.

Of course, it is rather embarrassing for the captain to see that all the legal formalities to this end have been duly carried out, and usually the ship's agent is charged with this business. He negotiates with the consignees or holders of the B/L and introduces to the master the right and legitimate person who must take the delivery of goods. The agent also secures clean receipts for the goods delivered.

Sometimes the goods are delivered in small separate lots against the consignees' receipts. With the final lot all these receipts are exchanged for a duly signed and endorsed bill of lading.

Very often the agent places his signature and seal on the bill of lading, which serves as a proof that the goods have been delivered to the right person or persons.

According to the contract the agent is bound to collect from the receivers of goods the freight and other charges due to the shipowners. The amount of freight is usually stated in the bill of lading. Besides, the agent usually gets direct instructions from the shipping company as to what amounts of money he should collect in connection with a definite shipment.

The master of the ship may deliver the goods only after he has ascertained that the freight and other charges, if any, have been paid. The fact that the money has been paid must be officially confirmed by the agent. He usually does this by giving the captain either a formal written notice or by arranging with the captain that he will visa each B/L the money under which has been duly collected.

In case of non-payment of freight and of other charges due to the ship the master may exercise a lien upon the goods and the agent renders him every assistance in this connection.

In case of shortage of goods or any claims or disputes on the part of consignees the agent is to arrange immediate checking of the cargo in order to protect the interests of the vessel. If shortage or defects of goods are found on discharging, an appropriate statement of facts should be drawn up. This statement is usually signed by the master, by the agent and sometimes by the custom house officer or a surveyor.

DIALOGUES

1

SECOND MATE. We are ready to start discharging Hold No. 1. We'll begin with the consignment of 2,000 bales of cotton under B/L 3782. The cargo is consigned to Messrs. Dijon & Co., Textile Manufacturers. Who will take delivery of this cargo?

AGENT. We've arranged with the stevedoring company that they'll take delivery of the goods. The boss stevedore will arrange the tally of goods. When the goods are tallied and received he will give you clean receipts. Later on I shall exchange these receipts for a duly signed B/L.

SECOND MATE. Have you collected freight under this B/L?

AGENT. Certainly, I have. Here is an official notice to this effect.

SECOND MATE. Good. Let me have that notice. Thank you. Now, next in the same hold is the consignment of 500 cases of electric refrigerators under B/L No. 3784. These refrigerators are consigned to the Lebanese Trading Corporation via your port. To whom shall we deliver this lot?

AGENT. This lot is to be delivered to the local Transport Company who have a legal power of attorney from the Lebanese Trading Corporation. They have already paid the freight and other charges due under this B/L. I'll bring their representative tomorrow morning and he is to give you clean receipts for the goods received. When discharging has been completed I'll deliver you a duly endorsed and accomplished B/L.

SECOND MATE. I want this representative to make out clean receipts for each draft because this is rather a valuable cargo. Can you arrange that?

AGENT. Of course, I shall arrange that.

2

BOSS STEVEDORE. According to our tallies there are five bales less in this lot.

SECOND MATE. It's impossible. How many bales were slung for each draft?

BOSS STEVEDORE. Fifteen bales in each draft.

SECOND MATE. And how many drafts did you tally?

BOSS STEVEDORE. Let me see. We got ashore 47 drafts.

SECOND MATE. Then it makes 705 bales altogether.

BOSS STEVEDORE. That's right, but there must be 710 bales.

SECOND MATE. Wait a moment. I'll investigate that. (*after a while*). Yes, you were right. The five bales were stowed separately in the 'tween deck of another hold. They will be lowered down directly. Go and see that the marking coincides.

3

CARGO SUPERINTENDENT. Five bags are short in that lot of rice.

SECOND MATE. What is your total amount?

CARGO SUPERINTENDENT. The total amount is 4237 bags.

SECOND MATE. No, that's not right. I am afraid you made a mistake in calculating the total. Let us check our tallies.

CARGO SUPERINTENDENT. Well, let us check them. Before dinner time our tallies agreed. There was a total of 2010 bags, wasn't there?

SECOND MATE. Yes, that was the right figure.

CARGO SUPERINTENDENT. So let's check our tallies from the time work was resumed after the dinner break.

SECOND MATE. According to our tallyman's entries, we had 50 drafts of 40 bags each, 6 drafts of 33 each and 1 draft of 32 bags. That makes a total of 2230 bags altogether. What are your entries?

CARGO SUPERINTENDENT. Ah, here is the discrepancy: we took ashore only 49 drafts of 40 bags and one draft of 37. As to the other figures they agree.

SECOND MATE. Wait a moment. Here is a remark: 3 bags torn and delivered as sweepings.

CARGO SUPERINTENDENT. Oh, now I see. I did not add these 3 bags to my total. That was the whole trouble. Now I see. Thank you.

4

AGENT. The last consignment of gas tube fittings was two cases short.

SECOND MATE. What's the number of that B/L?

AGENT. No. 8673 for 300 cases of gas tube fittings. As a matter of fact, we got ashore only 298 cases. Our tallies agree. What's the matter with that B/L?

SECOND MATE. I suppose you didn't pay attention to the remark on the B/L that two cases were in dispute.

AGENT. Why, I did, but I thought they meant two extra cases over 300. They ought to have stated: "298 cases plus 2 cases in dispute".

SECOND MATE. Yes, that's what they ought to have done, but they didn't. That was their mistake and, I'm sorry to say, we have overlooked it. Anyhow, we have to draw up a statement of shortage. State that two cases are short-landed.

AGENT. Yes, that's what we have to do.

5

AGENT. I'm sorry, but we cannot give you clean receipts for these steel billets.

SECOND MATE. Why, what's the matter? Have you any claims as to the shortage of these goods?

AGENT. No, we have no claims whatsoever as to the quantity. But we object to the state of the goods. Many billets have become, rusty.

SECOND MATE. But we have nothing to do with this. There is a clause inserted in the B/L: "Weight, quality & condition unknown. Shippers' responsibility". This clause relieves us of any liability.

AGENT. Then we'll give you clean receipts, but we must call in experts and draw up a special statement of facts.

SECOND MATE. That's your legal right. We cannot object to that. But we flatly refuse to bear any responsibility as we have delivered you the goods in the same condition as shipped and, as I have said, the state of goods was stipulated as unknown to us.

6

CAPTAIN. Do you represent Messrs. White & Co.?

CARGO SUPERINTENDENT. Yes, sir. I am Cargo Superintendent of that firm. My name is Peterson. Here is my power of attorney. Did you get my radiogram to heat up the cargo?

CAPTAIN. Yes, we got it in time and by now the mean temperature is about 80°F.

CARGO SUPERINTENDENT. Oh, that's very good, indeed. It will greatly expedite discharging. What's your ship's draft?

CAPTAIN. She draws 8.6 metres Aft and 8.3 metres Fore.

CARGO SUPERINTENDENT. Have you prepared notices of readiness?

CAPTAIN. Yes, we have. Here they are. Please sign your name and state the time they are accepted. We are ready to discharge from 5 p.m. hours today.

CARGO SUPERINTENDENT. It's eleven now. So the lay hours will count exactly from 5 p.m. Can you hand me over the shipping documents sent to us by ship's mail?

CAPTAIN. Certainly, here they are. Please sign this receipt.

CARGO SUPERINTENDENT. Oh, what a lot of papers! Well, may we start taking measurements and samples?

CAPTAIN. Yes, of course. I've already arranged everything with our ship's agent, Mr Johnson. He is on deck now. We are only waiting for the inspector from the custom house. He will be here soon.

GO SUPERINTENDENT. Have the hatch covers and ullage holes been opened?

CAPTAIN. Yes, everything is made ready to take measurements.

CARGO SUPERINTENDENT. Have you got standard gauging equipment aboard?

CAPTAIN. Yes, we have normal bobs, tapes and thermometers. I think you may now go on deck. I am informed that the customs-house officer has just come and they are waiting for you. Here is a young man who will show you the way.

CARGO SUPERINTENDENT. All right, thank you. See you later.

7

SECOND MATE. So everybody is present. May we start taking measurements?

CUSTOMS-HOUSE OFFICER. Yes, certainly. Let us waste no time.

SECOND MATE. Tank No. 3. Lower your thermometer, please. The reading of our thermometer is 80°F. Ullage, 2'2 $^{3"}/_{4}$. No water. The paste is unchanged.

CUSTOMS-HOUSE OFFICER. Temperature correct. Your thermometer reading agrees with mine. What ullage did you say? 2'2 $^{3"}/_{4}$? Let me see the tape. Yes, right you are. Let me put the figure down. Have you taken a sample? I think we may now go to the next tank.

SECOND MATE. Tank No. 4. Temperature, 79,5°F. Ullage, 2'7 $^{1"}/_{2}$. Water-bob reading, 3 $^{2"}/_{8}$, the total outage measurement is 42'10 $^{1"}/_{2}$. Sample taken? Any objections? None? Let us go to the next tank.

8

SECOND MATE. So, we have completed taking measurements and samples. I would kindly ask you now, gentlemen, to sign the accounting form. Yes, everybody has to sign his name and position. Thank you. Now, Mr Peterson, we have to make some arrangements about discharging. Would you mind going upstairs, to the captain's cabin? This way, please.

CARGO SUPERINTENDENT. Wait a minute. Let's send these samples for analysis. Have you marked all of them?

SECOND MATE. Yes, I have. I have written on each bottle only the figures signifying the numbers of the tanks. Will that do?

CARGO SUPERINTENDENT. Yes, that'll do. Could you detail a deck-hand to help the lab assistant to take the samples to the laboratory. It's not far from here.

SECOND MATE. Certainly. Must he stay at the laboratory to bring back the results of analyses?

CARGO SUPERINTENDENT. No, not necessarily. The lab assistant will bring the analyses as soon as they are ready.

SECOND MATE. Will that take much time?

CARGO SUPERINTENDENT. No, it will take less than two hours.

SECOND MATE. Well, let's go upstairs now to take the calculations, if you don't mind. Or, perhaps, you have some other arrangements to make?

CARGO SUPERINTENDENT. No, I just want to ask you whether you usually detail a duty fireman to secure safety while unloading. I tell you this, because it's required by our Port Regulations.

SECOND MATE. Oh, I see. According to our regulations all the men of the watch must see to safety. However, if that's required by your Regulations we shall detail a special deck-hand to do the job.

CARGO SUPERINTENDENT. Fine. Then that's settled. Now we may go up to the captain's quarters.

9

CARGO SUPERINTENDENT. So, Captain, we've taken ullages of all the tanks. The temperature of cargo was measured in almost 50 per cent of the tanks, and samples were taken and sent to the laboratory for analysis. Quite a good job!

CAPTAIN. Not tired, are you? Well, now we may set to computing the volume and the weight of cargo. Here are our ship's ullage tables. The specific gravity of cargo is stated in the certificate of quality which I gave you. Did you thieve the tanks?

CARGO SUPERINTENDENT. Yes, sir, we did. So far everything is within the limits allowed.

10

CARGO SUPERINTENDENT. Well, sir, we've computed the volume of cargo and compared the result with the figures "after loading". The differences are within the limits allowed, except tank No. 7, starboard side. This tank has a shortage of about 100 tons, which exceeds the limits.

CAPTAIN. Are you sure of your computations?

CARGO SUPERINTENDENT. Positively sure.

CAPTAIN. Well, I must investigate. Then we'll decide what's to be done.

CARGO SUPERINTENDENT. All right, sir. Now that we've got the analyses and there are no great discrepancies, I think we may get ready for discharging.

CAPTAIN. We've got the shore hoses connected and the valves set. We can discharge through two separate lines simultaneously. What pressure shall we keep in the line?

CARGO SUPERINTENDENT. No higher than six kilogrammes: we cannot afford higher pressure for our hoses.

CAPTAIN. All right. I'll tell the chief engineer right away.

11

CARGO SUPERINTENDENT. I've just got word from shore. They say they won't have empty shore tanks available till 4 p.m.

SECOND MATE. Do you mean to say that we have to quit discharging?

CARGO SUPERINTENDENT. Well, I mean that we'll have to stop pumping out for a couple of hours. That's why I want to warn you beforehand.

SECOND MATE. What time shall we make a break?

CARGO SUPERINTENDENT. Let me see. It's 10 o'clock now. Till 1.30 we may continue discharging, then you, please, give orders to slow down and by 2 o'clock to stop pumping altogether.

SECOND MATE. O. K. We'll do everything as you say. Don't forget only to make an appropriate remark in the time sheet.

12

CAPTAIN. I'm sorry, sir. I'll have to stop discharging forward tanks for a while. We'll have to start pumping out aft tanks.

CARGO SUPERINTENDENT. Why, what's the matter with the forward tanks?

CAPTAIN. Well, nothing is the matter. But the ship draws too much aft by now, which is rather dangerous for the rudder and propeller.

CARGO SUPERINTENDENT. Oh, I see. So I have to prepare some shore tanks for a new grade of oil.

CAPTAIN. Yes, that's what I want you to do.

CARGO SUPERINTENDENT. When are you going to start pumping out aft tanks?

CAPTAIN. I think in an hour's time.

CARGO SUPERINTENDENT. All right. I shall immediately send word ashore to prepare empty tanks.

13

SUPERINTENDENT. Excuse me, Captain. Soon you'll complete pumping out centre tanks Nos. 7 and 8. I would like to ask you not to drain these tanks and leave about a metre layer of oil below.

CAPTAIN. What do you need that for?

SUPERINTENDENT. You see, after we pump out the bulk of the cargo into shore tanks we'll bring a barge alongside to collect the drains.

CAPTAIN. All right. I'll tell the second mate to see to that. Only keep in mind, we won't take into account any additional samples which you may take from the barge.

SUPERINTENDENT. No, certainly, not. The samples which we had taken jointly with you before discharging will serve as characteristic of the whole lot. If you like I can confirm that by an official letter.

CAPTAIN. Yes, will you kindly do that for the sake of order?

14

SUPERINTENDENT. As soon as stripping of the tanks is completed, sir, we'll inspect the tanks and make out a certificate of tank inspection.

CAPTAIN. Very well. Do you want any other arrangements to be made?

SUPERINTENDENT. Yes, certainly. First of all I would kindly ask you, Captain, to have the pipeline pressed with the ship's pump as soon as discharging is completed.

CAPTAIN. That we can easily do, of course, but to avoid any claims for water contamination of the cargo in the shore tanks, I should like you to give us a written order to that effect.

CARGO SUPERINTENDENT. O.K. I'll give you such a notice if you like. So, it's settled then. Now we must have 1200 tons of cargo discharged into a barge. Tomorrow morning we'll bring a barge alongside and I would ask you to make arrangements for discharging oil into that barge.

CAPTAIN. All right. I'll give orders directly.

LABORATORY EXERCISES

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

1. To whom may the agent entrust the discharging of goods? 2. What does the stevedoring company usually undertake to do in such cases? 3. Against what document is the cargo delivered to the consignees? 4. Should the freight be paid before or after the delivery of the cargo? 5. May a bill of lading be sold to another person? 6. Who is to see that cargo is delivered to the legitimate holder? 7. Who is to secure clean receipts for the goods delivered? 8. What payments is the agent to collect from the consignees? 9. What must the master ascertain before he delivers the goods? 10. In what case does the agent visa the bills of

lading? 11. In what case may the captain exercise a lien upon the goods? 12. What is the agent to do in case of shortage of goods? 13. What document is usually drawn up in such a case? 14. By whom is this statement usually signed?

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

Model: These goods should be delivered in separate lots.
How should these goods be delivered?
I think they should be delivered in separate lots.

The boxes should be handled with care. 2. The casks should be stowed on their ends. 3. This fact must be confirmed by an official letter. 4. That cargo was tallied very carefully. 5. The ullages were taken by means of standard bobs.

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

"How many bags were missing in that lot?"
"Five bags were short-landed."
"Then everything's all right with that lot."
"How do you mean?"
"You see, we have five extra bags in this lot."
"And what of it?"
"Evidently, they belong to the other lot."

* * *

"Shall we check that lot again?"
"No, that's not necessary. I think I'd better check my entries first."

* * *

"Have you got all the tanks stripped?"
"Yes, we have. We can start inspecting them right away."

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.

V. Write the dictation:

The agent may entrust the discharging of goods to a stevedoring company. The latter undertakes to discharge the cargo into their own warehouses and then to deliver it to the owners. Sometimes the agent and the stevedoring company arrange a direct delivery of the cargo to the owners alongside the ship. Notices of readiness should be served by the ship in both cases.

The cargo is delivered against original bills of lading. The receiver of the cargo must sign his name on the back of the document. When no remarks are made by the receiver, his endorsement is called "clean

receipt", which means that all cargo under the bill has been received to his entire satisfaction.

A bill of lading is a negotiable document and it may be sold and resold to other people. The agent is to see that all legal formalities have been carried out and that the cargo is delivered to the legitimate holder of the bill of lading.

For this purpose the captain usually asks his agent to visa such bills of lading. The agent's signature or visa also serves as a proof that the freight has been duly collected by him.

If the freight has net been paid the captain may exercise a lien upon the goods.

VI. Practise in pairs enacting the following situations. You act as the second mate, your partner — as the tallyman in (a), as the agent in (b), as the superintendent in (c) and (d). Then you change your parts.

(a) You are checking your tallies with the tallyman. There is a discrepancy between your tallies, your entries and his. 4 bags are missing according to shore tallies. You try to investigate the short-delivery and find that these 4 bags were delivered with the lot under B/L 12 and were entered by a tallyman as overlanded.

(b) The B/L for 1000 bales of cotton has changed hands. 1000 cases of machinery are to be delivered to your agent against his receipt, as he got a power of attorney from the consignees. Some 500 boxes of water-pipe fitting are to be delivered to the Transport Agency who received a respective power of attorney from the Consignees. You are arranging with your agent the delivery of these goods.

(c) Your tanker has brought 3 grades of oil. You are arranging with the cargo superintendent the procedure of pumping out this cargo. The consignees want the greater part of the cargo to be discharged into shore tanks. They want to have the bottom layer together with the residue pumped into lighters. The cargo has been heated to 70°C in accordance with their request. You stipulate to the cargo superintendent that clean receipts for the whole quantity, on the basis of shore analyses and measurements taken before discharging, shall be given to you irrespective of the fact, that part of the cargo will be pumped into the lighters.

(d) You are taking samples, measuring temperature and taking ullages in all the tanks together with the cargo superintendent. Water content is also measured by water-bob readings. After that you calculate the volume and weight of the cargo using the ship's ullage tables.

VII. Translate into English:

Я думаю, что мы можем начать выгрузку с трюма № 2. Там у нас хлопок — 2000 кип по коносаменту № 2732. Этот груз идет в адрес вашей местной фирмы. Кто будет принимать этот груз? Да, я понимаю вас, это доверено вашей фирме. Как мы договоримся о подсчете груза? Вы предлагаете по стандартным подъемам груза и

стропить по 20 кип на подъем? Хорошо, я согласен. Значит, после подсчета груза вы даете нам чистые расписки. Укажите, пожалуйста, что груз получен на основании доверенности грузополучателей. Теперь относительно партии риса, которую мы выгрузили вчера в вечернюю смену из трюма № 3. Наши подсчеты разошлись. По вашим подсчетам не хватало трех мешков. Это неверно. Вы, вероятно, ошиблись. Вы не приняли во внимание трех дополнительных мешков в семнадцатом подъеме, которые мы послали вам со смётками в мешках б/у. Эти три мешка со смётками относились к той же партии.

* * *

Обратите внимание, что согласно чартеру сталийное время по выгрузке мазута начинается с 4 часов сегодняшнего дня. У нас все подготовлено для отбора проб и замера пустот. Груз подогрет до 60° С, как вы и просили. После замеров мы сможем с вами подсчитать объем и вычислить вес груза по каждому танку. Калибровочные таблицы у меня наверху в каюте. Мы сможем пройти туда и спокойно поработать. Теперь в отношении самой разгрузки. Какое давление мы должны держать в трубопроводе? Вы говорите, что 2—3 атмосферы будет достаточно. Хорошо, это мы сможем сделать. Давайте договоримся еще о порядке выгрузки. Так как груз однородный, мы сами будем следить, из каких танков будет откачиваться груз. Вы не возражаете против этого? Нет? Тогда будем считать этот вопрос решенным.

LESSON 13

BUYING PROVISIONS

Words and Word Combinations

stores - запасы, припасы, склады
long -term- долгосрочный, длительный
to supply - снабжать, поставлять
foodstuffs - пищевые продукты
to be engaged - заниматься, быть занятым
wholesale trade - оптовая торговля
suppliers - поставщики
price - цена
to facilitate - облегчать
in compliance with - в соответствии с, согласно
reliable - надежный, прочный
trustworthy - заслуживающий доверия
quality - качество

reasonable - разумный, умеренный, приемлемый
account - счет
warehouse - склад, пакгауз
to comprise - включать, заключать в себе
victualling bill - разрешение на беспошлинную погрузку продовольствия
cash - наличные деньги
invoice - (счет-)фактура, накладная
disbursement account - дисбурсментский счет
to look through - просматривать
available - наличный, имеющийся в распоряжении
in stock - в запасе
to be used to - привыкнуть (к чему-л.)
to obtain - доставать, добиваться, получать
to pay - платить, оплачивать
to manage - справиться с чём-л., ухитриться
scarce - редкий, скудный, имеющийся в небольшом количестве
to reach - достигать
market - рынок
to weigh - взвешивать, весить, иметь вес
inferior - худший (по качеству)
to deal (in, with) - торговать, иметь дело (с кем-л.)
customer - покупатель, клиент
to quote - котировать, назначать иену
rate of exchange - валютный курс
lorry - грузовая машина, подвода, платформа
scales - весы
musty - заплесневелый, затхлый
mould - плесень
crust - корка (хлеба, сыра)
tainted - тухлый, испорченный

Expressions

this may be the case - так может обстоять дело, так может случиться
we ran out of stores - у нас кончились запасы
to be in charge of smth. - ведать, заведовать чём-л., отвечать за что-л.
I leave it to your discretion. - Я оставлю это на ваше усмотрение.
How much will that come to? - Во сколько это обойдется?
We can make a 10 per cent reduction on these goods. - Мы можем дать вам 10-процентную скидку на эти товары.
We'll do our best. - Мы сделаем все зависящее от нас.
Mind if I taste it? - Вы не возражаете, если я попробую (на вкус) это?
I'm not a greenhorn in this business. - Я не новичок в этом деле.
to settle accounts - рассчитываться, производить расчет
f.o.b. [fɔb] = free on board - фоб, франко-борт

TEXT

Although our ships are well provided with everything they need for a normal run, sometimes they have to buy some things in foreign ports.

This may be especially the case when the ships are out of their home ports for a long time and when they may run out of some stores. The ships sailing on a long-term voyage may need fuel oil, technical supplies and fresh provisions.

In foreign ports, fresh provisions are usually bought either through shipchandlers or direct from sellers.

Shipchandlers are either owners or employees of trading companies which specialize in supplying ships with different kinds of foodstuffs and other commodities. They have either their own stores or they act as brokers for other firms engaged in wholesale trade. As a rule, they are well connected with local suppliers, enterprises and official establishments. They have ample information about the market demands and bids mid the current prices and they greatly facilitate buying the victuals required by the ships.

In compliance with the terms of contract the ship's agent is bound to recommend reliable and trustworthy firms which will supply the ship with goods of proper quality and at reasonable prices.

The agent is also under duty to check all accounts for the goods supplied and services rendered to the ship. He is to verify the accounts and confirm that the prices charged are Hot beyond the current market price and that the calculations are correct.

Very often it is of some advantage to buy bonded goods. These are the dutiable goods which are stored in bonded warehouses under the control of customs and excise officers. These goods cannot be removed from the warehouse until the import duty is paid. However, no duty is imposed on these goods when they are delivered to a ship for the use of the ship's crew or the passengers, because they are thus, so to say, re-exported. These bonded goods comprise mostly spirits, wines, perfumes, cigarettes, tobacco, tea, coffee, cocoa, fruit, sugar and so on.

To obtain these goods, the Stores Authority form is filled up and signed in the presence of the customs and excise officers. Then this signed document is delivered to the shipchandler who supplies the ship with the goods. A victualling bill is required to get these goods aboard the ship.

To make the buying of provisions easier, the chief mate, who is usually in charge of this business, compiles a provision list beforehand and when the ship arrives at the port he hands it over to the shipchandler.

Fresh provisions may be ordered by telegraph or by radio either from the last port of call or when the ship is on her way.

Shipchandlers usually undertake to deliver the provision to the ship, charging additional expenses for delivery of these goods.

Captains or their chief mates seldom pay in cash for the provisions bought. As a rule, the captain signs the bill or invoice for the provisions received, and the shipchandler later presents these bills to the ship's agent

who settles accounts with him on behalf of the ship. The agent then includes the amounts paid in the disbursement account and is, in turn, reimbursed by the steamship line.

DIALOGUES

1

CHIEF MATE. Well, Mr Nesfield, here is the list of provisions we need. Will you kindly look it through and tell me what you can supply us with and what your prices are?

SHIPCHANDLER. Let me see. Fresh meat is not available at the market at this season of the year. We have only salted and preserved meat in stock now.

CHIEF MATE. You see, we are not used to salted meat. Couldn't you obtain fresh meat from somewhere else?

SHIPCHANDLER. Well, we might obtain it if you are willing to pay a higher price and wait till it's brought here.

CHIEF MATE. How long will it take you to bring the meat here, I mean aboard our ship?

SHIPCHANDLER. I think we can manage that by tomorrow night or not later than the day after tomorrow, early in the morning.

CHIEF MATE. Well, there is no great urgency about the meat; we can wait till that time. How much will you charge us for the meat?

SHIPCHANDLER. We'll charge you 55 pence a kilo. The price is f. o. b.

CHIEF MATE. And what is the regular price for meat?

SHIPCHANDLER. The regular price is about 10 pence less.

CHIEF MATE. All right, I am willing to pay that price. Bring us fresh meat by the day after tomorrow. What about other items of the list?

SHIPCHANDLER. Potatoes are scarce at the market now. I am afraid, sir, we can obtain no more than $^3/_4$ of the quantity you want.

CHIEF MATE. $^3/_4$, you say? I think it will suffice us till we reach Gibraltar. There we can buy some more. There is always a lot of that stuff there. How much are the potatoes?

SHIPCHANDLER. £ 9.30 a sack, sir.

CHIEF MATE. How much does a sack weigh?

SHIPCHANDLER. It weighs about 40 kilos on the average.

CHIEF MATE. That'll do. Get as much as you can but mind the quality is good. If the potatoes are of inferior quality, we won't take them.

SHIPCHANDLER. Never mind the quality. We deal in the victuals for over 20 years and so far we had no complaints from our customers. What kind of fruit do you want, sir?

CHIEF MATE. I don't know what fruits are available at the market now, so I leave the choice to your discretion.

SHIPCHANDLER. Now is the season for grapes, pineapples and bananas, sir. Besides, we have oranges, apples and pears imported from Messina.

CHIEF MATE. Tell me the prices, please.

SHIPCHANDLER. Grapes are £ 0.50, bananas £ 0.70, pineapples £ 1.10 a kilogramme.

CHIEF MATE. Wait a minute. Let me calculate, how much will that come to? Well, we want 300 kilogrammes of bananas, 100 kilogrammes of oranges, 50 kilogrammes of pineapples, and 500 kilogrammes of grapes. See that the fruit is ripe and fresh.

SHIPCHANDLER. All right, sir. I am sure you will be quite satisfied. Good-bye.

2

CHIEF MATE. Sit down, Mr Nordstrome, make yourself comfortable. Now, let's see what you've got in stock.

SHIPCHANDLER. To make it short, here is our price list. Cast a glance at it, and if you don't find what you want in it, I'll see what I can do for you.

CHIEF MATE. Oh, we don't want anything extraordinary. We just want common things. Are the prices in the list quoted for one kilogramme?

SHIPCHANDLER. Yes, sir, the prices are quoted for one kilogramme. The prices are quoted in local currency.

CHIEF MATE. And what is the rate of exchange in American dollars or English pounds?

SHIPCHANDLER. 2 gulden and 65 cents are equal to one American dollar.

CHIEF MATE. How many gulden are equivalent to one English pound?

SHIPCHANDLER. 4 gulden and 10 cents are equal to one English pound.

CHIEF MATE. Oh, I see. But I must say your prices are rather high. Take, for instance, fruits and vegetables; they are by far more expensive than in other ports. You must rebate a little.

SHIPCHANDLER. Well, these are local products and we can make a reduction for you if you are going to buy a reasonable quantity. As to meat, butter, flour, sugar and cheese, they are mostly imported goods and the prices are fixed, sir.

CHIEF MATE. It's too bad, as we are rather short of fresh meat.

SHIPCHANDLER. We may offer you some fresh fish, sir. It's very good and cheaper than anywhere in the world. The price is 75 pence a kilo.

CHIEF MATE. What kind of fish do you mean?

SHIPCHANDLER. Mackerel, sir, the most delicious fish in the Mediterranean Sea. I'm sure you'll like it immensely.

CHIEF MATE. All right, I'll take 250 kilos, and 150 kilos of fresh meat. Put it down in your notebook, please. I'm going to place some more orders with you. What reduction can you make us on vegetables and fruit?

SHIPCHANDLER. What quantities are you going to take?

CHIEF MATE. About 600-750 kilos altogether.

SHIPCHANDLER. Well, sir, I can make you a reduction of 10 per cent as against the prices in the price list.

CHIEF MATE. That's settled then; write down, please: 100 kilos of cabbage, 50 kilos of carrots, 50 kilos of beetroots, 50 kilos of green peas, onions and garlic 50 kilos each, 250 kilos of potatoes, 100 kilos of egg-plants, 100 kilos of green sweet pepper, 10 kilos of parsley.

SHIPCHANDLER. Yes, sir, I've put it down. Anything else?

CHIEF MATE. Certainly. 50 kilos of lettuce, parsnips and other greens, too, at your option. Have you got melons and water-melons here?

SHIPCHANDLER. Yes, sir. It's just the season now. They are simply marvellous here.

CHIEF MATE. All right then, 250 kilos of melons and the same quantity of water-melons. That's about all. Have you put everything down?

SHIPCHANDLER. Yes, sir, I have. When do you want all these foodstuffs delivered?

CHIEF MATE. We want them delivered not later than tomorrow. Can you manage that?

SHIPCHANDLER. We'll do our best.

CHIEF MATE. That's good. How shall we pay you, in cash or through our agents here, Messrs. Hutchison & Co.?

SHIPCHANDLER. As you like, sir, it's just the same to me.

CHIEF MATE. If that's the case, then let's settle our accounts through our agents; it's more convenient for us. So make out a proper invoice and a bill for all the foodstuffs.

SHIPCHANDLER. All right, sir, everything will be as it should be.

CHIEF MATE. Please see that all the victuals are absolutely fresh.

SHIPCHANDLER. Certainly, sir. You won't have any cause to complain. See you tomorrow. Good-bye.

3

CHIEF MATE. I say, Mr Parkinson, someone told me that bonded goods are cheaper. Is that true?

SHIPCHANDLER. Certainly, sir. You don't have to pay import duties on these goods.

CHIEF MATE. Suppose, we would like to buy something there. How could it be arranged?

SHIPCHANDLER. Oh, it's simple enough, sir. You just state what bonded goods and what quantities you want. I'll fill up this blank of Stores Authority and then you will sign it in the presence of the customs officer. That's all that you have to do, the rest I'll do myself.

CHIEF MATE. Yes, that seems rather simple. But first we must know what they have got in stock now. Could you get a list of bonded goods which they keep at the present time?

SHIPCHANDLER. I think I shall be able to manage that tomorrow. It won't be too late, will it?

CHIEF MATE. No, of course, not. It isn't so important after all.

4

SHIPCHANDLER. Well, sir, we've brought the foodstuffs you ordered. Will you please detail someone to take them aboard? There's the lorry alongside, waiting to be discharged.

CHIEF MATE. Wait a moment. I'll send someone to fetch the chief steward-who will receive the foodstuffs. You, please, go down with him and give him the invoice to check the products. I'll detail the third mate to help him.

5

CHIEF STEWARD. Put the sacks here. Let me have the invoice, please. Thank you. What is there in that parcel? Butter? Let me see. Where is that item? Oh, here it is. Item 21: butter 1st grade— 110 lbs. Let me put it on the scales. How much is that? 49.9 kilogrammes. The weight is correct. Mind if I taste it? The butter is good. What's next? Sausage?

SHIPCHANDLER. There are three different kinds of sausage here.

CHIEF STEWARD. Oh, I see. Evidently, items 7, 8 and 9. What's the total weight?

SHIPCHANDLER. The total weight must be 80 pounds.

CHIEF STEWARD. What do the scales show? 36.3 kilogrammes. Now, let me calculate. Oh, yes, that's the exact equivalent of 80 English pounds. The sausage looks absolutely fresh. No objection. Well, I think it's no use re-weighing other victuals.

SHIPCHANDLER. You may be quite sure that the weights are exact.

CHIEF STEWARD. Yes, I know, I am not a greenhorn in this business. "Honesty is the best policy", as you say. Well, what comes next? Cheese? Yes, the cheese. Wait a moment. I am afraid it's rather musty.

SHIPCHANDLER. No, you are mistaken. This is a peculiar sort of cheese. It must have some mould on the crust. Just cut it and you will see that it is extremely fine.

CHIEF STEWARD. Well, I don't know. Maybe you are right. I have to consult our doctor about that, he is a great connoisseur of cheese. What comes next?

SHIPCHANDLER. Rice. 3 bags of rice, 300 lbs, item 17.

CHIEF STEWARD. The rice is O. K. What else have we got here? Oh, meat! Let me see it. Well, I am sorry, Mr Johnson, but the meat is tainted. I cannot accept it.

SHIPCHANDLER. Let me smell the meat. Well, I am not sure that you are right. But still, if you insist on that, I'll have it substituted.

CHIEF STEWARD. Yes, do it please. The rest of the victuals are O.K. As soon as you substitute better meat for this, I'll report to the chief mate and he will sign the invoice and the bill for the goods received.

LABORATORY EXERCISES

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

1. Where do ships have to buy provisions sometimes? 2. What may they need besides the provisions? 3. Through whom are provisions bought in foreign ports? 4. Who is to recommend a shipchandler for the ship? 5. What is the agent to do with the shipchandler's accounts? 6. Must a ship pay customs duties if she buys bonded goods? 7. What document should be filled in to obtain bonded goods? 8. What person aboard the ship is in charge of buying provisions? 9. How can provisions be ordered before the ship arrives in the port? Who is to deliver the ordered goods aboard the ship? 11. Must the delivery of the provisions be paid for? 12. Must he provisions be paid for in cash? 13. Who is to sign the bills or invoices for the provisions? 14. Who is to sign the disbursement account before it is sent to the steamship line?

II. (a) Change from direct into indirect speech using the models.

Model 1: He said, "Fresh meat is rather expensive."

He said that fresh meat was rather expensive.

1. They said, "Potatoes are scarce at the market." 2. She said, "Watermelons are marvellous this season." 3. He said, "The regular price is 3 shillings a pound." 4. He said, "The prices are quoted in the local currency."

Model 2: They said, "We can offer you fresh fish."

They said that they could offer us fresh fish.

1. She said, "We can send you the vegetables." 2. They said, "We can sell you all kinds of fruit." 3. He said, "I cannot accept that meat." 4. We said, "We cannot pay for the victuals in cash."

Model 3: She said, "The sausage weighs 30 kilos."

She said that the sausage weighed 30 kilos.

1. They said, "We charge you five shillings a pound." 2. He said, "I like these grapes." 3. She said, "We know where your ship is berthed." 4. We said, "We want 300 pounds of oranges."

(b) Translate into Russian:

1. She said that the meat was not tainted. 2. They said that they had various fruits in stock. 3. We said that we did not like that butter. 4. He said that he could bring fresh provisions every day. 5. I said that we did not have to buy bread. 6. They said that they were going to buy some fruit. 7. They said that there was no fish at the market. 8. She said that there were various foodstuffs at their shop.

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

"Here is a list of provisions we want. Look it through, please."

"I think we can supply you with everything you've listed."

"Fine. Mind we are leaving tomorrow night. Can you manage everything by that time?"

* * *

"I am afraid the prices you quote are too high. We had offers at much lower prices."

"Well, we can make a reduction if you order sufficiently large quantities."

* * *

"How much are the bananas?"

"Two shillings a bunch."

"Are they ripe?"

"Oh, marvellous."

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:

Our ships are provided in their home ports with everything they need for a normal run. However, they sometimes may run out of some stores. In this case they have to buy supplies in foreign ports. They buy fresh provisions through shipchandlers. Shipchandlers are trading companies which specialize in supplying ships with foodstuffs and commodities. The ship's agent usually recommends the most reliable and trustworthy firm which will supply goods of proper quality and at reasonable prices. The shipchandlers arrange a proper and timely delivery of the foodstuffs aboard the ship. According to contract the ship's agent is to see that the prices charged are not above the current market prices. The ship may buy bonded goods, which are cheaper than the goods sold at the local markets. Bonded goods are dutiable goods. But no duty is imposed on them when they are sold to a ship for use of the ship's crew or the passengers. Shipchandlers help the masters of ships to carry out necessary formalities when buying bonded goods. Our ships' captains rarely pay in cash for the provisions bought. They usually sign bills or invoices for the provisions taken aboard and the ship's agent settles the accounts with the shipchandlers on behalf of the ship.

VI. Practise in pairs enacting the following situations. You act as the chief mate, your partner acts as the shipchandler in (a), as the agent in (b), as the steward in (c). Then you change your parts.

(a) You want to buy some provisions. You are discussing with the shipchandler the prices of foodstuffs you want buy and the quantities you need. You insist that he must make some rebate on the prices and in some cases he is willing to do it. You need for the ship 300 kilos of butter, 250

kilos of kitchen butter, 100 litres of vegetable oil, preferably made of sunflower seeds, 400 kilos of fresh meat (beaf), 800 kilos of vegetables (potatoes, carrots, cabbage, tomatoes, onions, garlic) and some fruits which are available at the market at this season.

(b) You are asking your agent whether you can buy some bonded goods. He asks you what kind of bonded goods you want and tells you to fill up the stores authority blank form. You are interested to know the prices and he names them using local prices in their currency and for their standard measurement. You are trying to convert the prices and measurements into our usual standards to which we got used.

(c) You are helping your steward to check the victuals that have been brought by the shipchandler. You are holding in your hand the invoice the items of which you are verifying with the actual provisions brought. Now and then you ask the shipchandler about some explanations and tell him whether the steward is willing to accept or to reject some of the foodstuffs, giving appropriate reasons for that.

VII. Translate into English:

Садитесь, пожалуйста. Устраивайтесь поудобнее. На этот раз нам потребуется не так уж много провизии. У нас кончились запасы свежего мяса и овощей. Есть ли у вас сейчас на рынке в продаже свежее мясо? Есть? Это хорошо. Вы спрашиваете, сколько нам нужно мяса. Около полтонны. Какая цена мяса? 20 пенсов, вы говорите? Это цена за один килограмм? Понимаю, эта цена за 1 английский фунт. Значит, цена за килограмм будет около 150 пенсов. Когда вы сможете доставить мясо на судно? Только завтра? Дело в том, что мы должны выйти из вашего порта завтра не позже 8 часов вечера, поэтому мясо и другие продукты нужно доставить на судно к 11 часам утра. Что касается овощей, то я хотел бы просмотреть ваш список и прейскурант. Вы хотите сказать, что сейчас в наличии имеются лишь те продукты, которые отмечены в прейскуранте красным карандашом. Я вас правильно понял? Хорошо. Картофель — 60 пенсов за мешок. А сколько весит один мешок? Вы говорите около 40 килограммов. Хорошо, цена немного выше обычной. Почему помидоры у вас такие дорогие? Понимаю, значит, сейчас у вас не сезон для помидоров. Морковь, свекла, капуста, лук, чеснок — все это имеется в продаже. Огурцов и зеленого горошка нет. Я должен сказать вам, что цены у вас довольно высокие. В порту, откуда мы сейчас пришли, цены значительно ниже. Какую скидку на стоимость провизии вы смогли бы нам дать? Нам нужно от 300 до 500 килограммов каждого сорта овощей. Сколько вы сказали? Около десяти процентов от общей стоимости провизии. Хорошо, я должен посоветоваться с капитаном.

LESSON 14

ORDERING FUEL OIL AND OTHER TECHNICAL SUPPLIES

Words and Word Combinations

fuel oil - жидкое топливо
to ensure - обеспечивать, гарантировать
margin - запас
unforeseen - непредвиденный
to entaif - влечь за собой, вызывать
to decrease - уменьшать, убавлять
to lead (to) - вести (к)
lubricating oil - смазочное масло
fresh water - пресная вода
paints - краски
packing - набивка, уплотнение
tools - инструменты
instruments - приборы, аппараты
bunker suppliers - поставщики топлива
advantageous - выгодный
to concern - касаться, иметь отношение (к)
to compare - сравнивать, сопоставлять
bunker fuel - зд. бункерное топливо
to offer - предлагать
requirements - требования
to consider - рассматривать, обсуждать
to suit - годиться, соответствовать, удовлетворять (требованиям)
to possess - обладать, владеть
sample - образец, проба
to submit - представлять (на рассмотрение, экспертизу)
to assign - назначать, предназначать
to pump - качать насосом
shore attendant - береговой рабочий, обслуживающий подающий трубопровод
to ease down - уменьшать, убавлять ход (двигателя)
pressure - давление pipeline трубопровод
point - температура вспышки
viscosity - вязкость
to make out - уяснить, понять
to equal - равняться, быть равным
pour point - температура застывания (нефтепродуктов)
capacity - емкость, вместимость
to top off - наполнять доверху
to put off - откладывать (дело, занятия)
burlap - мешковина, дерюга

riser - вертикальная труба, стояк
grounding cable - заземлительный кабель
dips - замеры жидкости в танках рулеткой
sheet - лист
tin - консервная банка, жестянка

Expressions

to place an order for - сделать заказ на
It is up to you (to him, to her, etc.) to settle that question. - Это от вас (от него, от нее и т. д.) зависит урегулировать этот вопрос.
It is he who must do that. - Именно он должен сделать это.
to much the better - тем лучше
Let me know about that. - Дайте мне знать об этом.
We are very much pressed for time. - У нас очень мало времени.
to dip the tanks - сделать замеры (рулеткой) жидкости в танках
We have run short of packing. - У нас вышла (израсходовалась) вся набивка
to load "over all" - грузить нефть шлангом сверху, через люк
Now that I look closer I recognize you. - Теперь, когда я смотрю ближе, я узнаю вас.

TEXT

Foreign-going merchant ships always take such quantities of fuel as will ensure them safe passage between ports with sufficient margin for any unforeseen circumstances. They cannot take unreasonably big supplies that would last infinitely long as it would decrease or even minimize their earning capacity.

Thus, when sailing on a long-term voyage, ships are under necessity of buying fuel oil in foreign ports as well as taking fresh water for the boilers and domestic needs.

Accidental breakage of machinery or other unforeseen circumstances may lead to a shortage of some technical supplies or equipment.

Fuel oil, lubricating oil, fresh water, paints, packing, tools and instruments, which a ship may occasionally need in a foreign port, are usually bought through the ship's agent from local bunker suppliers and other firms.

Under the terms of the General Contract the agent is to recommend reliable and trustworthy firms which will provide the ship with bunker and technical supplies at reasonably low prices.

It must be said that many experienced chief engineers who sail regularly on some lines and have constant contacts with the firms sometimes know even better than the agent which firms will cooperate in the most advantageous manner. Still, as the agent is concerned with the payment of money for all the ship's orders, he should be always consulted with and kept well informed of all the negotiations.

It is also advisable before finally making up one's mind as to what firms to place orders with, to find out and compare the conditions which they may offer.

The chief engineer who is usually in charge of buying bunker fuel and other technical supplies has a lot of things to deal with.

It's up to him to determine and stipulate during preliminary talks what requirements, fuel oil and other technical supplies should meet. He is to consider and approve whether some other fuel characteristics, as offered by the sellers, will suit the purpose.

As the chief engineer usually possesses greater professional experience than the rest of the engine-room personnel, it is he who has to examine and approve or disapprove samples and analyses submitted by the sellers. He is to detail one of his engineers (in most cases the third or fourth engineer) to make analyses of fresh water.

Having made the choice of the fuel oil or other supplies, the chief engineer places an order for the adequate quantity which he wants to be supplied. Then he arranges with the suppliers the time and the procedure of receiving bunker.

In case of fuel oil he makes arrangements with the suppliers with regard to taking measurements of bunker tanks before and after loading. These measurements are naturally taken in the presence of the suppliers and should be agreed upon and approved of by both parties. The chief engineer is also to assign one of his engineers to see that the right quantity of bunker is delivered aboard the ship.

Before starting pumping fuel, the chief engineer is to arrange with the suppliers as to what signals should be made to a shore attendant to ease down or increase or stop the pressure in the pipeline when pumping.

After bunkering operations have been completed and the assigned engineer has reported to the chief engineer the exact amount of bunker taken aboard, the latter is to sign on the invoices or bills for the bunker received. These invoices or bills are presented to him by the bunker suppliers and, on being signed, are paid by the ship's agent in the usual way.

DIALOGUES

1

CHIEF ENGINEER. Sit down please, Mr Thompson. Would you like a cigarette? No? You don't smoke? I see. Isn't that a professional precaution because you sell inflammable goods?

BUNKER SUPPLIER. No, of course not. I've just got some stomach trouble and had to give up smoking.

CHIEF ENGINEER. That's too bad, of course. Excuse my clumsy joke.

BUNKER SUPPLIER. Oh, never mind, of course I understand you mean well, and we, English, do appreciate a good joke.

CHIEF ENGINEER. That's it. Well, let's turn now to business. You see we want some good oil for the ship's diesel generator.

BUNKER SUPPLIER. What make is that diesel engine, B& W?

CHIEF ENGINEER. No, she is of Soviet make. She is fine. We never have any trouble with that engine.

BUNKER SUPPLIER. I see. So, what requirements should this diesel-oil meet?

CHIEF ENGINEER. Nothing very particular, just ordinary diesel-oil characteristics. Flash point not below 75°C. Viscosity about 40-50 seconds by Engler at 20°C. Specific gravity 0.845 at 20°C. Cetane number 40-50.

BUNKER SUPPLIER. Wait a moment. We don't use such characteristics here. As to the flash point, it is simple enough. I understand that it is about 1809 Fahrenheit Scale. But I cannot make out your figures for viscosity. In all our analyses viscosity is given in terms of either Saybolt or Redwood seconds. Couldn't you convert these figures into Saybolt or Redwood seconds?

CHIEF ENGINEER. I see. Wait a moment then. Let me have a look at the conversion tables. Well, to my mind, this viscosity equals to about 35 Redwood seconds.

BUNKER SUPPLIER. So far as I can understand, you want diesel-oil of grade E, according to our classification. I cannot say that its characteristics are exactly as you stated, but they are very close to them. I'll show you some samples of this grade, and I suppose you may choose which one you like best of all. Here are their complete analyses.

CHIEF ENGINEER. I think this sample will suit us. Please show me its analysis. Thank you. Yes, this one will do.

BUNKER SUPPLIER. How many tons do you want to order?

CHIEF ENGINEER. We want 500 tons of diesel-oil, and some 30 tons of lubricating oil.

BUNKER SUPPLIER. What kind of lubricating oil do you need?

CHIEF ENGINEER. Do you want me to tell you the characteristics?

BUNKER SUPPLIER. Yes, that would make the choice easier. But if you like, I can show you samples, and you make the choice yourself.

CHIEF ENGINEER. All right, we can do both. You see, we bought such oil once and I wrote down the figures. Now, where did I put that note? Oh, here it is. So, the flash point is 360°F minimum, Saybolt viscosity at 100° Fahrenheit — 150 seconds minimum and 200 seconds maximum. Pour point 35° F maximum and steam emulsion value 75 seconds maximum.

BUNKER SUPPLIER. That's clear, sir. This is the regular stuff; we can supply you with any quantity. You are holding a sample of that grade in your hand now.

CHIEF ENGINEER. Is that so? Right you are. Now that I look closer, it's just like what we bought last time. So, it is settled now. What about the prices?

BUNKER SUPPLIER. The prices are fixed, sir. Just standard Shell Co. prices. We'll charge you £35,40 per ton of diesel-oil and _£ 88.75 per ton of lubricating oil. Sorry, but we cannot make any discounts for quantities less than 10,000 tons.

CHIEF ENGINEER. Well, let it be so. Now, let us arrange about the delivery and the samples for analysis.

BUNKER SUPPLIER. I'll send you the samples in a couple of hours. As to bunkering, we may start pumping directly you shift to our wharf. We may supply you from our lighter as well, just at this berth; but it will cost you £ 150.00 more.

CHIEF ENGINEER. Let me fix that with our captain. I'll ring him up right away. Just a moment. (*After a while*). You know, the captain says, he won't mind those extra £ 150.00 provided we do the bunkering as quickly as we can. He says we are very much pressed for time.

JUNKER SUPPLIER. As you like, sir. We shall do what ever suits you best. Inasmuch as the transaction is settled, I'll go now and make some arrangements for tomorrow. In two hours I'll send you the samples and tomorrow I'll come here at 7.30 a.m. We'll settle then the practical details of bunkering.

2

BUNKER SUPPLIER. Good morning, sir. The lighters will be brought alongside your ship by 8 a.m. Are you ready to take bunkers?

CHIEF ENGINEER. Yes, we've made all the necessary arrangements.

BUNKER SUPPLIER. Into what tanks are you going to pump the diesel-oil?

CHIEF ENGINEER. We have two fuel oil tanks aft. One of the tanks is empty, the other one is half-full of oil. We'll start with pumping into the starboard tank.

BUNKER SUPPLIER. All right, let's start with the starboard tank. What's its capacity?

CHIEF ENGINEER. The tank's capacity is 400 tons.

BUNKER SUPPLIER. Very well, sir. Now let's settle the question how we shall take measurements.

CHIEF ENGINEER. The tank's capacity is officially stated in this ship's ullage table, as you can see. If you don't mind, let's go at once to examine the starboard tank to see if it is empty. As to the port tank, I propose to take ullages as soon as the starboard tank is topped off.

BUNKER SUPPLIER. Why should we put it off till then? You aren't taking away any supplies from the port tank now, are you?

CHIEF ENGINEER. No, of course, we are not. We have pumped enough oil into the service tank and that will suffice for a couple of days at least.

BUNKER SUPPLIER. If that's the case, we'll have the discharge valves shut, lashed and sealed. Then we may take the ullage right away.

CHIEF ENGINEER. Good. Let's do it this way if you like. So, we are prepared to take bunker from your lighters,

BUNKER SUPPLIER. Very well, sir. Now we have to handle the hose. Please give orders to lift the lighter hose and to have it inserted into the tank. It must be securely lashed in place. We shall load "over-all". Tell them to plug the opening around the hose with wet burlap. No open fires on board?

CHIEF ENGINEER. None, the boiler fires were extinguished two hours ago. I say, Mr Williams, last time we took bunker here in a different way. We had the dock hose connected to our risers. Not "over-all" method.

BUNKER SUPPLIER. Yes, sir, I know that. But this time we want to expedite the bunkering. We are using now a hose of a bigger diameter, as a matter of fact, a 6" hose.

CHIEF ENGINEER. Oh, I see.

BUNKER SUPPLIER. I will request you, sir, to detail someone to be on constant watch for leaks or overflow. Please order drip pans to be positioned under flanges as well.

CHIEF ENGINEER. Good. I'll see to that. Anything else?

BUNKER SUPPLIER. Yes, sir. Will you, please, have a man stationed on deck to relay orders to the lighter attendant?

CHIEF ENGINEER. All right. What station signals shall we use when taking bunker?

BUNKER SUPPLIER. First of all give a "stand by" order to the lighter attendant five minutes before the loading shall be started, stopped or reduced in rate. We'll start pumping at slow speed. When you have ascertained that everything goes smoothly, tell the lighter attendant to increase pressure or "full speed". When topping off, tell him: "Ease down" and finally: "Stop". You may use flag signals as well.

CHIEF ENGINEER. What flags shall we use?

BUNKER SUPPLIER. One red flag meaning "slow speed" or "reduce the pressure". Two red flags meaning "full speed" or "increase pressure". Both flags down meaning "stop".

CHIEF ENGINEER. That's clear. What emergency signals shall be used?

BUNKER SUPPLIER. In case of emergency sound a continuous blast on the ship's whistle until oil ceases to flow.

CHIEF ENGINEER. That's settled now. What other arrangements should we make?

BUNKER SUPPLIER. Have you put ashore the bonding cable?

CHIEF ENGINEER. What do you mean by bonding cable?

HUNKER SUPPLIER. I mean the grounding cable which must be made fast to the shore pipeline.

CHIEF ENGINEER. Ah, that's what you mean. Yes, we have already done that.

BUNKER SUPPLIER. That's good. Now, we may soon start bunkering. Will you kindly send someone ashore to be present when the shore

tanks are dipped? As you know, the measurements obtained from these dips will be used for calculating the quantity of bunker supplied to your ship. So, please, send a competent person.

CHIEF ENGINEER. My second engineer will come along with you. He is a very experienced person.

3

AGENT. Good evening, Mr Pavlenko. The captain told me you wanted to order some technical supplies.

CHIEF ENGINEER. Good evening, Mr Thomas. Yes, that's right,. We need some stores. Will you sit down, please? We have run short of packing; we want to buy some other things, too.

AGENT. What kind of packing do you want? Metallic?

CHIEF ENGINEER. Oh, we want several kinds of packing. I've forgotten what you call that packing in English, but I know you always carry a set of samples about you. Let's see them and I'll choose the kind I want.

AGENT. You have a very good memory, Mr Pavlenko. Yes, indeed, I always carry samples about me. That's our business. Here are the samples. You may examine them and choose whatever you like.

CHIEF ENGINEER. Thank you, Mr Thomas. Let me see them. ...Well, this sample seems to be the one I want. There is something written on its cover, but I cannot make it out. The letters are too small. I can't read them without my spectacles.

AGENT. You mean this one? It's high temperature joint packing.

CHIEF ENGINEER. That's just what I want. What are the shapes of this packing?

AGENT. It's sold in sheets, in discs and in rings. The sheet sizes are 20" by 30", 30" by 40" and 40" by 60".

CHIEF ENGINEER. How thick are the sheets?

AGENT. They are different. 1/16, 1/8, 1/4, 3/8 of an inch.

CHIEF ENGINEER. What diameters are the discs?

AGENT. At the present moment, we have in stock only five sizes: 2", 3", 4", 6" and 10". The thickness is the same as that of the sheets. But we have three more sizes for rings. They are: 12", 16" and 18".

CHIEF ENGINEER. What's the inside diameter of these rings?

AGENT. Two and three inches less than the outside diameter, but you can cut these rings to any size within these limits.

CHIEF ENGINEER. Yes, of course. So, will you put down our order for this packing? 50 sheets of 30 x 40", 1/8" thick, 50 sheets of 40 x 60", 1/4" thick, 100 rings 12" outside diameter 10" inside diameter.

AGENT. I've put that down. Anything else?

CHIEF ENGINEER. Yes, some more packing, but of another kind. I want this sample. This time I can read the brand: "Rubber Jointing for Tube Flanges, Oil-resistant". I suppose the sizes and shapes of this packing are the same, aren't they?

AGENT. Yes, they are; just the same standard type.

CHIEF ENGINEER. Then put down in your block-book: 50 sheets of 20x30", 1/4" thick, and 50 discs 12" in diameter, also 1/4" thick. Now, let's arrange for the paints. We want 100 kilogrammes, that's to say, 220 lbs, of red lead and as much as 110 lbs, of zinc white.

AGENT. Yes, I have. Any enamel paints?

CHIEF ENGINEER. Yes, certainly. So far as I remember these enamels are packed in tins, aren't they?

AGENT. Yes, they are. There are 3.5 and 10 lb tins available.

CHIEF ENGINEER. We want 20 10 lb tins of inside enamel, cream colour, and several gallons of thinner.

AGENT. Any driers?

CHIEF ENGINEER. No, we don't need them. Now, please write down also 200 lbs of babbit metal for bearings. The babbit metal must contain not less than 83 per cent of tin. Well, I think that's about all that I wanted to order.

LABORATORY EXERCISES

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

1. What quantity of bunker fuel do merchant ships usually take for a voyage? 2. Why don't they take a greater quantity? 3. What is fresh water used for aboard ships? 4. In what cases may a ship run short of technical supplies or equipment? 5. From whom are bunker and technical supplies bought? 6. Why should the agent be informed about all negotiations between the captain and other firms? 7. Who is in charge of buying technical supplies aboard the ship? 8. What is the chief engineer to stipulate during preliminary talks with suppliers? 9. Whose duty is it to approve samples submitted by the sellers? 10. Who usually arranges the procedure of receiving bunker? 11. In whose presence should the measurements of bunker tanks be taken? 12. By whom is the quantity of bunker checked? 13. Is the pressure in the pipelines kept constant when pumping or may it change? 14. Who is to sign the bills or invoices for the bunker taken aboard?

II. (a) Translate into Russian:

1. They said (that) you would choose a sample. 2. The captain said (that) they would consult you. 3. She thought (that) we should fix up the date ourselves. 4. The agent said (that) he would send a shipchandler. 5. We thought (that) you would make a discount.

(b) Change from direct into indirect speech using the models.

Model 1: He said, "We bought some lubricating oil."

He said that they had bought some lubricating oil.

1. She said, "We have analyzed that fuel oil." 2. They said, "He had some offers at lower prices." 3. He said, "They placed an order for 2000 tons of coal." 4. The agent said, "I have given up smoking."

Model 2: I said, "He will bring some more samples."
I said that he would bring, tome more samples.

1. They said, "We shall settle that question." 2. He said, "You will take measurements of the tank." 3. We said, "The agent will see to that." 4. The bunker supplier said, "You will use burlap around the hose." 5. He said, "We shall sound one continuous blast." 6. He said, "You will ring him up."

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

"Let us fix up the date then."
"I must first settle that with the Port Office."
"Could you ring them up right away?"
"Well, I'll try."

* * *

"We don't use such characteristics. Can you convert them Into the Metric System?"
"Let me consult the conversion tables."

* * *

"I think I like this sample best of all."
"But it will cost you a little more."
"Well, I don't mind that, as far as it suits my purpose."

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:

Merchant ships take such quantities of supplies as will suffice for their planned voyage. Of course, there must be some margin for unforeseen circumstances too. But they may run short of some supplies before the planned time. Then they will have to buy fuel oil, lubricating oil, paints, packing, tools and instruments in foreign ports. The ship's agent helps the master to find reliable suppliers who will provide the ship with everything she needs. The agent settles accounts with the suppliers, that is he pays them money for the ship's account. He is to see that they charge reasonable prices and supply goods of adequate quality. Generally it is the chief engineer aboard the vessel who is in charge of buying all kinds of technical supplies and bunker. It is up to him to determine and stipulate the requirements which the bunker and the other supplies should meet. He is to deal with the suppliers. Bunker oil and other supplies are delivered in accordance with the samples and analyses which the suppliers submit.

VI. Practise in pairs enacting the following situations. You act as the chief mate and your partner — as the bunker supplier in (a), (b), (c). Then you change your parts:

(a) You want to buy fuel oil for your vessel. In a conversation with the bunker supplier you are discussing with him characteristics, quantity and the price of the oil you need. The bunker supplier shows you some samples of lubricating oil and you choose the grade you need.

(b) You are discussing with the bunker supplier details of taking oil from lighters into your tanks (examining empty tank, connecting hoses to your receiving pipes, keeping watch to avoid leaks or overflow, signalling to the lighter in the course of pumping, grounding shore pipeline, etc.).

(c) You need some technical supplies. You are discussing with the bunker supplier the quantity and characteristics of the supplies you need (packing, paints, thinners, driers, brushes, etc).

VII. Translate into English:

Теперь перейдем к делу. Нам нужно дизельное топливо хорошего качества. Температура вспышки должна быть не ниже 75°С; вязкость — 40—50' по Энглеру; удельный вес — 0,845 при 20 °С; цетановое число — 40—50. Вы не привыкли к таким характеристикам? Хорошо, тогда я сейчас переведу эти цифры в английские размерности. Вот взгляните, я здесь все записал. Вас такие цифры больше устраивают? Тогда все в порядке. Теперь относительно образцов. Можете ли вы показать мне образцы приблизительно с такими характеристиками, как я записал? А вот они. А как относительно анализов? Я хотел бы посмотреть анализ вот к этому образцу. Ах, вот он. Спасибо, я сейчас переведу ваши цифры в метрические единицы. Кажется, эта марка нас устроит. Какая цена этого топлива? Вы спрашиваете, сколько нам нужно этого топлива? Около 3000 тонн. Какую скидку вы сможете нам сделать при таком количестве? Десять процентов? Понятно. Сейчас я согласую это с капитаном. Минуточку. Я сейчас позвоню ему. Капитан говорит, что он согласен. Где мы будем бункероваться? На причале нефтегавани? Хорошо. У нас два бункерных танка. Один совсем пустой, другой наполовину заполненный. Я думаю, что замеры емкостей танков мы сможем сделать, когда придем в нефтегавань. Какой у вас шланг в нефтегавани? Вы говорите, что шланг имеет 8 дюймов по наружному диаметру. У нас приемный стояк немного больше; понадобится переходник 10 дюймов на 8 дюймов. О сигнализации и обо всем остальном договоримся позже.

LESSON 15

DRY-DOCKING AND REPAIRS

Words and Word Combinations

to dry-dock - ставить в сухой док, доковать
growth - зд. водоросли
sea-growth = fouling - обрастание (подводной части судна)
propulsive efficiency - пропульсивный к.п.д.
to grave - чистить подводную часть судна
stranding - посадка на мель
replacement - замена
to straighten (up) - выпрямить, отрихтовать
rudder - руль
shaft bush - втулка гребного вала
to necessitate - вызывать необходимость, вынуждать
bilge keel - боковой киль
to enable - давать возможность
re-coating - новая окраска, покрытие
anti-fouling composition - патентованная краска, предохраняющая от обрастания
surface - поверхность
moisture - влага
stern tube - дейдвудная труба
injection valves - впускные клапаны
sea valve - кингстон
sea connection - клапан забортной воды, кингстон
to corrode - корродировать, подвергаться коррозии
to pit - покрываться (точечной) коррозией
to allow - допускать, позволять
drains - дренажные трубы, сливные трубы
bottom valve - донный клапан
stuffing-box - сальниковая коробка
to repack - заново набивать сальники
dock trials - швартовные испытания
leak - течь, утечка; неплотное соединение
to set forward - выдвигать, выставлять
auxiliary machinery = auxiliaries - вспомогательные механизмы
cargo gear - погрузочно-разгрузочное устройство
deck superstructure - палубная надстройка
afloat - на плаву, на воде.
to contribute - содействовать, способствовать
breakage - поломка
to avoid - избегать, уклоняться
appliance - приспособление, устройство
to supervise; supervision - надзирать, наблюдать; надзор, наблюдение

to cast; casting - отливать, лить; литье
to machine - подвергать механической обработке
lathe - токарный станок
scantlings - размеры (деталей)
allowance - припуск (в механической обработке)
tolerance - допуск (в механической обработке)
to attribute - приписывать
propeller blade - лопасть винта
diver - водолаз
framing - набор (корпуса)
compartment - отсек, отделение
to flood - заливать, затоплять
plating - обшивка, листы, плиты
to roll - прокатывать, вальцевать
rent - отверстие с рваными краями, разрыв, щель, пробоина
to weld - сваривать
to rebabbit - заново заливать баббитом (подшипники)

Expressions

in the course of time - с течением времени
to trim the vessel to an even keel - удифферентовать судно на ровный киль
to take an active part in - принимать активное участие в
to effect (to execute, to make) repairs - выполнять (производить) ремонт
it's hardly necessary to say - вряд ли нужно говорить..,
under heavy weather conditions - при плохих условиях погоды
to have recourse to - обращаться за помощью, прибегать к (чьей-л.) помощи
to meet requirements - отвечать требованиям
That's out of the question. - Это совершенно исключено, об этом не может быть и речи.
Are you in a position to effect repairs? - Можете ли вы (есть ли у вас возможность) произвести ремонт?

TEXT

Ships may need dry-docking in a number of cases. It is a well known fact that in the course of time the underwater part of a ship is covered with sea-growth or shells which is sometimes called "fouling". This sea-growth reduces a vessel's propulsive efficiency to a large extent. To remove the sea-growth, vessels must be dry-docked from time to time and their bottom must be graved or cleaned.

In case of some damage to the ship's hull, such as may result, for example, from stranding or collision, the ship must also be placed in a dry dock or slip for examination and repairs. Replacement of the propeller shaft, damaged rudder or replacement of the shaft bush may also necessitate dry-docking the ship.

If a ship requires dry-docking the dockmaster must be informed beforehand about the ship's draft, her length and breadth, whether she has bilge keels and whether she has any other special characteristic of the ship's construction. These data will enable him to make necessary preparations and to fix keel blocks to receive the ship.

If the ship is docked for the purpose of cleaning and re-coating the bottom, the captain and the chief mate should see that the work is done effectively, especially so when the work is being done after dark. Anti-corrosive paint or anti-fouling composition should not be put on a wet or damp surface, as moisture under paint, when it is applied, will always cause peeling later on.

While being docked, a careful examination of the ship's bottom should be undertaken and the engineers should examine the stern tube, the propeller, injection valves and sea connections; also, if any part of the plating is found to be corroded or pitted, it must be thoroughly cleaned and covered with some anti-corrosive coating.

During dry-docking the following precautions should be observed on the ship.

(1) No free-liquid surface in tanks or other spaces should be allowed.

(2) The vessel should be trimmed to an even keel.

(3) No weights, cargo or water should be shifted while docked.

(4) Fire line connections between ship and yard should be made and periodically checked.

(5) All closets, drains, discharge pipes, etc. should be shut off.

(6) Bottom plugs, underwater cocks and valves as well as zinc protectors should be checked.

(7) The rudder should be lifted and pintles and gudgeons should be examined.

(8) Stuffing boxes, the propeller gland, etc. should be repacked.

In the course of sea trials as well as after undocking, due attention should be paid to possible leaks in the hull especially in those portions where repairs have been made.

In foreign ports arrangements for dry-docking a ship, as well as negotiations with the dockmaster, engineers, port and other authorities concerning the work to be done are usually carried out through the ship's agent. The agent is also under duty to settle accounts and to make payments to the dock authorities and to other persons concerned. However, the captain, his chief mate and the chief engineer should not wholly depend on the agent to do the job. They should always take an active part in all the negotiations and set forward their definite requirements as to the work to be done and reasonable prices to be charged.

Repairs to main and auxiliary machinery, deck machinery, cargo gear, deck superstructures and above-water portions of the hull do not always necessitate placing a ship in a dry dock. These repairs, in the majority of cases, are effected when the ship is practically afloat.

It's hardly necessary to say that on Soviet ships serious damage to main propulsion engines and auxiliaries is very rare, as the engines are given proper maintenance and taken good care of by the whole of the engine-room personnel. As a rule, all our engines are overhauled and carefully examined at regular intervals, which contributes immensely to their long life and continuous service.

However, accidental breakage of, or damage to, machinery cannot be sometime avoided, especially under heavy weather conditions. When this happens the ship needs repairing. Minor and small repairs which can be executed without special shop equipment and appliances are usually effected-on board the ship by the engine-room staff under the supervision of the chief or the second engineer.

Whenever broken or damaged parts are to be cast anew or machined on some special lathes, the order for such repairs is placed with some shore repair shop or shipyard. Here again we are compelled to have recourse to the ship's agent. At the request of the chief engineer he is to invite on board the ship the representative of some local repair shop or shipyard. The chief engineer must explain to the representative all the particulars of the work to be done, give scantlings and, if necessary, drawings as well as allowances and tolerances required for the parts ordered.

On completion of work and trials, if required, the chief engineer approves of the work done by the shop, signs the respective bills and the agent pays the money to the repair shop on behalf of the ship.

It should be mentioned here that all the repairs are usually carried out under the supervision of a Representative of the Register of Shipping who is to approve the work done and to issue appropriate certificates. His assistance in the work may be very helpful.

DIALOGUES

1

CAPTAIN. Mr Wilson, our agent, was kind enough to take me here to your office so that we might settle some points on dry-docking my ship.

DOCKMASTER. I am very glad, sir, to make your acquaintance. Mr Wilson, no doubt, has informed you that the dry dock will be available only tomorrow.

CAPTAIN. Yes, I know that. Mr Wilson's told me all about it. The point is I want to find out whether you are in a position to effect some repairs. You see, I am to communicate with my owners and I must know definitely what I can expect from you.

DOCKMASTER. What kind of repairs do you want to be made?

CAPTAIN. First of all, we had some trouble with our propeller during the voyage. I attribute a rather heavy vibration of the ship to the breakage of a propeller blade.

DOCKMASTER. It might be so. How do you know that a blade has broken off?

CAPTAIN. I sent a diver to examine the propeller and the rudder and he reported that it was actually so.

DOCKMASTER. Oh, I see. What type of propeller have you got, a solid one?

CAPTAIN. No, we've got a built-up propeller. We need one blade to be replaced and the other two straightened, if distorted. To be short, can you cast and machine a blade for our propeller?

DOCKMASTER. What are the scantlings and what kind of material?

CAPTAIN. Approximate size of blade is: length 1500 mm; breadth 900 mm; weight 1000 kg; material, stainless steel.

DOCKMASTER. I think we can meet your requirements; they are more or less standard for our yard. What other repairs do you want to be made?

CAPTAIN. I am afraid we'll have to straighten up the rudder. It was badly damaged by an ice-floe. Then there are several sheets of plating and a portion of framing which must be cut out and replaced by new ones.

DOCKMASTER. Did the ship get stranded on her voyage?

CAPTAIN. Not that we got stranded, but when passing through a narrow passage we ran against a sunken rock and got a small rent in the plating.

DOCKMASTER. Were any of the compartments flooded?

CAPTAIN. Yes, one of the compartments was, but we got the hole patched up and pumped out the water.

DOCKMASTER. That's O.K. then. I was afraid we would have to make stability computations in the course of docking.

CAPTAIN. No, that's not needed.

DOCKMASTER. Well, what other repairs should be done to the ship?

CAPTAIN. There is a leak in the fore section, it should be eliminated. Then the most bulky work is, as usual, cleaning, scraping, chipping off rust, and painting the ship's bottom.

DOCKMASTER. Do you want to have only the bottom painted?

CAPTAIN. Yes, only the bottom. As to the sides, they will be painted by our men. So, now you know the approximate volume of work to be done to our ship. Couldn't you tell me how long it will take to complete all the work?

DOCKMASTER. I suppose it'll take about ten days or a fortnight, but, of course, you understand, I cannot tell you for sure the exact date.

CAPTAIN. Yes, certainly. By my computation that would take almost the same amount of time. So, I'll inform my owners today and I expect you to send your tugs tomorrow by 7 p.m.

DOCKMASTER. Yes, we have already fixed that time with your agent, Mr Wilson, and the tug captains have been instructed accordingly.

CAPTAIN. Very well. I hope to see you again. Good-bye.

DOCKMASTER. Good-bye, Mr Petrov. I was glad of the opportunity to meet you.

2

CHIEF ENGINEER. During our stay here we should like to have some repairs done to our boiler room.

REPAIR-SHOP ENGINEER. Very well, sir. What repairs do you want to be effected?

CHIEF ENGINEER. First of all, we want to have some 20 fire tubes replaced and rolled in. When your workers come, the second engineer will show them where they are located.

REPAIR ENGINEER. You have no spare tubes aboard, have you? Shall we bring them from our shop?

CHIEF ENGINEER. We have some, but I would ask you to bring some 20 2" pipes from your shop.

REPAIR ENGINEER. Good, I've put that down. What else?

CHIEF ENGINEER. Then we want to have the boiler cleaned of soot. Have you put that down? There are two or three valves on the feed water lines. The valves are worn out and a little bit leaky. They should be replaced by new ones.

REPAIR ENGINEER. What's the diameter of those valves?

CHIEF ENGINEER. Two valves of 6" diameter and two of 3" diameter. Then two 15-atmosphere water pressure gauges should be replaced and tested.

REPAIR ENGINEER, Any water-gauge glasses to be replaced, too?

CHIEF ENGINEER. Yes, I think at least a couple of them should be replaced and water-gauge cocks must be replaced too. This you'll see when we come down to the boiler room.

REPAIR ENGINEER. Any welding work to be done?

CHIEF ENGINEER. Well, some braces should be welded, and I am afraid, there are some more minor weldings to be done too. So, you'll have to bring the welding outfit aboard.

REPAIR ENGINEER. That we can arrange, of course. What about casting work?

CHIEF ENGINEER. As to the boiler room there is not much work to be done. We need only some 50 or 60 furnace bars to be cast.

REPAIR ENGINEER. What size and shape of furnace bars do you want?

CHIEF ENGINEER. We'll give you several furnace bars as models for moulding. Will that suit you?

REPAIR ENGINEER. Yes, that will suit us all right. So, I've put down all the items. Shall we step down to the boiler room?

CHIEF ENGINEER. Yes, come along. This way, please.

3

CHIEF ENGINEER. We want your shipyard to undertake some repairs for our ship.

REPAIR ENGINEER. What do you want us to do?

CHIEF ENGINEER. Oh, there's a whole list of repairs to be done. To start with the piston rings: we want some 150 piston rings to be cast and machined. The exact dimensions, material and working of material are all stated in the working drawings. Rough dimensions are as follows: diameter of rings 450 mm, height 12 mm, width 12 mm.

REPAIR ENGINEER. The rings are meant for the main propulsion engine, aren't they?

CHIEF ENGINEER. Yes, that's right. You may notice that from the next drawing for cylinder liners of a two-stroke engine. We need as much as six cylinder liners. All the dimensions, material and working of material are shown on this drawing.

REPAIR ENGINEER. I see. Cast iron with Brinnel hardness of 180 units. The rings to be made of the same material but with hardness figure five units higher. That's clear. What's the next item on your list?

CHIEF ENGINEER. The next item are pistons. We need six pistons to match the cylinder liners. Here is the working drawing. As you see, the pistons are of trunk type. Diameter, allowance and tolerance as per drawing, Piston heads to be made of steel or heat-resisting cast iron, the trunk body of ordinary cast iron. The weight of the piston in assembly — 300 kilogrammes, 5 percent more or less.

REPAIR ENGINEER. Very well. We'll start casting tomorrow morning. What else have you got in your list?

CHIEF ENGINEER. We have got the main bearings to be rebabbited and bored out. You should use babbit metal containing not less than 83 per cent of tin. You should follow as closely as possible the dimensions and shapes of the old bearings. The oil grooves should be scraped out as in the old ones.

REPAIR ENGINEER. Don't worry about that; everything will be as it should be. Is that all that you want to be done?

CHIEF ENGINEER. No, there is still one more item. We've got some cracks in the piston head and in the cylinder cover. The cracks should be cut out, where practicable, and welded.

REPAIR ENGINEER. I suppose we shall be able to do the welding right on the spot.

LABORATORY EXERCISES

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

1. What does the ship's bottom get covered with in the course of time? 2. What is the effect of fouling on the ship's propulsive efficiency? 3. May the sea growth be removed when the ship is afloat? 4. What repairs necessitate dry-docking the ship? 5. What information should be given to the dockmaster in such cases? 6. What is used to paint the ship's bottom after thoroughly cleaning it? 7. What should the engineers carefully examine while the ship is in the dock? 8. How should the vessel be trimmed before docking? 9. May cargo or other weights be shifted

when the ship is docked? 10. What should be done to all drains and discharge pipes? 11. Is the fire line also shut off or is it connected to a shore hydrant? 12. What repairs may be done when the ship is afloat? 13. Why is serious damage to engines very rare on Soviet ships? 14. What repairs can the engine-room staff execute?

II. Change from direct into indirect speech using the models.

Model 1: He said, "Please send a diver to examine the rudder. "
He asked to send a diver to examine the rudder.

1. They said, "Please replace these tubes by new ones." 2. We said, "Please clean the boiler of soot." 3. He said, "Please chip off the rust." 4. The engineer said, "Please weld this crack." 5. They said, "Please roll in the ends of these tubes."

Model 2: They said to us, "Don't worry about that."
They asked us not to worry about that.

1. They said to us, "Don't paint the bottom with that paint." 2. He said to me, "Don't replace these tubes by new ones." 3. The chief engineer said, "Don't use steel for these rings." 4. He said, "Don't make the rings of that size any more." 5. We said to him, "Don't start chipping off the rust until they come."

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

"What are the scantlings?"

"I can't tell exactly. Approximate length, 1500 mm; breadth, about 900 mm; and height, some 750 mm."

* * *

"We want to have some repairs done to our engine."

"What kind of repairs?"

"Some tubes to be replaced and rolled in, some valves to be replaced and tested, some welding work to be done."

"We could do it, if you like. But we must have more exact data."

"That's natural, here is a list of repairs to be done."

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 the course of time the underwater part of a ship gets covered with sea growth. This growth reduces greatly ships' propulsive efficiency. To remove the growth, ships are periodically dry-docked. Dry docks are used when repairs to a ship's hull, propeller or rudder are required. The dockmaster must be informed about all the ship's dimensions and

characteristics so that he can fix adequate keel blocks to receive the ship. When being docked, a careful examination of the ship's bottom should be undertaken. The dock and ship engineers should examine the rudder, propeller, stern tube, sea valves and sea connections. If necessary, the ship's bottom should be cleaned and coated with anticorrosive and anti-fouling paints. During dry-docking some precautions should be observed. For example, no free liquid surface in tanks should be allowed. The vessel should be trimmed to an even keel. No weights or cargo should be shifted aboard. All drains and discharge pipes should be shut off. The fire line should be connected to shore hydrants. After docking sea trials are carried out. During the trials possible leaks are checked and eliminated. The engines, rudder, propeller and propeller shaft are tested for proper operation. Repairs which do not necessitate placing the ship in a dry dock are carried out when the ship is afloat.

VI. Practise in pairs enacting the following situations. You act as the ship's agent, your partner — as the dockmaster. Then you change your parts:

(a) You have to dry-dock your vessel. You are discussing with the dockmaster the repairs that should be made to the ship. You want to have your ship's hull examined, cleaned, coated, painted and, if necessary, welded in some places. The dockmaster is interested to know the dimensions of your vessel and whether it is necessary to make repairs to the propeller and rudder. You express your apprehension that the rudder might have been damaged when you contacted an ice-floe during your voyage.

(b) You have brought a repair list and some drawings to the dockmaster. You are explaining him that you need some urgent repairs to be done to your engine. These repairs involve casting and machining of some broken parts as well as welding some cracks in the cylinders. The dockmaster is very carefully looking through your repair list and asks you the cause of some damages.

VII. Translate into English:

Нам придется поставить судно в сухой док. Во-первых, необходимо снять обрастание подводной части судна. Нам нужно будет починить и покрасить днище антикоррозийной и патентной краской. Во-вторых, нужно будет произвести осмотр днища, руля и винта. Возможно, что потребуется некоторый ремонт. Дело в том, что в этом рейсе мы заметили, что вибрация судна несколько увеличилась. Может быть, это связано с тем, что во время рейса мы слегка коснулись корпусом какого-то подводного препятствия. Во всяком случае, надо будет все внимательно осмотреть. Заодно придется проверить и лопасти винта. Может быть, нужно будет их отрихтовать. В носовом отсеке появилась небольшая течь; нужно будет ее устранить. Поскольку мы собираемся стать в сухой док, я думаю, что нам следует произвести заодно и другой второстепенный

ремонт. Нам потребуются небольшие сварочные работы и мелкое литье с механической обработкой. Нам нужно заменить и развальцевать несколько двухдюймовых труб, отлить и обработать несколько цилиндровых втулок и поршневых колец. Нам понадобятся два-три поршня к этим втулкам. Нужно будет перезалить баббитом и расточить подшипники. Рабочие чертежи, точные размеры и спецификацию материалов мы, конечно, вам дадим.

LESSON 16

CARGO CLAIMS

Words and Word Combinations

claim - иск, претензия
party - сторона (юр.)
to violate; violation - грубо нарушать; грубое нарушение
law - закон
regulations - правила
to infringe - нарушать
to set forth - излагать
amicable settlements - дружеское, полюбовное урегулирование (спора, разногласий)
dispute - спор, разногласие
mutual - взаимный, обоюдный
to refer - направлять; передавать на рассмотрение (юр.), ссылаться (на кого-л., что-л.)
award - арбитражное решение (юр.)
arbitrator - арбитр, третейский судья
short delivery - недостача, нехватка при сдаче
non-payment - неуплата
calculation - калькуляция, расчет
erroneous - ошибочный
to establish - учреждать, устанавливать
to result - являться результатом, происходить в результате, проистекать
juridical - юридический
general (particular) average - общая (частная) авария (страх.)
force-majeure - форс-мажор, непреодолимые силы природы (юр.)
value - стоимость, цена, ценность
loss - потеря, убыток, утрата
to jettison - выбрасывать груз за борт (для спасения судна)
to insure - застраховывать, страховать
average adjuster - диспашер (страх.)
average statement - диспаша (страх.)
average bond - аварийная подписка, аварийная гарантия

evident - очевидный, ясный, явный
sea protest - морской протест (юр.)
notary public (*тж.* public notary) - нотариус
testimony - показание, доказательство, свидетельство (юр.)
sworn testimony - показание под присягой
to substantiate - подкреплять доказательствами, приводить достаточные доказательства
to reserve - оговаривать, делать оговорку (в документах)
to acquaint smb with smth - ознакомить кого-л. с чем-л.
communication - связь, сообщение
unless - если ... не
overtime - сверхурочное время
to contradict - противоречить
common sense - здравый смысл
otherwise - иначе, в противном случае
demurrage - простой (судна), плата за простой (судна)
to type - печатать на машинке
to deny - отрицать, отказываться
to encounter - сталкиваться, (неожиданно) встретиться
list - крен судна
draft - проект, набросок, черновик
opinion - мнение
to enclose - прилагать, вкладывать (в письмо, посылку)
to regard - рассматривать, считать, принимать во внимание
to extinguish (to put out) - тушить, гасить
steam-jet - паротушитель
to be willing to do smth - быть согласным, согласиться сделать что

Expressions

to settle a dispute (a claim) - урегулировать разногласия (претензии)
to go to law - подать в суд, начать судебный процесс
to resort to law - обратиться (прибегнуть) к закону
(party) of the first part - с одной стороны (обычная редакция в юридич. документах)
(party) of the second part - с другой стороны (обычная редакция в юридич. документах)
to decide a dispute - разрешить спор, разногласия
the claim is made against - иск обращен к
this clause exempts us from liability - этот пункт освобождает нас от ответственности
to sustain damage or loss - понести ущерб или убыток
to bear in mind - помнить, иметь в виду
the loss is borne by both parties = both parties bear the loss - убыток несут обе стороны
to slip the cable - обрубить якорь-цепь
to run the ship ashore - выбросить судно на берег

to note a Sea Protest - заявить морской протест
to call in a surveyor (experts, witnesses) - вызвать инспектора (экспертов, свидетелей)
to hold a survey on - производить осмотр, обследование чего-л.
to hold someone responsible for - считать кого-л. ответственным за
to repudiate the claim - не признавать иска, отвергать претензии
the ship was rolling and pitching - судно испытывало бортовую и килевую качку
the vessel was shipping water fore (aft) - судно принимало воду (зарывалось) носом (кормой)
the fire was gaining rapidly - пожар быстро распространялся
That can't possibly be so! - Этого не может быть!
It was through no fault of ours. - Это произошло не по нашей вине.

TEXT

Claims usually arise between the contracting parties when one of them considers the other party to have violated some laws or regulations or infringed the conditions of some contract or agreement, which set forth their rights and protect their interests.

Claims are settled in different ways. In some cases, the parties agree on an amicable settlement of their dispute. Through exchange of letters or by personal contact the parties come to a mutual understanding and agreement. Sometimes, when the parties cannot agree on some question, they refer their dispute to the decision or "award" as it is mostly called of an arbitrator. Arbitration is a method of settling commercial disputes without having to resort to law. In other cases, when the parties do not see any way to agreement, they decide to go to law and it is only the court decision that puts an end to their dispute.

In marine practice, claims may arise in connection with short delivery of goods or damage to cargo, in connection with non-payment of money or non-fulfilment of some clauses of contracts, in connection with a wrong calculation or an erroneous charging of some expenses, and in connection with many other matters.

To settle disputes between shippers or charterers of the first part and shipowners of the second part, a special Maritime Arbitration Commission has been established at the All-Union Chamber of Commerce & Industry. This Commission decides disputes with regard to charter parties, contracts of carriage and marine insurance, arbitration agreements for cases of collision and salvage contracts.

Whenever claims are made against the ship, the master should be careful to see if there are any clauses in the Charter Party or Bill of Lading exempting the vessel from such liabilities. If any legitimate claims arise, it is always advisable, if possible, to settle them before the ship leaves the port.

To avoid claims about loss or damage to goods, shipmasters should observe the terms and conditions of the contract of carriage. Of course,

damage to goods may sometimes result from causes which are beyond the carrier's control: a ship may meet with casualty and both the ship and the cargo sustain damage or loss. Under all the circumstances the master of a ship must bear in mind the juridical side of the question and fulfill the necessary formalities which are required of him. In maritime insurance the term "average" means a loss. There are two kinds of average: "general average" and "particular average."

Under general average the loss is borne by all parties concerned in the adventure and in direct proportion to their several interests. In other words the loss is divided among the shippers, the receivers and the shipowners proportional to the values of goods, ship and freight. It is very important to understand what is meant by the term "loss" in this instance. This loss derives from a voluntary and deliberate sacrifice of one or more of the parties' goods with a view to saving the remainder of the property such as, for example:

slipping cables and anchors to avoid any approaching peril;

running the ship ashore for the preservation of either the ship or cargo;

jettisoning cargo in order to lighten the vessel, or to prevent fire from spreading

and many other cases.

The loss sustained under particular average is borne by the actual owners of the property lost or damaged, if uninsured, but by the underwriters if the property is insured.

The general average is settled in accordance with the York-Antwerp Rules. In case of the general average a shipmaster or the shipowners are under duty to appoint an average adjuster who is to prepare an average statement and to draw up and settle all claims falling under general average. A shipmaster is also obliged, before delivering the cargo, to insist on the consignees signing average bonds.

In every case of an evident or suspected damage to goods during the voyage, the shipmaster is to note a Sea Protest. He is to note a Sea Protest within 24 hours of arrival and before breaking bulk. The protest is made before a notary public or the consul, or before a magistrate or other local authority. The sworn testimony of the master and other witnesses must be substantiated by the entries in the log book. For this purpose extracts from the log book should be taken and produced. As a rule, the harbour master makes an official announcement for the information of all concerned about the protest declared.

After the protest has been noted, the shipmaster must call in a surveyor to hold a survey on hatches. The shipmaster must also acquaint the receivers of the cargo with this fact so that they may also appoint a surveyor if they wish. The receivers must be notified by the master in writing. The hatches then should be opened in the presence of the surveyor to prove that they had been properly battened down and covered before the voyage. This is very important as the ship is cleared from

responsibility for the damage if the surveyor's report states that the hatches were properly covered and secured and the cargo was properly dunnaged and stowed. A copy of the surveyor's report should be retained on the ship for further reference.

DIALOGUES

1

CAPTAIN. Can you tell me, Mr Watson, what is the matter with the Charterers? At 11 a.m. they loaded the last few lorries of cotton and then everybody has gone away. The work has stopped. Are they going to supply any more cargo at all?

AGENT. Well, I've just come to tell you about that business. They rang me up half an hour ago. The fact is that they have no more cotton here, in town, and cannot get supplies from the country because of the flood.

CAPTAIN. I am glad you told me that, but I don't know what to do with these people. We are already two days late and I have to proceed on my voyage tomorrow at 5 p.m.

AGENT. They told me they were very sorry, but they couldn't help it. The communication with that region will be restored not earlier than in a fortnight.

CAPTAIN. We might have taken another 1200 tons to complete the charter amount. I'll have to make a claim against that firm for dead freight.

AGENT. It cannot be avoided, can it?

CAPTAIN. Certainly not, it's stipulated in the charter party. I want you to deliver an official letter to this firm. It's to the effect that unless they supply full cargo tomorrow by 5 p.m. I'll proceed on my voyage underloaded and I shall hold them responsible for the dead freight.

2

AGENT. I've got an official letter from Messrs Thomson & Co. They claim that according to the customs of the port overtime for loading at night must be paid by the shipowners.

CAPTAIN. That can't possibly be so. It contradicts the terms of the C/P and common sense, too. The work is done in the interests of the shippers, as otherwise they would have to pay a lot of money for demurrage. Besides, it is clearly stated in the remark under Clause 12 of the charter party.

AGENT. They allege that in their copy of the C/P the remark also reads: "overtime to be paid by shipowners".

CAPTAIN. There must be some misunderstanding then. Just have a look at my copy of the charter party. See, it is really said here that overtime is to be paid by shipowners, but on the next line is typed "for the shipper's account". I don't know, maybe that last line is missing in their copy, but still business is business. They have to pay.

AGENT. I think I see now what they mean. They are not prepared now to pay the money for overtime, but they don't decline the payment of these expenses. The fault is mine. I had to pay the overtime on your behalf and debit this amount to their account.
CAPTAIN. That's it. Now, you'll have to repudiate their claim and explain to them how things stand.
AGENT. Certainly, I'll do that.

3

CAPTAIN. We encountered very heavy weather in the Bay of Biscay. I am afraid the cargo might have been damaged because of shifting.
AGENT. Are you going to note a protest?
CAPTAIN. Well, I think I'll have to.
AGENT. What are the formal grounds for this protest?
CAPTAIN. Why, there was a very heavy storm in the Bay of Biscay.
AGENT. What was the wind force?
CAPTAIN. The wind force was 10-11 on the Beaufort Scale. The ship was rolling and pitching most heavily.
AGENT. What was the ship's list?
CAPTAIN. The ship's list was as much as 30° at times. The vessel was shipping water fore and aft.
AGENT. Was the cargo securely lashed?
CAPTAIN. Of course, we took all precautions, but still I fear some damage might have been caused through the stress of weather.
AGENT. Have you made a draft of the sea protest?
CAPTAIN. Yes, certainly. I want you to go through this draft protest and state your opinion.
AGENT. Let me see it, please. Well, from the formal point of view the protest is good. By the way, you write here that the heavy weights in Hold No. 2 were properly lashed. How can you substantiate this fact?
CAPTAIN. You see, I enclose an extract from the ship's cargo book in which we usually enter all the details of stowing the goods. In the entry dated 17th last month, the fact of a proper lashing of the goods was clearly stated.
AGENT. I am not sure whether the public notary or court will regard this cargo book as an official document, but, to my mind, this extract will work.
CAPTAIN. So far as you approve my draft, could you have this protest typed?
AGENT. Yes, I'll have it typed immediately I return to my office.
CAPTAIN. I should like to have it handed over to the Notary Public and duly lodged today. Would you mind my calling at your office in a couple of hours? We could go then directly to the Notary Office and have it lodged.
AGENT. Oh, you're welcome. I'll send a motor car for you by 7 p.m.

CAPTAIN. That's settled then. Now, what about a surveyor? I want him to hold a survey on hatches. Of course, I want you also to take part in drawing up the statement.

AGENT. I think I can manage that. I'll ring up the surveyor to come tomorrow. But you write a notice to the receivers at once, asking them if they want to send their surveyor too.

CAPTAIN. Will that notice reach them in time?

AGENT. It doesn't matter after all. I'll ring them up too and tell them that the written notice will follow. You just begin your letter with the words: "To confirm our telephone call on you..."

CAPTAIN. That's good idea, indeed. Thank you. Will you be so kind as to have this letter worded and typed in your office so that I may sign it when I call on you today?

AGENT. All right, I'll see to that.

4

AGENT. We got your radiogram, sir, that you sustained a heavy loss.

CAPTAIN. Yes, we had bad luck this time. We met with a casualty. The ship was on fire.

AGENT. How did it happen?

CAPTAIN. We had cotton in Hold No. 2. Some of the bales in the upper tiers ignited of themselves. We did our best to extinguish the fire. When we opened the hatch, the fire was gaining rapidly all over the upper tiers. We were lucky that the weather was absolutely calm, no wind at all. We tried to extinguish the fire with steam jets and succeeded in putting out the open flames. But the bales were still smoking heavily.

AGENT. So, what did you decide to do then?

CAPTAIN. Well, I could not risk the ship and the rest of the cargo. So I ordered to jettison a couple of upper tiers of bales. Then we closed the hatch tightly and filled the hold with carbon dioxide.

AGENT. I think that was the only way out. So you declared the general average, didn't you?

CAPTAIN. Well, I sent a radiogram to my owners asking them to appoint an average adjuster. Then I prepared the Sea Protest which I would like you to look through.

AGENT. Very well, I'll go through your draft right away. What about a survey?

CAPTAIN. A survey must by held in due course. I would ask you kindly to arrange for a surveyor to come tomorrow morning.

AGENT. Suppose he would come by 11.30 a.m. Would that do?

CAPTAIN. Yes, it suits me all right. Let him come at that time.

AGENT. It suits me too. I must say I am rather busy in the morning and I could not possibly come before that time.

CAPTAIN. So the time suits everybody, let's say no more about that. Now, I want to tell you about the average bonds. Will you be good

enough to inform all the receivers that they will be required to sign the average bonds?

AGENT. All right. I'll let everybody know about that today. As soon as I get a copy of the cargo manifest from you, I'll have all the blank forms filled up in advance.

LABORATORY EXERCISES

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

1. When do claims usually arise? 2. Which is the best way of settling disputes? 3. To whom may the parties refer their dispute for settlement? 4. In what connection may claims arise in marine practice? 5. What disputes does the Maritime Arbitration Commission decide? 6. What should captains do to avoid claims against the ship? 7. How is the loss divided under general average? 8. What voluntary and deliberate actions are regarded as general average? 9. Who bears the loss under particular average? 10. In accordance with what rules is general average settled? 11. What are the duties of an average adjuster? 12. In what case and by whom are average bonds signed? 13. In what case is a sea protest noted? 14. By what should a sea protest be substantiated? 15. Who is to hold a survey on hatches?

II. Change from direct into indirect speech using the models.

Model 1: He asked me, "Are you sure of that?"
He asked me if I was sure of that.

1. They asked us, "Can you supply some more cotton?" 2. We asked him, "Do you claim for dead freight?" 3. She asked them, "Is he willing to pay overtime?" 4. He asked us, "Is the work being done in your interest?" 5. The captain asked him, "Do they allege that they supplied the full quantity?"

Model 2: They asked him, "Did you repudiate our claim?"
They asked him if he had repudiated their claim.

1. She asked me, "Did you explain to them how the things were?" 2. He asked us, "Was that my fault?" 3. They asked him, "Was there any misunderstanding?" 4. He asked the agent, "Did you deny that fact?" 5. She asked them, "Did you settle that dispute?"

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

"That can't possibly be so. It contradicts common sense."

"Well, but they deny that it was their fault. They say that this clause exempts them from liability."

* * *

"The responsibility for the accident rests with you. We have to demand compensation."

"We understand your attitude, but still we must repudiate your claim."
"Then I see no alternative, but to bring an action against you."

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:

Claims may arise when one party violates some laws or some terms of contract. Claims are settled in different ways. The best way to do so is to agree on an amicable settlement. The parties usually come to a mutual understanding and agreement through exchange of letters or by personal contacts. If the parties cannot agree on some questions, they refer their dispute to arbitration. Arbitration is a method of settling commercial disputes without applying to a court of law. When the parties see no way to agreement they go to law.

In marine practice, claims may arise in connection with short delivery of cargo, damage to cargo, non-payment of money or non-fulfilment of some clauses of contracts, marine insurance, and so on. The Soviet Maritime Arbitration Commission has been established at All-Union Chamber of Commerce & Industry. It settles disputes with regard to charter parties, contracts of carriage and marine insurance, arbitration agreements for cases of collisions and salvage contracts.

General average is a loss which is divided among the shippers, the receivers and the shipowners. This loss results from a voluntary and deliberate sacrifice of the parties' goods in order to save the rest of the cargo and the ship.

Particular average is borne by one party only.

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

(a) You are discussing with your agent the Shippers' refusal to pay dead freight. You refer to the clause of the Charter party which reads: "Charterers need not supply full cargo, but in this case they shall pay dead freight". The agent doubts whether they shall pay dead freight, so far as under loading was not through their fault. Still you insist that you have to make a claim against the charterers and ask the agent to hand them over your official letter to this end.

(b) During your voyage you encountered heavy weather and you fear that some damage might have been caused to the cargo. In this connection you want to lodge a sea protest at a local notary office and you ask your agent to help you. You are discussing with him which official documents might substantiate the facts (entries in the log book, in the cargo book, etc.). Finally you ask the agent to call in a surveyor to hold on a Survey before breaking bulk.

(c) During the storm your ship got such a heavy list that you had to jettison part of the deck cargo. The average adjuster defined this case as general average. You are discussing with your agent the circumstances of this case and you ask him to inform the consignees that they will have to sign appropriate average bonds.

VII. Translate into English:

Грузоотправители не представили полного груза. Нам придется предъявить к ним претензию за мертвый фрахт. Что касается сверхурочных, то здесь какое-то недоразумение. По условиям чартера сверхурочные оплачиваются грузополучателями. Об этом имеется отдельное примечание в чартере. Вы говорите, что они отклонили нашу претензию. Они отрицают, что должны платить эту сумму? Ну что же, тогда нам придется передать наш спор на арбитраж. Если они не согласны на арбитраж, мы возбудим дело через суд.

Теперь относительно ущерба, который был причинен нам местным катером. Владельцы катера согласны заплатить за эти повреждения? Вы говорите, что они не согласны. Вы понимаете, насколько необоснованно они поступают? Что бы они ни говорили, как бы они ни отрицали свою вину, ведь ущерб судну причинен. Мы имеем законное право потребовать компенсацию за повреждения. Я не вижу никакого другого выхода, кроме как обратиться в суд.

Есть еще один вопрос, который мне хотелось бы обсудить с вами. Я хочу заявить морской протест. Я опасаюсь возможного ущерба грузу вследствие подвижки груза. Я составил проект морского протеста и хочу, чтобы вы просмотрели его. Мы можем подкрепить все факты выписками из судового журнала. Все выписки переведены на английский язык. Не могли бы вы отдать эти выписки, чтобы их перепечатали на машинке? Нам нужно будет также вызвать сюрвейера для осмотра трюмов. Я думаю, что вы тоже примете участие в этом осмотре. Между прочим, возможно, что получатели захотят прислать также своего сюрвейера. Вы тоже так думаете? В таком случае, сообщите им, пожалуйста, о дате осмотра.

LESSON 17

CLAIMS ON COLLISIONS

Words and Word Combinations

accident - несчастный случай, авария
to occur - происходить, случаться, иметь место
inevitable - неизбежный
beyond - вне, сверх, выше
occasion - случай, возможность, обстоятельство, событии

lack of - недостаток, отсутствие чего-л.
negligence - небрежность, халатность
disregard - невнимание, игнорирование
neglect - пренебрежение
and the like - и тому подобное
disastrous - бедственный, катастрофический
to seek - искать, разыскивать
guilty - виновный, виноватый
to sue - преследовать судебным порядком, возбуждать, предъявлять иск
to sheer - отклоняться от курса, рыскать
to run against - столкнуться, натолкнуться
to cross-examine - подвергать перекрестному допросу
to inquire - наводить справки, расследовать
on behalf of - от имени (кого-л.)
statutes for the merchant ships - уставы для торговых судов
thoroughly - тщательно
to apply - применять, прилагать
to obey - подчиняться, выполнять (приказ)
to prescribe - предписывать
irrespective of - безотносительно, независимо (от чего-л.)
to interpret; interpretation - переводить, толковать; толкование
proceedings - судопроизводство, ведение дела
hirer - наниматель
to compensate for - возмещать, компенсировать
to crumple - мять, комкать
to choose - выбирать
to rely (upon) - полагаться, доверять
demand - требование, просьба
at all - совсем, вообще
minor - второстепенный
to miss - пропустить, упустить, проглядеть
basis - основание, исходный пункт
rumours - слухи
wrong - неправильный, неверный
lawyer - адвокат, юрист
solicitor - поверенный, адвокат, юрисконсульт
to cope with - справиться
to adduce - представлять, приводить (в качестве свидетелей, доказательства)
to be domiciled - иметь постоянное жительство
summons - судебная повестка

Expressions

to bear responsibility - нести ответственность
to be at fault - быть виновным
to hear the case - слушать дело
to collect evidence - собирать свидетельские показания

to pass a decision - выносить решение
opposing party - противная сторона (юр.)
to bring the action against (to bring the suit to the court) - возбудить судебное дело
in ample time - заблаговременно, вовремя
that's worthy of praise - это заслуживает похвалы
the more so - тем более, что
the bags got soaked - мешки подмокли
He is an old hand at this business. - Он знаток этого дела.
to lodge a Sea Protest - оформить морской протест (у нотариуса)
to spot a vessel on the radar screen - обнаружить судно на экране локатора

TEXT

The sailing of ships is not always smooth and undisturbed. Accidents, though comparatively rare, may sometimes occur to ships. Apart from some inevitable accidents beyond the control of man, there are some occasions when lack of experience, negligence, violation or disregard of the Rules of the Road or of the ordinary practice of seamen, neglect of necessary precautions and the like may lead to disastrous results.

When, as a result of an accident, a ship has sustained or caused some material damage, it is natural to seek a guilty party and make this party bear responsibility for the damage. Under laws of many countries a vessel or her owners may be sued for damages due to fault in collision.

If the damage is insignificant, and it is absolutely evident which of the two ships is at fault (as for instance, when a ship mooring or unmooring next to your berth accidentally sheers and runs against your vessel), then the captains of both ships may come to an amicable settlement as to the repairs to be made and the money to be paid by the guilty party. Sometimes, in such cases a recourse to the harbour master's authority may be very helpful to settle the dispute quicker.

In more embarrassing cases, when there is uncertainty as to which of the vessels is guilty of collision or the damage is too great, the case is brought before the court. The court calls in the witnesses, hears, examines and cross-examines them, inquires into the ship's log book, collects evidence and passes a decision.

In most cases the action against the opposing party is brought by the shipowner or by their representatives on behalf of the owners. In both cases the captain of a ship is to report at once to his owners of the accident. Sometimes, when the circumstances are imperative, the captain himself is obliged to bring the suit to court.

It goes without saying that the majority of accidents at sea result from the fact that inexperienced deck officers sometimes violate, disregard or neglect the Rules of the Road or the official statutes for the merchant ships. Consequently, to minimize the risk of collisions, the young officers should thoroughly study and perfectly understand not only the letter but also the spirit of these Rules. They should be able to apply intelligently

these Rules to a given situation. It should be also borne in mind that the efficiency of actions prescribed by these Rules depends to a large extent upon a very essential factor which is often overlooked by young officers. The actions should be taken in ample time to provide for perfect security and safety.

A sound knowledge of these rules is also very important for another reason. Inasmuch as the Rules of the Road are universally adopted and must be obeyed by all ships irrespective of flag, ownership, size and service this knowledge will help a mariner to prove at any court that his actions were quite correct and reasonable. It will also help him to show fault on the part of the other vessel should he be involved in the collision predicament.

An intelligent seaman should also know how these Rules are interpreted at the court, so to say, from the juridical point of view. He should acquaint himself with the court interpretation of such terms as "inevitable accident", "moderate speed", "efficient whistle", "flareup light", "proper lookout", "special circumstances", "immediate danger", "ordinary practice of seamen", "risk of collision", etc., as this will greatly assist him in understanding the court proceedings and procedure better.

DIALOGUES

1

AGENT. Good afternoon, sir. Please meet the captain of a Russian ship, Pobeda, Mr Petrov. We've come here in connection with an unfortunate accident that has occurred today.

CAPTAIN OF A FOREIGN SHIP. Glad to know you, sir. My name is Wilson. You are welcome. Will you take a seat, please?

PETROV. Thank you, Mr Wilson. I am extremely sorry for the accident. Unfortunately, we have been the unintentional cause of damage to your ship.

WILSON. Yes, I know that. The chief officer reported to me about that. I was out at that time. How did it happen?

PETROV. You see, the port tug was bringing us alongside to get moored next to your berth. The wind was inshore and pretty strong at that time. Just at the moment when our stern was abreast of your bow the tug's hawser parted and the wind pressed my ship against your ship's side.

WILSON. Do you mean that was the tug's fault?

PETROV. Well, fault or no fault, but the hirer has to pay for the damage, as the law says.

WILSON. Oh, you know the law pretty well, that's worthy of praise, especially with such a young person as you are. Am I to understand that you are willing to compensate for the damage?

PETROV. Certainly, we are. We have to. That's why we have come here to arrange that business with you.

WILSON. I'm very glad, indeed. It'll save me a lot of trouble. Would you like to see for yourself the scope of the damage?

PETROV. Yes, let's go. Was there much damage caused?

WILSON. They say the impact was rather heavy. Five port-lights were broken. The starboard gangway was crumpled. The jib boom was badly bent, part of bulwark crushed and two dents caused in the plating, to say nothing of the painting which was bruised.

PETROV. Sad case! How shall we arrange about repairs? Am I to ask our agent, Mr Petterson, to send an engineer from the repair shop aboard your ship?

WILSON. If you don't mind, I would rather have an engineer from Messrs Starland & Co., with whom we've been connected for many years.

PETROV. Why not. It's up to you to choose the firm you rely upon.

WILSON. Then, that's settled. I'll let you know beforehand when their engineer is to come, so that you might fix with him about the costs of repairs and the payment of the bill.

PETROV. All right, let's do it that way, if it suits you. Oh, here we've come to the spot. Yes, the damage is exactly as you say. I'm really sorry to have caused you so much trouble, although it wasn't our fault altogether.

WILSON. Well, as the saying goes, "What's done can't be undone".

2

JOHNSON. Let me introduce myself, sir. I am the captain of the m/v Hamstead. Johnson is my name. I suppose you guess the reason of my visit.

MIKHAILOV. Pleased to meet you, Mr Johnson. Come in. I think I won't be wrong, if I say that you have come in connection with the collision.

JOHNSON. That's it. The fact is that we are very sorry for the morning accident. I've brought an engineer from the local shipyard to see how the damages can be repaired. It goes without saying that we shall pay all the expenses.

MIKHAILOV. Very well, sir. Shall we call in an official surveyor to draw up the list of damages?

JOHNSON. Well, I don't know whether this formality is necessary at all. As to me, I don't care for any official document, and I presume, we can manage all the business ourselves. Anyhow, this depends upon you; you are to decide the question.

MIKHAILOV. If you don't mind, I think we had better call in a surveyor; it will save us both a lot of trouble and misunderstanding. The more so, I expect a surveyor to come shortly here in connection with other business matters. Our agent has arranged with him to come by 12 o'clock today. So, if, you can spare half an hour more, let us wait for them.

3

JOHNSON. So, we may now all go and see on the spot what should be done.

MIKHAILOV. Certainly, let us waste no time, I am sorry to have kept you both this half an hour. Come along.

JOHNSON. Well, it's clear both to the engineer and to me what's to be done. What are your demands?

MIKHAILOV. First of all, we want these sheets of plating replaced and welded. They should be then coated and painted. All the three dents in the plating should be straightened and coated and painted too. The deformed parts of stringers must be either straightened or cut out and replaced by new ones. And what's the surveyor's opinion?

SURVEYOR. My opinion is the same as yours. Besides, I have put down here some minor repairs to be done. I want all of you, gentlemen, to look through this official statement and sign your names.

M1KHAILOV (having looked through the statement). To my mind, you have not missed anything. Thank you very much. Where am I to sign my name? Oh, here? Yes, I see. Thanks a lot. Will you, Mr Johnson, see this statement and state your opinion, too?

JOHNSON. I have no objection either. Shall we take the surveyor's statement as a basis for all the repairs to be done?

MIKHAILOV. I think, we shall.

JOHNSON. Then, everything is settled and, as they say, "both parties have come to a mutual understanding and agreement". I am glad we are through with this business.

4

CAPTAIN. Well, Mr Dickson, as you have probably heard, we collided with a British ship, the m/v Oarsman, on the way here and sustained heavy loss. I reported at once to my owners and they instructed me to bring an action against that ship. As there is no Soviet Consulate here, I expect you to help me with the formalities.

AGENT. Of course. I'll do my utmost to help you. To tell you the truth, I've heard some rumours in the Port Office, but they are all rather contradictory. How did it happen?

CAPTAIN. To be short, it was like this. We were caught in a very thick fog near the Pentret Point. Naturally, we reduced speed at once "to slow speed" and started to give fog signals before we entered the fog area, as prescribed in the Rules of the Road. The radar was switched on, and in a while we spotted an oncoming vessel. She was proceeding at high speed, violating the Rules. Soon, because of a wrong manoeuvre, she ran against our ship. That's how it happened.

AGENT. I see. Has the cargo been damaged?

CAPTAIN. Yes, the water penetrated through the rent into Hold No. 3 and, I suppose, a number of bags of rice got soaked.

AGENT. Then the first thing to do is to note a sea protest. After that I'll take you to a lawyer, Mr Swanson. He is an old hand at this business and I think he will be willing to act as your solicitor. There is a lot of clerical work to be done which neither you nor I could cope with. By the way, have you entered all the circumstances of the collision in your log book?

CAPTAIN. Certainly, we have. It's our duty to do so.

AGENT. That's very good. Now, are you prepared to go there right away? We must see the lawyer before the working day is over.

CAPTAIN. Yes, I can be ready in 10 minutes. What shall I take to show the lawyer?

AGENT. Well, first of all, take your log book. Don't fail to take your engine-room log book too. Then I would advise you to make a list of witnesses whom you are going to adduce. State their names, age, and the places where they are domiciled. The lawyer will need all these data to get from the court formal summons to the witnesses.

CAPTAIN. Is that all that I should take along?

AGENT. I think that's about all. Oh, yes, I have quite forgotten. Take the statement of the sea protest, we'll drop in on the way to Mr Swanson at the Notary Office to have it lodged.

5

CAPTAIN. Let us settle this dispute in an amicable way. You don't deny that your boat came too close to my ship and broke the ladder.

SKIPPER. No, we don't deny that.

CAPTAIN. You don't deny that you have caused us the damage.

SKIPPER. No, we don't. But that was through no fault of ours. You know the gust of wind pressed our ship against yours and we couldn't help it. It was absolutely unexpected.

CAPTAIN. At all events you had to keep at a safe distance from my ship, wind or no wind. Thus the responsibility for this accident rests with you. I think you understand how unreasonable you are. The damage was done and I have to demand compensation for the loss. If you are not willing to pay for the damage, I shall have to go to law.

SKIPPER. I understand your attitude, sir, but still I must repudiate your claim.

CAPTAIN. I am sorry, I see no alternative but to bring an action against your company.

6

CAPTAIN. You are welcome, Mr Dobson, come in please. I understand that you represent the local branch of the P. & I. Club, don't you?

MR DOBSON. Yes, sir, that's right. Our Manager, Mr Charles, had had a telephone talk with you. He told me that you wanted my assistance.

CAPTAIN. Yes, Mr Charles told me that you could be very helpful. We have to settle the trouble we faced here quite unexpectedly.

MR DOBSON. I suppose you mean the damage caused to the quay while you were getting moored. Am I right?

CAPTAIN. Yes, you are. I just meant that. You see, it isn't just the fact of damage itself. The point is that the port authorities require too big an amount to cover that damage.

MR DOBSON. Do they give any reason for that?

CAPTAIN. No, they just say that we have to pay.

MR DOBSON. How did it happen?

CAPTAIN. We were nearing the quay keeping at some angle to it. The weather was windy and the gust of wind pressed our ship against the quay's robbing piece. The timbers were evidently rotten and they broke at once. Now they say they have to replace the wooden robbing pieces all along the quay.

MR DOBSON. I see. Have you called for a surveyor?

CAPTAIN. No, we haven't yet. We are the first time in your port and we don't know anybody here.

MR DOBSON. Well, I think I'll do it myself. As soon as we get the surveyor's report I'll contact people in the port office. I hope we shall be able to manage that business.

LABORATORY EXERCISES

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

1. Do accidents often occur at sea? 2. What may a ship sustain in collision? 3. What responsibility do we make the guilty party bear? 4. What do the captains do when the damage is insignificant? 5. What do they do in more embarrassing cases? 6. What is the usual court procedure? 7. Whom is the captain to report to of the accident? 8. Who brings an action against the opposing party? 9. What do the majority of accidents at sea result from? 10. What should the young officers thoroughly study to minimize the risk of collisions? 11. What should they perfectly understand? 12. Why should the actions prescribed by the Rules be taken in ample time? 13. Are the Rules of the Road adopted only in some parts of the world? 14. What ships should obey these Rules? 15. What may the knowledge of these Rules help a mariner to do? 16. What should an intelligent seaman know about these Rules from the juridical point of view?

II. (a) Change from direct into indirect speech using the model.

Model: **He said to us, "Will you pay for the damage?"**

He asked us if we would pay for the damage.

1. They said to him, "Will you arrange that business?" 2. He said to them, "Will you choose the firm yourselves?" 3. The agent said to us, "Will you call in a surveyor?" 4. We said to the engineer, "Will you see to the repairs yourself?" 5. The surveyor said to us, "Will the captain look through the statement?"

(b) Combine the following pairs of sentences using the model.

Model: **He will arrange that business. It will save us much time.**
If he arranges that business, it will save us much time.

1. The engineer will come here. We shall fix the cost of repairs. 2. He will call in a surveyor. We shall draw up that document. 3. You will not mind that. We shall report to our owners. 4. Water will penetrate into the hold. The bags of rice will get soaked. 5. He will not pay the money in time. We shall bring an action.

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

"Am I to understand that the case should be referred to arbitration?"
"Well, it's up to you to decide."
"For my part, I would rather have it settled in an amicable way."
"I am of the same opinion."

* * *

"If you can make them pay, it will save us a lot of trouble."
"I'll do my best, of course, but I am not sure I can do it."
"Try to, anyhow. If they won't pay, we shall go to law."

* * *

"I am sorry to have caused you so much trouble".
"Well, never mind that. We understand that it was through no fault of yours."

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:

Now and then accidents including collisions occur to ships. Sometimes they are inevitable because they are beyond the control of man. In the majority of cases, they result from negligence or disregard of the Rules of the Road. More often than not, violation of the Rules may come from lack of experience. Collisions lead to some material damage to the ship or cargo. This damage must be paid for by someone. It is but logical to make the guilty party pay for the damage. Under the laws of many countries the vessel guilty of collision may be sued for the damage caused. When the damage is not great and it is quite evident which of the ships is guilty, the captains of both vessels usually settle the matter amicably. They agree as to what repairs should be done or how much money should be paid. But if the damage is considerable and the circumstances of the collision are not quite clear, a dispute between the two parties may arise. To settle this dispute, it is either referred to arbitration or brought before the court. The court calls in the witnesses,

hears, examines and cross-examines them, inquires into the ship's log books, collects evidence and passes a decision.

Deck officers should perfectly understand and intelligently apply the Rules of the Road or, as they are officially called, the International Regulations for Preventing Collisions at Sea. They should also know how these Rules are interpreted at the court.

VI. Practise in pairs enacting the following situations. You act as the captain of one vessel, your partner — as the captain of the other vessel in (a), you — as the captain and your partner — as the agent in (b), (c). Then you change your parts.

(a) Accidentally when berthing your vessel caused some damage to a foreign vessel, which had been moored next to your berth. You have come aboard that vessel and are talking with the captain. You apologize for the trouble caused and you want to know in detail what should be repaired. He shows you what was damaged aboard the vessel. You are arranging with him how and by whom the repairs should be done.

(b) You are talking with your agent. You are explaining to him that a shore crane carrying a big box caused your ship some damage. It struck your ship's starboard side with the box. As a result of the impact several portlights were broken, the gangway was crumpled, the jib boom was bent. You claim that this damage must be repaired. The agent recommends you to write an official letter to the port authorities. He will deliver this letter to the port office and will make arrangements with the Harbour Master about repairs. He also suggests you to call in a surveyor to hold a survey and to draw up an official report.

(c) You are discussing with your agent what documents should be prepared to bring the suit to the court. You have to bring the case against some foreign ship which collided with your vessel and caused much damage to you. The agent is asking you about all the circumstances of the collision and recommends you to prepare extracts from your ship's log book and engine-room book. So far as you have already noted a sea protest you should call in a surveyor and enclose his report to your brief to the court.

VII. Translate into English:

Мы вынуждены потребовать от вас ремонта повреждений, которые вы причинили нашему судну. Я имею в виду следующие повреждения: несколько иллюминаторов разбито, трап помят, выстрел трапа погнут, обшивка правого борта сильно вмята, часть фальшборта деформирована. Как мы договоримся с вами о ремонте? Понимаю, вы хотите точно знать, что должно быть сделано. Нам нужно, чтобы была сделана следующая работа. Три листа обшивки нужно отрихтовать. Я боюсь, что в одном месте придется вырезать и заменить новым один лист обшивки. Его нужно приварить. Деформированную часть стрингеров нужно отрихтовать или вырезать и заменить новыми. Разбитые стекла в иллюминаторах надо

заменить новыми. Нужно изготовить новый трап. Выстрел трапа надо отрихтовать. Замененные листы обшивки нужно загрунтовать и закрасить. Кажется, я ничего не пропустил. Это я назвал основные статьи ремонта. Второстепенные позиции ремонта указаны подробно в акте сюрвейера. Я думаю, что нам придется пригласить представителя ремонтных мастерских. Пусть он все тщательно осмотрит и выскажет свое мнение. Вы ничего не имеете против, если мы пригласим инженера фирмы, с которой мы связаны вот уже несколько лет? Вы согласны с этим? Хорошо. Кстати, мы сможем сразу же договориться с ним о стоимости ремонта и об оплате счета. Если вы не возражаете против этого, будем считать, что все урегулировано.

LESSON 18

EVIDENCE ON COLLISIONS

Words and Word Combinations

to mention - упоминать
judgement - решение суда, приговор
recovery - возмещение
to be entitled - иметь право, полномочия
impact - удар, толчок
damaged - пострадавший, поврежденный
port of registry - порт приписки
to be bound for - направляться в какой-л. порт
noble - благородный, великодушный
in distress - в бедствии
effort - усилие, напряжение
customary - обычный, привычный
salvage - спасение имущества (груза) (на море)
reward - вознаграждение, награда
remuneration - вознаграждение, компенсация
to assert - утверждать, заявлять, отстаивать
to judge - судить, составлять мнение, заключать
to be justified иметь - оправдание, быть оправданным
to interfere - вмешиваться, мешать
application - заявление
quartermaster - рулевой
to remind - напомнить
typist - машинистка
family relations - родственные отношения
to switch on, to switch off - включать, выключать
radar screen - экран локатора
to tune - настраивать (локатор, приемник)

to spot - зд. обнаружить, опознать
automatic installation - автоматическая установка
device - установка, устройство
to mount - монтировать, устанавливать
wheelhouse - рулевая рубка
chart room - штурманская рубка
wing of the bridge - крыло мостика
to trace - следить, наблюдать
forecastle - бак, полубак
trail - след
assumption - предположение, допущение
to respond - отвечать
to conclude - заключать, делать заключение
to loom out - неясно вырисовываться, появляться из тумана
to strike against - удариться, наскочить на
to decree - постановить, вынести судебное решение, постановление
resumption - возобновление, продолжение
hearing of the case - слушание дела
to summon - вызывать (в суд);
summons - вызов, судебная повестка

Expressions

to take legal proceedings - возбудить дело по суду
to pronounce judgement - вынести решение
on the merits of the case - по существу дела
to file a brief with the court - подать заявление в суд
for the time being - в настоящее время
to draw attention - обратить внимание
to fix the ship's position - определить положение судна
to take bearing on - взять пеленг на
the radar was tuned in on 30-mile range - локатор был настроен на радиус действия в 30 миль
We spotted on the radar screen an oncoming vessel ahead of us. - Мы обнаружили на экране локатора приближающееся судно прямо по носу.
We passed on our findings to the captain. - Мы передали капитану наши наблюдения.

TEXT

As a rule, when the suit about collision has been delivered for court judgement, the latter is to establish the fault in collision with one or with both vessels and to pass a decision as to the recovery of damages.

If both vessels are to blame each vessel shall be held liable for the damage in proportion to the degree of her fault. For example, if A and B collide and both are held to blame, A may be, say, 75 % to blame and B

— 25 %. In such a case B's liability would be limited to 25 % of the damages.

In case a vessel has been damaged solely through the fault of another vessel, her owner is entitled to recover all monetary damages from the guilty party.

If a collision occurs without negligence or fault on the part of either vessel, each party bears its own loss.

In maritime law collision is the impact of ship against ship. A collision may occur between two ships under way or a moving vessel may collide with a moored or anchored vessel.

In every case of collision it is the duty of the captain of each ship to stay by the other vessel. It is his duty to see if he can render any assistance to the damaged vessel, her captain, crew or passengers. Practically it means that the ship may not leave the damaged vessel and proceed on her own voyage until she has ascertained completely that the damaged vessel needs no further assistance.

It is also necessary to exchange information as to the names of the collided ships, their ports of registry, their nationality and the names of the ports from which and to which they are bound.

According to law, in every case of collision the captain must immediately enter all the circumstances under which the collision has occurred first in Rough log and then in his official log book. In this connection it should be mentioned that assistance must be also rendered to all ships in distress. There is a good and noble tradition among Soviet seamen to help ships under any circumstances, sparing no efforts to save people's lives.

Usually, it is customary to pay the salvor for the services rendered to the distressed ship. The amount of salvage reward depends on the value of the property saved. The salvor has a lien upon the property salvaged.

As a rule, a salvage contract or agreement is signed by both parties. The remuneration is settled later on by arbitration or in court. The usual terms of the contract are: "No cure, no pay".

DIALOGUES 1

LAWYER. So you assert that the other ship was guilty of collision as they violated the Rules of the Road.

CAPTAIN. Yes, that's it. I think I can easily prove it at court.

LAWYER. I hope so. That's all very fine and, judging from what you've told me, you are justified in taking legal proceedings in the matter, but still the court must try the case.

CAPTAIN. I am sure if the court investigates matters and pronounces judgement on the merits of the case, the verdict will be in our favour.

LAWYER. Very likely. Wait and see, as the saying goes. Now turning to business again. Do you want me to bring a suit against that ship before the local court?

CAPTAIN. Yes, that's what I want you to do. I want you to act as solicitor on behalf of my owners.

LAWYER. Your owners are the Black Sea Shipping Company, which, I understand, is a corporate body. To act on their behalf, I must have a formal power of attorney from them.

AGENT. Excuse my interrupting, Mr Swanson. As an agent of that shipping company, I am entitled, by contract and by special power of attorney, to undertake settlement of the owners' claims against third parties. Thus I may give you that power of attorney on behalf of ship owners.

LAWYER. No. I think it's more legal for the captain to give such a power of attorney. So, I'll have to file a brief with the court. If you like, you may go through this brief before I file it. Then the judge will appoint the date for the hearing of the case. You may ring me up tomorrow by 2 p.m. and I'll let you know what date is fixed.

CAPTAIN. Excuse me, Mr Swanson, what do you mean by filing a brief with the court?

LAWYER. Oh, it means to make an application to the court.

CAPTAIN. Thank you, now I understand. What am I to do meanwhile? I mean, am I to prepare any documents or information?

LAWYER. Yes, certainly. You'll have to make out a statement of all facts and of the actions you've taken during the collision. Think it over and over again to see how you can prove, in the best manner possible, that all your actions were reasonable and correct. When this statement is ready, come to discuss it with me before you make any official declaration before the court.

CAPTAIN. Of course, I will consult you on all these matters. Is that all I am to do for the time being?

LAWYER. No that's not all. You'll have to make extracts from your log book, beginning with the entries on the 17th this month and up to the last entry after the collision. I will need these extracts tomorrow by 1 p.m. By the way, I must draw your attention to the fact that your engine-room book is as important as your bridge log book, so don't fail to make extracts from both log books.

CAPTAIN. Oh, don't worry about that. I'll send you both extracts tomorrow by noon. Shall I have these extracts translated into English?

LAWYER. No, not necessarily. There's an official interpreter and a sworn translator at the court who can do the job; but they will charge you extra money for that.

CAPTAIN. Then I'll do the translating myself. What about witnesses?

LAWYER. I've just gone through your list. I think it is all right. You did not state, though, the ranks and capacities of the last two persons in the list.

CAPTAIN. Oh, it's my fault. Please put down: Ivanov is the third engineer and Petrov is a quarter master. When shall our witnesses get their summons?

LAWYER. I expect you'll get them tomorrow by 8 p.m.

CAPTAIN. Very well. By the way, what about a copy of my report to my owners and to the local harbour master? Will you keep it or will you give it back to me?

LAWYER. I will retain both these copies, because I'll have to present them to the court. It's good that you've reminded me of that. Have you called in a surveyor to see the extent of damage caused to your ship?

CAPTAIN. Of course, we have. He made out a survey report and I have it here in my pocket.

LAWYER. Let me look through it. I think I ask my typist to make a copy of that report right away.

CAPTAIN. Good, take it, please.

2

JUDGE. What's your full name, age and rank or capacity?

CHIEF MATE. My name is Vasily Ivanovich Fyodorov. I was born in 1952 so I am 31 years old; I am Chief Mate of the s/s Irkutsk.

JUDGE. Where are you domiciled?

CHIEF MATE. I am domiciled in Novorossiisk on the Black Sea.

JUDGE. Is there any family relation between you and the petitioner?

CHIEF MATE. No, there is no family relation between me and the petitioner.

JUDGE. According to our custom, please, swear on the Bible that you will state the whole truth and nothing but the truth.

CHIEF MATE. I profess no religious creed, sir. Allow me to use some other form of affirmation.

JUDGE. The adjective law provides for unbelievers the right to sign a special form of obligation. Take this blank form, read it and sign your name in the proper place. Now, what statement can you make about the collision?

CHIEF MATE. On the day of the collision, that is on the 7th of August, 1983, I was keeping watch on the bridge from 4 till 8 a.m. I took over the watch from the second officer. He showed me the ship's position on the chart and told me that the course was to be kept 66° on the gyrocompass. He further told me that the captain had gone to his cabin to take a rest, leaving orders, as usual, to wake him up if something was amiss. The weather was fair, visibility was fine at 6 a.m. We were about 7 miles off shore, abreast of Point N.

JUDGE. How did you know the distance?

CHIEF MATE. By reckoning, sir. At 5.30 a.m. I took a radar bearing on the North Lighthouse to fix up the ship's position. I plotted the position and time on the chart which lies in front of you.

JUDGE. Go on, please.

CHIEF MATE. Well, at 6.05 we were proceeding at full speed ahead on the same course. I must say here, that the ship has two Diesel engines of 2500 H. P. each. She is a single-screw ship, with a right-hand

propeller. The speeds of the vessel are as follows: at full speed ahead 12.5 knots, at half speed ahead 7.5 knots, at slow ahead 6 knots, at very slow ahead about 4 knots. When backing the speeds are 75 per cent of those when proceeding forward. To stop the ship's headway from full speed ahead to zero when backing at full speed, the ship requires a distance of five times the ship's length before stopping altogether. I tell you these data because they are very important to understand my further explanations. So, as I have said, at 6.05 we were proceeding at full speed ahead. A little later, at about 6.15, the visibility somewhat decreased but was still amply sufficient. At 6.25 we were about 15 miles from the North Lighthouse and I observed a fog bank at about three miles ahead. I immediately gave the order to the engine room to stand by. The order was given back to the bridge by the telegraph of the engine room. I sent a look-out forward and woke the captain up. The captain was sleeping fully dressed, so he came out to the bridge almost at once.

JUDGE. Excuse me, please. You said that the ship had been proceeding at full speed ahead, that is at 12.5 knots. So, did you realize in how many minutes you would reach the fog bank?

CHIEF MATE. Of course, I did, sir. I instantly appreciated that we should approach the fog area in about 15 minutes.

JUDGE. Well, and what did you decide to do before the captain appeared on the bridge?

CHIEF MATE. I gave orders to the engine room to reduce speed to half ahead. Then I checked the navigation lights and tried the ship's whistle. Besides, as you probably know, we have an automatic installation aboard, so I set it to give one long blast every minute.

JUDGE. Did you do anything else?

CHIEF MATE. Well, no. Practically I had no time, as the captain appeared on the bridge very soon. Oh, yes, I am sorry, I've forgotten to say that I also compared the ship's clocks: the clocks in the engine room and on the bridge agreed.

JUDGE. Was the radar switched on?

CHIEF MATE. Yes, it was. As a matter of fact, it had not been switched off since I took the last bearing.

JUDGE. Very well. Continue, please.

CHIEF MATE. As I've said, the captain came to the bridge at once. He asked me what actions I'd taken and gave orders to commence sounding fog signals.

JUDGE. Did visibility improve at that time?

CHIEF MATE. No, on the contrary, it grew worse. In fact, the visibility was less than half a mile at that time. The captain stayed on the bridge and sent me to watch the radar screen. I didn't observe any vessel on the radar screen either ahead of us or sideways.

JUDGE. At what range was the radar tuned in?

CHIEF MATE. The radar had been tuned in on 30 miles. But just when I came up to it, I retuned it subsequently on 15 miles and on 5 miles.

JUDGE. Were you still progressing in the fog at half speed ahead?

CHIEF MATE. No, at 6.30 the fog became very dense and visibility decreased to about 100 yards, so the captain ordered to stop the engine.

JUDGE. The engine was stopped, but the ship still had her headway, hadn't she?

CHIEF MATE. Of course she had, but for a very short time, because three or four minutes later the captain ordered "slow astern" and then he gave the ship a few turns at half astern and stopped the engine again. So, practically, she lost her headway within 6-7 minutes and by 6.38 she was lying still in the water.

JUDGE. How do you know the time so exactly?

CHIEF MATE. Just when the captain ordered to change the fog signal for two prolonged blasts, and the fourth mate, who was nearest to the automatic installation, went to re-set the device, I looked accidentally at my watch, and it was 6.38 sharp.

JUDGE. I see. So, continue, please.

CHIEF MATE. In three minutes' time, namely at 6.41, ahead of us we spotted an oncoming vessel on the radar screen. The ship was about 15° on our port side at about 3.0-3.5 miles. The radar set is mounted in the chart room behind the wheelhouse. The chart room and the wheelhouse are in open connection with each other, so that the radar operator can pass on his findings verbally to the wheelhouse. I reported at once to the captain, who just went into the wheelhouse from the starboard wing of the bridge. The captain ordered to trace that ship continuously and to keep him informed. At the same time he told the look-out to be extremely watchful and report at once if he saw any lights or heard any sounds. The look-out on the forecastle had a telephone extension with the bridge and, moreover, he had a bell. The vessel kept on coming towards us, and the bearing remained unchanged all the time.

JUDGE. Can you tell me at what speed the ship was advancing?

CHIEF MATE. I cannot state exactly the speed of that vessel, but I do know that this ship left a trail behind her on the radar screen, and I know from experience that this means a speed of not less than 8-10 knots. I reported my assumption to the captain at once and he gave the order "stand by" to the engine room. The engine room immediately responded to this order. Then I left the fourth mate at the screen to report to the wheelhouse the bearing and distance of the oncoming vessel and went out to the starboard wing of the bridge.

JUDGE. Was visibility any better at that time?

CHIEF MATE. No, the visibility was scarcely over 150 yards. But the fog was very low on the water. I conclude that from the fact that a few minutes later, that is, to be exact, at 6.50, I saw two masts on our

starboard bow while the ship and even the sidelights were not visible. Till that moment we went on giving two long fog signals, but on seeing the ship loom out on our starboard, the captain gave several short blasts to draw that ship's attention, but it was too late. The two masts, of which the rear one was first a little to the left, closed, and then opened again. This time the rear mast was a little to the right, from which I concluded that the ship went over sharply to starboard. Almost simultaneously I heard the ship sound one short blast. As soon as our captain saw the other ship loom out of the fog on our starboard and very close to us (about 200 yards), he gave orders to the engine room "back as hard as possible". But, as I've said, it was too late. The other ship's stem struck against the starboard side of our bow. The impact was somewhat lessened because of the fact that our ship was going astern at that moment, but still a rent was caused in our ship's bow.

JUDGE. Well, thank you, you may sit down now. Ladies and gentlemen, allow me to announce that because of the late hour we decree the resumption of this hearing on Friday, September 17, 1983, at 9 a.m.

LABORATORY EXERCISES

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

1. Who is to establish the fault in collision? 2. What decision does the court pass in such cases? 3. How are the damages divided if both vessels are to blame? 4. Who pays for the damage if only one vessel is at fault? 5. How is the loss divided if neither ship is to blame? 6. May a collision occur when both vessels are under way? 7. Why should the vessels stay by each other in case of collision? 8. How long should they stay so? 9. What information shall be exchanged between the two vessels involved in a collision? 10. Into what official document should the masters enter all the circumstances of the collision? 11. Do Soviet vessels always render assistance to ships in distress? 12. Who is to pay salvage reward and to whom? 13. What does the amount of such a reward depend on? 14. What contract is usually signed in case of salvage operations? 15. What are the usual terms of the contract?

II. Translate these sentences into Russian. (Revise grammar on "Conditional Sentences" first.):

1. If you kept that speed, you would arrive at Point B. at 5 o'clock tomorrow. 2. If the court investigated the case, the verdict would be passed the next week. 3. If we had a power of attorney, we might file a brief. 4. If they proved that fact, we should not bear responsibility. 5. If you acted as our solicitor, we should not have translated the document. 6. If she typed the extracts, we might lodge the claim.

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

"How can we bring the suit against them?"

"You must file a brief with the local court."

"We must find someone to help us with this business."

"Yes, I think you should. Ask our lawyer to act as your solicitor then."

* * *

"For what day did the judge appoint the hearing of the case?"

"For next Friday. Haven't you received summons yet?"

"No, not yet. Have the witnesses been summoned too?"

"Certainly, they have. Don't fail to let me know when you get the summons."

* * *

"I've got here a statement of facts. Will you go through it?"

"Yes, let me have it, please. Have you retained a copy of this statement?"

"No, I haven't. I want to have a copy typed after you have made the necessary corrections."

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:

The court is to establish the fault in collision with one or with both vessels. If one vessel is guilty she will bear all the responsibility for the damage caused. If both vessels are to blame each vessel shall be held liable for the damage in proportion to the degree of her fault. If no vessel is to blame (as, for instance, in case of inevitable accident), then each vessel shall bear her own loss. In every case of collision both vessels shall stay by one another so that each of them could render assistance to the damaged vessel, to her master, her crew and passengers, if required. They may proceed on their voyage only after they have ascertained that no further assistance is required. The collided vessels usually exchange information, by radio or otherwise, of the ship's names, their masters' names, their ports of registry, their nationality and whether they require any assistance. According to law, each vessel shall enter all the circumstances of the collision in her log book. Ships may need assistance not only as a result of some collision. They may be in distress due to various causes. In such a case, ships in distress send distress signals to all ships in the vicinity. The nearest vessel may come and render assistance, which is considered to be salvage of a vessel. It is customary to pay the salvor salvage reward. The amount of the reward depends on the value of the property saved.

VI. Practise in pairs enacting the following situations. You act as the captain, your partner—as the lawyer in (a), you — as the chief mate, your partner — as the judge in (b). Then you change your parts.

(a) You are consulting your lawyer as to the brief he is to file with the court. He is asking you about details of the collision and your actions as a watch officer during the accident. He suggests to you that all the facts which you state must be substantiated by the entries in your log book and by the evidence of the witnesses.

(b) You are at the session of the court. You must prove that all the actions of you and your crew were reasonable and complied with the Rules of the Road. The judge asks you about the circumstances of the collision and the actions which you were taking at different stages of the collision. You describe in detail the manoeuvres which your ship was performing to avoid the collision.

VII. Translate into English:

Я утверждаю, что это судно виновно в столкновении. Оно нарушило МППСС. Сейчас я постараюсь доказать это. Но сначала я хочу спросить вас, как возбудить дело в суде против этой компании. Я уверен, что после расследования этого дела решение суда будет в нашу пользу. Теперь позвольте мне вернуться к самому столкновению. Мы шли в условиях хорошей видимости. Я принял вахту от третьего помощника. В 4.30 я взял радиопеленги и определил место судна. Это место я нанес на карту. Вскоре после этого мы заметили заряд тумана в 5—6 милях по носу судна. Я включил локатор, убавил скорость судна до средней, доложил капитану. За одну-полторы мили до входа в туман я уменьшил скорость до самого малого хода вперед и включил автоматическую сирену на один продолжительный гудок. После этого я включил и проверил ходовые огни, нанес на карту счислимое место судна на 4.45 по судовому времени. Видимость понизилась до 150—200 метров. Капитан поднялся на мостик, когда я сверял часы в машинном отделении с часами в штурманской рубке. Капитан сразу же посмотрел на экран локатора и увидел на пятимильной шкале, локатора приближающееся судно. Он отдал приказание дать полный ход назад. Это было в 4.50. В 4.52 наше судно остановилось, и мы начали подавать два продолжительных гудка. Через 1—2 минуты с левого борта из тумана показалось встречное судно. Оно не несло никаких огней и не подавало никаких сигналов. Наше судно в это время уже начало двигаться назад. Почти одновременно с этим приближающееся судно ударилось своим носом в носовую часть нашего судна в районе форпика.

LESSON 19

TRANSPORTING CARGOES IN CONTAINERS BY SEA

Words and Word Combinations

to improve - улучшить
productivity - производительность
at an average - в среднем
port time - время стоянки в порту
conventional - обычный, общепринятый
container-carrier- контейнеровоз (судно)
rate - норма
advantage - преимущество, выгода
decade - десяток, десятилетие
design - зд. конструкция
route - маршрут, путь, дорога
cellular - ячеистый, клеточный
viable - жизнеспособный, стойкий
multi-purpose - многоцелевой
bulk-break cargo - навалочный и сыпучий груз
adequate - соответствующий
fit - годный, пригодный, подходящий
twenty- (forty-) footers - 20- (40-) футовые контейнеры
structure - структура, устройство
similar - подобный, аналогичный
angle-bar - угловая сталь, угловой профиль
frame - рама
plate - лист, пластина, плита
alloy - сплав
to weld - приваривать
to rivet - клепать, соединять заклепками
twofold - двустворчатый
hinged - шарнирный, подвесной
latch - защелка, задвижка
refrigerator - холодильник
reefer - рефрижератор
to lease - брать в аренду, арендовать
interchange - взаимообмен
to stuff - заполнять (контейнеры)
intact - целый, неповрежденный
Inspection Report - акт осмотра
to insure - страховать, застраховывать
external - наружный, внешний
inspection - осмотр
slock - запас, состав
to clear up - выяснить

to introduce - представить, познакомить
refreshment - подкрепление, восстановление сил, отдых
to miss - зд. недоставать, не хватать
scratch - царапина
to coincide - совпадать
extra - зд. лишний
misprint - опечатка
dent - вмятина

Expressions

there is no wonder that - неудивительно, что
on the basis of interchange - на основе взаимообмена
this' time на этот раз, - в данное время
to carry out a survey - провести осмотр
inefficient loss of time - непроизводительная потеря времени
procedure of discharging - порядок выгрузки
to say nothing of - не говоря уже о
to be of the same opinion - быть того же мнения
Please meet Mr N. - Познакомьтесь, пожалуйста, с господином Н.
I wouldn't mind - я ничего не имею против
things are a bit worse with - немного хуже обстоит дело с
willy-nilly - хочешь не хочешь; волей-неволей

TEXT

According to statistics containerization has improved ship productivity from 1000 tons to 15,000 tons a day, that is, at an average, up to 15 times. It reduced ship port time from 50 to 20 per cent of voyage time. As compared with conventional vessels the cargo-handling rate of the container-carriers is at least 5 times higher.

There is no wonder that this advantage has attracted attention of almost all the world shipping companies. During the last decade many new designs of cargo-carriers were built and put into service. Specialized container-carriers have been built to meet the requirements of different cargoes and routes. Cellular-type container-carriers built recently proved to be very viable. Some of them have no cargo-handling facilities on deck and the containers are handled by shore appliances. Later on multi-purpose container-carriers were built. These vessels combine the carriage of containers together with bulk-break cargoes. They are as a rule equipped with adequate cranes to handle the containers and heavy lifts.

Two standard sizes of containers, fit for the carriage both by land and by sea, were designed, agreed upon and approved at the International Conference. They are the so-called TWENTY-FOOTERS and FORTY-FOOTERS. There are many types of such containers designed for different cargoes. General structure of these containers is more or less similar. They are made of angle-bar frames to which steel or aluminium

alloy plates are either welded or riveted. The containers are provided with twofold hinged doors and locking latches. Some containers are equipped with refrigerators to keep certain goods at a constant fixed temperature. These containers are usually called reefers. The reefers are supplied with electric power by the ship's generators. Containers may either belong to the carrier or they may be leased by him from the leasing companies on the basis of interchange.

After the containers have been filled, or as they usually say "stuffed", with appropriate goods the doors are locked and sealed. A list of all the goods stuffed in the container is made out and signed by the shippers.

When receiving containers for shipment the carrier is to see that they are in proper condition and their seals are intact. As a rule, each container is supplied with the Shippers' Inspection Report, copies of which are forwarded to the Carrier, Consignees and Insurance Company, which insures the goods. In case if some defects are found the appropriate remarks are made in these reports, both by the ship's officer and terminal operator.

When delivering containers to the consignees a careful external inspection of the containers should be carried out, but this time jointly with the consignees' representative. The results of the inspection are to be stated in the Inspection Report and signed by both parties. In case of any dispute or disagreement an official surveyor is invited to carry out the survey and draw up a respective surveyor report.

Our shipping companies have a large stock of different containers which they use for the carriage of goods. To avoid inefficient loss of time in waiting for the containers to be emptied and returned aboard vessels we often lease the containers from specialized foreign firms. Thus we may leave almost in all the ports our containers and get in exchange the other ones, mostly the ones left by other Soviet ships. When leaving or receiving containers in foreign ports their condition is usually carefully checked and appropriate documents are drawn up.

DIALOGUES

1

CAPTAIN. Glad to see you, Mr Howard. Sit down, please. We'll have to consider the procedure of discharging the containers we have brought here this time.

AGENT. I've got all the shipping documents and I've already looked through them. Do you mean to say that we shall have some extraordinary conditions for discharging?

CAPTAIN. Oh, no, just the ordinary ones. It's the first time that we have brought containers to your port, that's why I wanted to clear up some details. First of all I'd like to know who is to take delivery of the containers.

AGENT. The consignees' representative and a surveyor will do it. Sometimes the terminal operator helps them. As to surveying the containers, they'll do it ashore.

CAPTAIN. I see. What about shore cranes? You know, even the 20-footers are rather bulky and heavy, to say nothing of the 40-footers.

AGENT. Yes, that's right. I was of the same opinion and I've arranged everything with the port authorities. Oh, here's the surveyor coming.

2

AGENT. Oh, here you are, Mr Harris. Let me introduce you to the Master. Captain, please meet Mr Harris, our surveyor.

CAPTAIN. Glad to make your acquaintance, sir. Will you take a seat, please. Would you like some beer for refreshment?

SURVEYOR. Thank you, Captain. I wouldn't mind to have a glass of cold beer, it's so hot today.

CAPTAIN. You are welcome. Make yourself comfortable. We'll have to wait for the receivers' representative

SURVEYOR. All right, let's wait a little. What with shall we start discharging, Captain?

CAPTAIN. I think we'll start discharging with the deck cargo. There are about 50 twenty-footers covering one lot under a separate Bill of Lading.

SURVEYOR. OK, Captain. It's up to you to decide what with to start discharging. Did you have good weather during the voyage?

CAPTAIN. Yes, this time we were lucky. The weather was fine. Only once, abreast of the Fair Point, the ship was rolling for some time, because of a heavy swell there.

3

SURVEYOR. Well, Captain, I am glad we have found no defects in this lot. No missing seals, no cuts, no holes. That's good. There are only a few scratches on Containers Nos: 270 and 275, but I think this is not so important.

SECOND MATE. What containers do you say? Nos: 270 and 275? Just a moment. Let me have a look at the copies of Inspection Reports on loading. Yes, here you are. Some defects have been marked in these Reports, when receiving the containers aboard. Will you cast a glance, please!

SURVEYOR. Yes, you are right. I'll make a note in my report with a reference to those remarks.

SECOND MATE. What are your remarks with regard to 40-footers under B/L No. 376?

SURVEYOR. Well, things are a bit worse with this lot. All the container numbers coincide, except one container. As we have found container No. 297 is missing, while there is an extra container No. 279, not

stated in the B/L. May be there is a misprint in the B/L. Still, I am afraid, we'll have to unstuff it and check the contents.

SECOND MATE. Yes, I think we'll have to. Any other remarks?

SURVEYOR. On the container No. 294 the seal is broken. Besides, there are two big dents on the front part. The right side of the container is rusted. We'll have to unstuff this container too.

SECOND MATE. Willy-nilly, we shall do the unstuffing ashore. Please don't fail to call me or somebody else from the ship to take part in unstuffing and checking the contents.

SURVEYOR. Don't worry, of course we'll call you.

LABORATORY EXERCISES

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

1. Why is the productivity of container-carriers is higher than that of conventional vessels? 2. What kind of new ships were built in the last decade? 3. What particular advantage have the multi-purpose container-carriers? 4. What are the main standard sizes of containers? 5. What is the general structure of containers? 6. How are the side plates secured to the frames? 7. What for are some containers supplied with refrigerators? 8. From whom may the containers be leased? 9. When and by whom are the containers locked and sealed? 10. What is usually checked when the containers are received for shipment? 11. What documents must be supplied for each container? 12. Who is to inspect the condition of containers when they are delivered to the consignees? 13. In what case should an official surveyor be invited? 14. From whom do we lease containers and on what basis?

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

Model: **If we fake 20-footers we shall carry more cargo.**
In what case will you carry more cargo?
In case we take 20-footers.

1. If the 40-footers are emptied today we shall take them back. 2. If we reduce port time we shall make more voyages. 3. If these containers meet the requirements we shall take them. 4. If the seals are intact they will take these 2 containers. 5. If these goods are in good condition we shall take them.

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

"Do you think we shall unstuff this container?"

"Yes, we shall have to."

"Then, please, call for a Surveyor and a Customs officer."

* * *

"Will you need a shore-crane to handle 40-footers?"

"Yes, they are rather bulky and heavy for our crane."
"Then I'll arrange it with the Port office."

* * *

"There must be something leaking in that container."
"What makes you think so?"
"You see the lower part of plating has rusted so much."

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:

Containerization has brought about a kind of revolution in the transport system. It considerably reduced the port time for ships and made handling of cargo much easier and quicker. One of its advantages is that it protects the goods from pilferage. Containers make it possible to transport the cargoes both by land and by sea in a more convenient way. There are many kinds of containers designed for different goods. The two standard types of containers are mostly used. These are twenty-footers and forty-footers. General structure of containers is more or less the same: steel or aluminium alloy plates are welded or riveted to angle-bar frame, thus forming a box with hinged doors and locking latches. The goods are stuffed into the containers, which are then locked and sealed. When receiving them aboard or delivering to the consignees, no tallying of goods is required. This greatly reduces the time and labour for handling the cargo.

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

(a) When receiving containers aboard your vessel, you found some defects on them (scratches, bruises, dents, cuts, broken seals). You ask your agent to call for a surveyor and shipper's representative to survey the containers and draw up an Inspection Report. You arrange with the shippers that defective containers should be checked again and resealed.

(b) You arrange with your agent the procedure of delivering the containers to the consignees, the sequence of discharging different lots, external inspection of the containers by competent persons and drawing up appropriate documents.

(c) While discharging the containers the terminal operator found that the numbers of two containers did not coincide with those marked in the list. You insist that these containers should be unstuffed and their contents checked to verify that they actually belong to the discharged lot. You discuss with the terminal operator and your agent what persons should take part in this procedure for drawing up an official Inspection Report.

VII Translate into English:

Да, на этот раз мы привезли груз в контейнерах. Их всего 180 штук. 130 из них 20-футовые, а остальные 40-футовые. Все они уложены в отдельных грузовых отсеках, а одна партия по отдельному коносаменту уложена на палубе. Вот план размещения груза, копия этого плана, наверное, вами уже получена. Теперь давайте подумаем, в какой последовательности нам нужно будет выгружать отдельные партии, чтобы это было удобно и для вас и для нас. Конечно, нам придется начать с палубного груза, чтобы освободить место для обработки остального груза. Кстати, вы уже знаете, что нам понадобятся два береговых крана для выгрузки 40-футовых контейнеров. Они такие громоздкие и тяжелые. Вы ведь помните, что мы об этом говорили с вами по радиотелефону? Вы даже уже договорились об этом с портом! Ну, замечательно! Теперь о наружном осмотре контейнеров. Вы считаете, что его удобнее проводить на берегу, у борта судна. Хорошо, я не возражаю. Надо только, чтобы все расписки и акты осмотра подписывались сразу и передавались нашему грузовому помощнику.

LESSON 20

TRANSPORTATION OF CARGOES BY RO-RO VESSELS

Words and Word Combinations

term - термин
to imply - подразумевать, намекать
to signify - означать, иметь значение
vehicle - перевозочное средство, повозка
to roll - катить
to wheel - катить, везти (на колесах)
reloading - перегрузка
in spite of - несмотря на
investment - капиталовложение
ramp - рампа, аппарель
to accelerate - ускорять
simultaneously - одновременно
level - уровень
three-decker - трехпалубное судно
power plant - силовая установка
e.h.p. (effective horse power) - эффективная л. с.
sound - здоровый, крепкий
mood - настроение, расположение духа
brilliant - блестящий
licensed - имеющий права (водителя)
axis - ось

to surmise - предполагать, высказывать догадку
approximation - приблизительная оценка, цифра
to stand - зд. выдержать
by far - намного

Expressions

safe and sound - жив, здоров, цел и невредим
to settle the question - разрешить вопрос
it stands to reason - зд. разумно
to my mind - по моему мнению
in a way - в некотором отношении, до известной степени

TEXT

As the term itself implies, the name "Ro-Ro" is an abbreviation of the words Roll on, Roll off. These words signify the way of loading or unloading cargoes between quay and ship by means of rolled vehicles. These vehicles may be wheeled platforms or "trailers" as they are usually called, towed by tractors or lorries.

The introduction of Ro-Ro vessels led to further progress in International Shipping brought up by containerization. The main advantage of Ro-Ro vessels is that the cargo may be loaded and discharged by the wheeled vehicles which can be used for land transportation without any additional reloading. Rolling the cargo in or out the ship takes considerably less time and labour than lifting and lowering it in a usual way. The rate of handling these goods became much higher than on the ships with the conventional use of cranes and winches.

These two factors naturally attracted attention of the people engaged in International Shipping. Many countries began to build Ro-Ro vessels in spite of the fact that building of new ships and of specialized port terminals required great investments of money. The Soviet Union was one of these countries too. We have built by now many Ro-Ro vessels which are successfully used in our foreign trade.

There is one more advantage of the Ro-Ro vessels which is no less important; they can carry not only containers, motor-cars, tractors and trailers, but bulk cargoes as well.

The principle of construction of these vessels is that they are provided with stern ramps which make it possible for the wheeled vehicles to run in and out of the vessels at an average speed of about 20 km an hour. This, of course, greatly accelerated the handling of cargo. If well planned, loading and discharging of Ro-Ro vessels can be carried out simultaneously.

The construction of the ramp enables the cargo to be handled if the level of the pier is 2.2 metres higher or 5.5 metres lower than the deck level. The ramp can be placed in direction of fore-and-aft line or at an angle of about 40° to it. The length of the ramp, when lowered on shore, may be about 35 metres.

The Ro-Ro vessels are usually three- or four-deckers. The cargo is distributed at various cargo levels through fixed internal ramps and movable bulkheads.

On Soviet ships of the Kapitan Smirnoff type, the power plant is of 50,000 e. h. p., which provides operational speed at about 25 knots per hour.

DIALOGUES

1

AGENT. Glad to see you safe and sound and in the same good mood, as usual. It seems to me that you are going to start discharging today, eh? How long will it take you to lower and fix the ramp?

CAPTAIN. Thank you for your compliment, Mr Howard. I am glad too to see you. Lowering and fixing the ramp won't take us too much time. I hope in half an hour we shall be able to start discharging.

AGENT. So soon as that? Brilliant! What are you going to start with?

CAPTAIN. We'll start with motor-cars and lorries.

AGENT. Who will drive them down?

CAPTAIN. Our boys, of course! We have 15 licensed drivers among the members of our crew. By the way, this work was agreed upon with your Trade Union.

AGENT. Shall we pay them for the job?

CAPTAIN. Yes, you shall. At the same rate as you pay to your drivers.

AGENT. Oh, I see.

2

AGENT. According to your stowage plan, sir, you've stowed rice in bags in Hold No. 7. Our surveyor is interested to know whether there is a proper ventilation in that hold. He wants to know at what rate the air is exchanged there.

SECOND MATE. There is normal ventilation in that hold! The rate of exchange is about 6 %. So, the whole volume of air is changed approximately 5-6 times an hour.

AGENT. Thank you, sir. The surveyor is quite satisfied with the figures. By the way, when we were coming here we had a kind of dispute with him. He wanted to know how many tons of cargo can pass over the ramp at a time? I mean over its axis.

SECOND MATE. Did you know that exactly?

AGENT. Unfortunately, I didn't. I could only surmise that.

SECOND MATE. What was your approximation, then?

AGENT. I told him I thought it was something about 50 tons.

SECOND MATE. You were very close to the true figure. Its nominal value is 55 tons, but actually it can stand even more.

AGENT. Thank you, sir. It's always pleasant to feel that you were right, isn't it?

3

AGENT. Thank God, we've finished with that lot. The tallyman's receipts fully coincide with your data. Now we shall have to settle the question about trailers. So far as we have prepared some 500 containers on our trailers I think we might exchange these trailers for those which you have rolled off from your ship.

SECOND MATE. Yes, it stands to reason to do so. Are these trailers of the same size and construction?

AGENT. Yes, they are ordinary standard trailers of the same make and quality.

SECOND MATE. To my mind we can do it. But you know I'll have to consult with the Master about this business, it's up to him to pass a decision. What do you think about technical survey of the trailers?

AGENT. Well, yours, in a way, have undergone the survey. While discharging our surveyor carefully checked them and made out a record. I suppose we might do the same with our trailers. You may charge your surveyor with that business and post your man to help him.

SECOND MATE. Yes, I think that's a good idea. I'll suggest it to our Master and let you know the result. He will soon come back aboard.

LABORATORY EXERCISES

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

1. What do the words "Ro-Ro" mean? 2. How is the cargo loaded and discharged on Ro-Ro vessels? 3. What is the advantage of rolling the cargo in and out of the ship? 4. What takes less time rolling the cargo in and out of ships or lifting and lowering it by cranes? 5. Did it require small investments to build new ships and specialized terminals? 6. What cargoes can Ro-Ro vessels carry? 7. What for are stern-ramps provided in such vessels? 8. Can loading and discharging cargoes be carried out simultaneously on Ro-Ro vessels? 9. At what angle is the ramp positioned with regard to the ship's fore-and-aft line? 10. In what way is the cargo brought to different decks of the ship? 11. What is e. h. p. of Soviet Ro-Ro vessels? 12. What is the usual operational speed of these vessels?

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

Model: **If they had more powerful cranes they wouldn't need a shore crane.**
In what case wouldn't they need a shore crane?
In case they had more powerful cranes aboard.

1. If those trailers had a longer axis we would put those cases on them. 2. If we had more time we should finish the job today. 3. If she knew the exact figure she wouldn't use approximation. 4. If they had a bigger ramp we should use it. 5. If we had more licensed drivers we should finish discharging quicker.

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

"Have you got licensed drivers aboard your Soviet ship?"

"Yes, we have. What do you need them for?"

"All our boys went on strike. Couldn't your drivers finish the discharging?"

"Well, they could, but on condition that your Trade Union would not object."

* * *

"What is the rate of ventilation in this compartment?"

"At full load the whole volume of air can be changed 5-6 times an hour."

* * *

"To avoid loss of time could you exchange your trailers for ours?"

"To my mind we could. But still I must consult the Master. It's up to him to decide it."

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:

Ro-Ro vessels have brought another revolution in the world's shipping. These vessels can be loaded and discharged by far quicker than the conventional ships. More effective and quicker handling of cargoes considerably reduced the port time for vessels. The main principle of operating Ro-Ro vessels is that the cargo is rolled in and out of the ships on wheeled platforms, or "trailers" as they are usually called. This operation proved to be more rational and speedy than the conventional lifting and lowering of cargoes by cranes. Another advantage of such cargo-handling is that the cargo can be transported on the trailers by land without reloading. This method is especially applicable and convenient for the carriage of containers. The Ro-Ro vessels can carry not only packed goods but bulk cargoes as well. The Ro-Ro vessels are built with ramps at the stern. This makes it possible for the tractors or lorries towing trailers run at an average speed of about 20 kilometers an hour. The ramps are usually placed in the direction of the fore-and-aft line or at an angle of about 40° to it. Inside the vessel the trailers are carried between the decks over fixed internal ramps. Soviet Ro-Ro vessels are propelled by the engines of 50,000 e. h. p. which provides operational speed of 25 knots an hour.

VI. Practise in pairs enacting the following situations. You act as the captain in (a), (b), (c), your partner — as the agent in (a), at the consignees' representative in (b), as the shippers' representative in (c). Then you change your parts.

(a) Your agent says that in connection with the National holiday in the port there are no drivers available at the moment. He suggests you to make use of the members of your crew who are licensed drivers. He proposes to pay them at the standard rates. You agree to his proposal on condition that the local Trade Union will not object against it.

(b) The consignees' representative found some defect with three of the containers discharged from your vessel. You are arguing with him stating that all those defects were caused before their shipment and that they have been all marked in respective Inspection Reports. On reading the copies of the Reports, which you presented him, the consignees' representative agreed with your arguments.

(c) When receiving motor-cars for shipment you found that two of them had cracks both in the windscreens and rear windows. The shippers' representative proposed to give you a guarantee letter, but you refused it and insisted that appropriate remarks should be made both in the Inspection Report and in the Bill of Lading.

VII. Translate into English:

Суда типа Ро-Ро на деле оказались очень эффективными и практичными. Груз на эти суда завозится и вывозится на колесных повозках, или так называемых прицепах. Прицепы буксируются тракторами или грузовыми машинами. На судах типа Ро-Ро в корме сделана рампа. Рампа опускается на причал либо прямо в диаметральной плоскости судна, либо под некоторым углом к ней. По этой рампе идут машины с прицепами, на которых уложен груз. Груз может быть в упаковке или навалом. Скорость грузовых машин или тракторов около 20 км в час. Такой способ обработки грузов намного производительнее, чем при обычном подъеме и опускании груза лебедками или кранами. Есть еще одно, и не менее важное, преимущество этого способа обработки грузов. Контейнеры и другие грузы, уложенные на прицепах, могут перевозиться по земле на большие расстояния без всякой перегрузки.

Опыт последних лет показал, что такая быстрая обработка грузов позволила значительно сократить время стоянки судов Ро-Ро в порту по сравнению с судами обычного типа. В Советском Союзе уже построено много судов типа Ро-Ро. Эти суда сейчас успешно работают на многих линиях. Они оборудованы двигателями в 50 000 э. л. с, что позволяет обеспечить рабочую скорость около 25 узлов. Несмотря на большие капитальные затраты на их постройку и на оборудование специализированных терминалов, эти суда уже полностью оправдали себя.

LESSON 21

TRANSPORTATION OF DANGEROUS CARGOES BY SEA

Words and Word Combinations

dangerous - опасный
peril - опасность, риск
harm - вред, ущерб
property - свойство, качество
to work out - вырабатывать, разрабатывать
to differ - различаться, отличаться
chemicals - химикаты, химические вещества
United Nations Organization - Организация Объединенных Наций (ООН)
to face - сталкиваться (с чём- л.), стоять лицом
IMO — Inter-governmental Maritime Organization-Межправительственная морская организация
to charge with - поручать, вверять
to elaborate - тщательно разработать
unified - унифицированный, объединенный
version - версия, вариант
domestic - внутренний, домашний
explosives - взрывчатые вещества
compressed - сжатый, спрессованный
liquified - сжиженный
dissolved - растворенный
inflammable - легко воспламеняющийся, горючий
liquids - жидкости
solids - твердые тела
oxidizing - окисляющий
substance - вещество
poisonous - ядовитый
corrosive - едкий, разъедающий; едкое, разъедающее вещество
miscellaneous - разнообразный, смешанный
provisions - положения, условия, постановления
to segregate - отделять, выделять, изолировать
incompatible - несовместимый
detailed - подробный
to label - наклеивать ярлык
preventive - предупредительный, профилактический
explosion - взрыв
thoroughly - тщательно
to ascertain - удостовериться, убедиться
to present - предоставлять
to foresee - предвидеть, предусмотреть
precaution - предосторожность
to miss - не хватать

reasonable - разумный
aluminium phosphide - фосфид алюминия
drum - барабан, цилиндр
to list - вносить в список
carbon disulphide - сероуглерод
can-hook - бочечный строп с храпцами
barrel hook - бочечный строп с храпцами
snotter - строп с коушем
to rely - полагаться
tarpaulin - смоленая парусина, брезент
cushion - прокладка, подушка
to bump - ударяться, стукаться
to prescribe - предписывать
complicated - сложный
to assign - назначать, определять
convoy - караван (судов)

Expressions

to take measures - принимать меры
that's it - вот именно
it's quite reasonable - вполне разумно
Just a minute! - Одну минуточку! (восклицание)
It's one thing. - Это с одной стороны.
the main point is that - главное в том, что
at all - совсем, вовсе
in the mean time - тем временем; между тем
some time later - немного позже
ship-shape - в полном порядке; «морской порядок»
That's what I've got from the telex. - Это то, что я понял из телекса.

TEXT

The transportation of dangerous goods has always been a serious problem, because it can bring peril to people's life. It can cause some material damage to transport means and to other cargoes, to say nothing of the harm to environment.

For many years people in different countries have been studying the properties of these dangerous goods and trying to work out special regulations for their safe carriage. Before the Second World War some of the countries had worked out their own regulations. These regulations differed from each other and were not unified.

After the Second World War the volume of transporting dangerous goods and chemicals has considerably grown up due to the increased use of them both in industry and agriculture. In 1956 the United Nations Organization was faced with this problem and it formed a special

Committee of Experts to consider the international aspect of transporting dangerous goods both by sea and land.

In 1960 the International Conference on Safety of Life at Sea charged [1]IMCO with an important task to elaborate a unified system of carrying dangerous goods by sea. Thus a special International Code was worked out, approved and recommended to all the governments at the IMCO's Assembly.

This International Maritime Dangerous Goods Code was published in four volumes. A Russian version of this Code has been recently published in three volumes for domestic use. It is named "Regulations for Carrying Dangerous Goods by Sea", and it contains an annex called "Medical First Aid Guide".

In accordance with the International Maritime Dangerous Goods Code all the dangerous goods have been divided into 9 classes, namely:

Class 1 — Explosives,
Class 2 — Gases: compressed, liquified or dissolved under pressure,
Class 3 — Inflammable Liquids,
Class 4 — Inflammable Solids,
Class 5 — Oxidizing Substances,
Class 6 — Poisonous (toxic) Substances,
Class 7 — Radioactive Substances,
Class 8 — Corrosives,
Class 9 — Miscellaneous dangerous substances.

Special recommendations and provisions are given in this Code for each class of the goods.

Instructions for stowing these goods and segregating them from other cargoes are also given in this Code, so far as these goods may be incompatible with certain substances.

Detailed information is given in this Code with regard to properties, packing, labelling, stowage and carriage of these goods, separately for each class.

Much attention is paid to providing appropriate fire-fighting equipment and recommendations are given as to what preventive measures should be taken to avoid explosion or fire aboard.

When receiving these goods aboard the ship the Master and Cargo Officer should thoroughly ascertain and consider what danger may these goods present. They should carefully check whether these goods are properly packed and marked and should foresee what special precautions are required for safe handling and stowage of them.

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[1] IMCO Inter-Governmental Maritime Consultative Organization nowadays called IMO.

DIALOGUES

1

AGENT. I say, Captain, we've got a telex from your shipowners asking us to help you in taking aboard some dangerous goods.

CAPTAIN. Yes, I know of the fact, but I'm still missing some details. They are supposed to be settled on the spot.

AGENT. Yes, that's it. That's what I've got from my telex too. I haven't intentionally brought with me the shippers' representative here, because I wanted first to have a preliminary talk with you.

CAPTAIN. It's quite reasonable, thank you. What kind of goods are they going to ship?

AGENT. Well, it's aluminium phosphide, in metal drums, something about 200 drums.

CAPTAIN. Wait a moment, let me consult the Code. I want to see whether this substance is listed there. Oh, yes, there it is. Class No. 6.1. May be carried under deck. What else are they going to ship?

AGENT. The other cargo is Carbon Disulphide, about the same quantity.

CAPTAIN. Just a minute. I'll try to find it in the Code. Oh, here it is. You see, this substance is Class 3.1. The maximum quantity to be carried on any ship is only 500 kilos. It's one thing. But the main point is that we can't take it at all, because this substance is incompatible with the other goods we've got aboard the ship.

AGENT. I see, Captain, you are quite an expert in this line. I think I can bring the shippers' representative here so that you might discuss with him all the particulars you need. In the mean time, couldn't I be helpful to you in some other respect?

CAPTAIN. Oh, yes, certainly. You see, so far as we shall have to deal with these drums of aluminium phosphide we shall need some 35-40 can-hooks or barrel hooks to handle the cargo. Perhaps we may need some 20-25 snotters too. Can you supply us with these things?

AGENT. Of course, we can. It's no problem here. Anything else that I can do for you?

CAPTAIN. Yes, sir. I would like you to check very carefully all the shipping documents and certificates relating to this shipment.

AGENT. All right, sir. I'll do it and let you know the results some time later. You may rely on me.

2

CAPTAIN. Have you checked the proper condition of the cargo?

SURVEYOR. Yes, sir, everything is ship-shape, you may start discharging.

CAPTAIN. So, we shall. But we need some tarpaulins to cover the hatch comings. According to the remark in the Bill of Lading the tarpaulins should be supplied by the consignees.

SURVEYOR. What will you need tarpaulins for?

CAPTAIN. They will serve as a kind of cushion to prevent bumping of barrels and drums against hatch comings. This precaution is prescribed by the Regulations.

SURVEYOR. Now I see. I'll try to make the consignees to supply the tarpaulins as soon as possible.

3

PORT OFFICER. I can see from your Cargo Manifest that you have got some dangerous cargo aboard.

CAPTAIN. Yes, that's right. But it's transit cargo, we don't have to discharge it in your port.

PORT OFFICER. I know that, but the point is that before you may enter and proceed through the Channel you'll have to fill up a special declaration.

CAPTAIN. Have you got any blank forms of this declaration?

PORT OFFICER. Certainly I have. Here you are, you may take two copies of the declaration.

CAPTAIN. Thank you. Let me look through it. Oh, it seems to be rather complicated. Couldn't you help me in filling it up?

PORT OFFICER. Yes, sir, I'll try to help you.

CAPTAIN. By the way, what's the purpose of this declaration?

PORT OFFICER. A very simple one. It'll help us to assign the right position of your vessel in the convoy.

LABORATORY EXERCISES

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

1. Why is the transportation of dangerous cargoes a serious problem? 2. Were the regulations for carriage of dangerous cargoes uniform before the Second World War? 3. Why has the volume of transporting dangerous goods grown up after the Second World War? 4. What measures were taken by the United Nations Organization in 1956 to solve the problem? 5. With what task was IMCO charged in 1960? 6. To whom was the International Code recommended? 7. In how many, volumes was this Code published? 8. What information is given in this Code? 9. Into how many classes were the dangerous goods divided according to this Code? 10. Which is the most dangerous class of the goods? 11. What for are the recommendations for applying preventive measures given in the Code? 12. What should the Master thoroughly ascertain when taking dangerous goods aboard?

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

Model: **If we had taken measures in time, the fire would not have taken place.**

In what case wouldn't the fire have taken place?

If we had taken measures in time.

1. If the volume of transporting dangerous goods had not grown up the problem would not have arisen. 2. If the IMCO had not elaborated the unified system, all the countries would not have got practical solution of the problem. 3. If we had not jettisoned that cargo, there would have been an explosion aboard. 4. If the dangerous goods had not been divided into classes, it would have been very difficult to carry them safely. 5. If they have thoroughly ascertained in the nature of the goods, they would not have had so much trouble.

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

"How are those chemicals packed?"

"They are packed in drums."

"Oh, I see. Then we'll need can-hooks and snotters."

* * *

"Unfortunately, we can't take that cargo."

"Why, can't you?"

"Because, it's poisonous and quite incompatible with the cargo we have aboard."

* * *

"Why you don't want to take that cargo?"

"You said it was dangerous cargo, didn't you?"

"Yes, I did. But what's then?"

"It isn't listed in the Code. If it had been listed there, we would have taken it."

IV. Listen to the 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:

Before 1960 there was no unified system of transporting dangerous goods. Regulations in different countries differed very much from each other. In 1960 at the International conference on Safety of Life at Sea, IMCO was charged with a task to elaborate unified system for all the countries. IMCO enlisted qualified experts and soon they worked out the International Maritime Dangerous Goods Code. The Code was considered and approved at the IMCO's Assembly. Necessary amendments were inserted in this Code and then it was recommended to all the governments. The Code was published in four volumes. In accordance with the Code all the dangerous goods are divided into 9 classes. For each class special recommendations are given in the Code. Necessary instructions for handling individual goods are also given there. Much attention is paid in the Code to preventive measures which should be taken to avoid

explosion or fire aboard. The Code proved to be very helpful for securing safety of life at sea when transporting dangerous goods.

VI. Practise in pairs enacting the following situations. You act as the captain (or second mate), your partner — as the port officer in (a) and (c), as the agent in (b). Then you change your parts.

(a) You are to take aboard some explosive and poisonous substances. You are discussing with the port officer where these goods should be stowed and how they should be segregated from other cargoes. To ascertain in their properties and recommend adequate packing you have to consult the Code. The port officer is helping you to find necessary information.

(b) Your agent is informing you that you are to take aboard barrels with inflammable liquids. Discussing with him preventive measures that should be taken when loading the cargo, you ask him to supply your ship with barrel-hooks, snotters and tarpaulin. The agent wants to know what measures you are going to take to provide safety for the drivers and stevedores who will load the cargo alongside your vessel.

(c) The port officer has brought you some blank-forms in which you are to give information about dangerous goods aboard. You ask him to help you filling up these blank-forms. He asks you what kind of, what quantity and in what compartments these goods are stowed. You show him the cargo documents and the Stowage Plan and give him all the details. He is helping you to formulate the text that should be filled in the blanks.

VII. Translate into English:

Вы спрашиваете, какими правилами мы руководствуемся (to follow) при перевозке опасных грузов? Ну, конечно же, правилами, которые сейчас являются общими и обязательными для всех государств. Я имею в виду Международный морской код по перевозке опасных грузов. У нас на судне есть все четыре тома этого кода. Каждый раз, когда нам это нужно, мы наводим справки в соответствующем томе. Какие данные мы используем из этого тома? Прежде всего, мы смотрим, к какому классу относится этот груз. Потом мы находим описание свойств этого вещества и указание о том, какая упаковка предписана для него, а также какими ярлыками оно должно быть маркировано. В том же томе мы находим сведения о том, с какими грузами оно несовместимо, и как этот груз должен быть отделен от других грузов. Дальше мы смотрим рекомендации по его погрузке, укладке и выгрузке. Кстати, в том же томе имеются указания о предупредительных мерах, которые должны предприниматься во избежание взрыва или пожара. Для некоторых грузов требуется усиленная вентиляция отсека, в котором они уложены. Иногда это 5—6 обменов общего объема воздуха за час. Другие грузы должны быть разделены переборками или палубами,

одной или даже двумя. Почти все принятые на судно опасные грузы требуют постоянного наблюдения и периодической проверки. Вообще говоря, перевозка таких грузов — достаточно сложное дело, и она требует большой ответственности всего экипажа судна.

LESSON 22

CARRYING OUT IMCO'S CONVENTION REQUIREMENTS

Words and Word Combinations

volume - объем
total - общий, суммарный
to attain - достигать
to estimate - определять, подсчитывать приблизительно
to evolve - развивать(ся), вд. вызывать
to coordinate - координировать, согласовывать
mutual - взаимный, обоюдный
efforts - усилия
convention - конвенция, соглашение
ratification - ратификация, утверждение
majority - большинство
compulsory - принудительный, обязательный
strictly - строго, неукоснительно
to impose - налагать (обязательство)
liability - ответственность, обязательство
non-observance - несоблюдение
non-compliance - несоответствие
violation - нарушение (правил, закона)
to threaten - угрожать
uninhabitable - непригодный для жилья
harmful - вредный, пагубный
vegetation - растительность
staff - штат (служащих); персонал; личный состав
penalty - штраф, наказание, взыскание
source - источник, зд. происхождение
sea-valves - кингстон
bilges - льяло
to install - устанавливать, монтировать
entries - записи
spillage - утечка; потери вследствие проливания
to bother - беспокоить(ся), волноваться
inspection round - осмотр
trace - след
to share - делить(ся), поделиться
rubbish - хлам, мусор

garbage - кухонные отбросы, гниющий мусор
refuse - отбросы, отходы
to dump - сбрасывать, сваливать (мусор)
peels - корка, кожица, шелуха
receptacle - приемник, вместилище, хранилище
garbage lighter - мусорная баржа
sewage - сточные воды; нечистоты
to drop in - зд. заглянуть, зайти
Roger. - Вас понял, (радиотелеф. выражение)
to extend - простираться, тянуться
blackish - темный, черноватый
debris - обломки, мусор
helicopter - вертолет
skimmer - портовый лихтер для сбора плавающей нефти, мусора

Expressions

to come into force - войти в силу (юр.)
to coordinate activities - согласовать действия
monitoring system - система управления (дозиметрии.)
control system - система слежения (регулир.)
there are no traces of spilled or leaked oil - нет следов проливания или утечки нефти
how come - как случилось, как произошло (разг.)
reception facilities - приемные устройства
brand new - совершенно новое
to avoid misunderstanding - чтобы избежать недоразумения
can you put me through - можете ли вы соединить меня по телефону с
I'll try to dial their telephone number. - Я попробую набрать номер их телефона.
by dead reckoning - по счислению (местоположения)
We wish you the best of luck. - Желаем удачи.

TEXT

The volume of international transportation of cargoes by sea is rapidly growing from year to year. In 1950 the total amount of goods carried by sea was about 525 million tons. In 1976 the total amount reached 3,352 mln tons. It is supposed that by the end of our century it will attain a tremendous figure of 9,700 mln tons.

The number of transport vessels has grown and is still growing now very rapidly. By the end of the 20th century the total tonnage of the world's cargo vessels is estimated to be about 500 million tons.

The sailing of so many vessels in the world's oceans and seas evolved many new problems. To avoid many perils and accidents at sea it became necessary to coordinate their activities. Of course, it could be done only by mutual efforts of all the countries. After the Second World War the

Organization of the United Nations was faced with this problem. It worked out a special convention for creating such an organization which was named the Inter-governmental Maritime Consultative Organization (IMCO) (now this organization is called IMO). The Convention was approved by many countries and came into force in 1958. Nowadays more than 100 countries are the members of this Organization.

IMO performs now many functions through its Committees. The main of them are: the Committee of Safety at Sea, the Committee for protecting the sea environment, the Juridical Committee and the Committee for technical cooperation. Each of these committees works out special regulations which are further discussed, completed and approved at the Assemblies or Conferences and then, on ratification by the majority of the IMO's members, become a compulsory law. Such documents as International Regulations for Preventing Collisions at Sea, International Convention on Preventing Pollution at Sea, International Regulations for Safety of Life at Sea and others are well known to all the mariners and shall be strictly obeyed in practical navigation.

All these regulations impose liability on shipping companies, the vessels and their crews for non-observance, non-compliance or violation of the rules.

Much attention is now paid to preventing pollution at sea, as its consequences may threaten the vitally important problems of the mankind. The coast and coastal waters polluted with oil or poisonous substances may become uninhabitable or harmful not only for man but for fish, birds, animals, and other living creatures as well as for vegetation.

Under Convention the countries, members of IMO, undertake to see to the effective execution of the rules. To control the strict observance of the Regulations special organizations have been established. The staff of these organizations is entitled to investigate the cause of pollution, to inspect the equipment aboard vessels and to impose a penalty for the Violation of the Regulations.

DIALOGUES

1

INSPECTOR. Good afternoon, sir. I am an Inspector of the Marine Safety Office. We have found a big slick of fuel oil on the water surface not far from your vessel.

CAPTAIN. You are welcome, sir, but I am afraid you made a mistake as to the source of that slick. You see, Inspector, our ship is well provided with an appropriate equipment to prevent any pollution.

INSPECTOR. What equipment do you mean, sir?

CAPTAIN. We have a special slop-tank, a segregated ballast-tank. When the sea valves are sealed, the bilges are connected to these tanks. Besides we have aboard an automatic monitoring and control system. This system operates both when loading and discharging oil. I can

also mention that an oily water separating equipment is installed in our ship's engine room.

INSPECTOR. Yes, that's very good indeed. Perhaps, I am mistaken, but you see I am under duty to check all the possible sources of pollution. Do you keep an oil record book?

CAPTAIN. Of course, we do. Just a moment. I can show it to you, so that you might look through the last entries.

INSPECTOR. Yes, thank you, that would be helpful. Well, according to your entries you had no spillage for a long time.

CAPTAIN. Yes, that's right. By the way, I can also show you our Register's Certificate. About a week ago all the valves were tested and found to be in a proper state.

INSPECTOR. No, thank you, you needn't show it. But you know, that damned slick of oil still bothers me much. Would you mind if I make an inspection round on your vessel, just to see that there are no traces of spilled or leaked oil.

CAPTAIN. Yes, certainly you may do it. That's your duty. I'll ask the Chief Mate to help you. Meanwhile I want to share with you an idea that has just come to my head. Did you take any samples of oil on that spot?

INSPECTOR. Yes, we did.

CAPTAIN. Then I might suggest you to take some samples from our tanks too. The analyses will show whether these samples are of the same kind, or they are different.

INSPECTOR. Thank you, sir. That's really a good idea.

CAPTAIN. One thing more. Didn't I tell you that on entering your zone all the gate valves were sealed by one of your control vessels. You might as well check all the seals.

INSPECTOR. Yes, thank you for your assistance. I'll have to do it willy-nilly.

2

INSPECTOR. I think you know, sir, that dumping of garbage or any refuse is prohibited in the port waters.

CAPTAIN. Certainly, Inspector, this is a common regulation rule for all the ports.

INSPECTOR. Then how come that there are some watermelon and fruit peels floating near your stern! Did you dump any garbage recently?

CAPTAIN. No, we didn't. But an hour ago a tourist launch passed by our ship. Maybe, they have done it.

INSPECTOR. Maybe, but I am not sure. What do you do with your garbage?

CAPTAIN. We have special receptacles where we keep the garbage. Usually in the ports where they have reception facilities we discharge it into garbage lighters.

INSPECTOR. Unfortunately, we don't have garbage lighters in our port.

CAPTAIN. We know that. Somebody told us about it. To avoid any misunderstanding, Inspector, I would like you to see yourself our ship's garbage and sewage equipment. It's brand new and very convenient. It won't take you much time.

INSPECTOR. Maybe, during the inspection round we'll drop in the galley too?

CAPTAIN. Why not. You may see here everything you want. Wait a moment, please. I'll tell the Chief Mate to accompany you.

3

(by radiotelephone)

CAPTAIN. Bergen Port Station! Bergen Port Station! This is the Soviet m/v Ingener Ermoshkin calling. The Master is speaking. I have an urgent information to report. My calling letters are UNSB.

BERGEN PORT STATION. This is Bergen Port Station. What can I do for you?

CAPTAIN. Can you put me through with your Marine Safety Office? I want to inform them about a polluted area.

BERGEN PORT STATION. Roger. Roger. Stand by Channel 14. I'll try to dial their telephone number.

BERGEN MARINE SAFETY OFFICE. This is Bergen Marine Safety Office. Who is calling?

CAPTAIN. Marine Safety Office. This is the Soviet m/v Ingener Ermoshkin calling. On our way we have observed a polluted area.

MARINE SAFETY OFFICE. Can you name the position and nature of the disaster?

CAPTAIN. Our ship's position is 22°17'30" North, 4°32'15" East, by dead reckoning. We are close to the polluted area some cables north-eastward of us. There is a big oil slick.

MARINE SAFETY OFFICE. Can you tell us how big is the slick?

CAPTAIN. So far as we can see visually it's a big round slick about a mile or so in diametre. It extends north-eastward from our vessel.

MARINE SAFETY OFFICE. How far is the spot from your vessel? What is it, in your opinion, crude oil or oil of a lighter grade?

CAPTAIN. It's about three cables ahead of our ship. It's rather hard to say exactly what it is. It's blackish in appearance. It looks like crude oil with some debris on it.

MARINE SAFETY OFFICE. Thank you for your information, Captain. We are sending a helicopter and some of our oil skimmers. Wish you the best of luck.

CAPTAIN. We wish the same to you.

LABORATORY EXERCISES

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

1. How is the volume of international transportation of cargoes growing during the last 3 decades? 2. How many times more has it grown

nowadays as compared with 1950? 3. Does the number of transport vessels grow in proportion to the increased volume of cargoes? 4. Was it necessary to coordinate the activities of so many vessels and how it could be done? 5. Who was faced with this problem and when? 6. What organization was formed to solve this problem? 7. How many countries are now the members of the IMO? 8. When do the IMO's regulations become a compulsory law? 9. On whom is the liability imposed for strict observance of these regulations? 10. Why so much attention is paid to preventing pollution at sea? 11. Is pollution harmful only to people? 12. Who is to see to effective execution of IMO's Regulations? 13. What for have special organizations been established? 14. What is the staff of these organizations entitled to do?

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

Model: **If you had not violated the Port Regulations, no penalty could have been imposed on you.**

In what case could no penalty have been imposed on us?

In case you had not violated the Port Regulations.

1. If they had coordinated their actions they could have avoided the accident. 2. If the Regulations had not been worked out we could have had more accidents. 3. If the convention had not been ratified it would not have become a compulsory law. 4. If he had paid more attention to our telegram he could have avoided the penalty. 5. If they had not noticed the oily slick we could have got more trouble.

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

"Do you keep an oil record book?"

"Certainly, we do. Shall I show it to you."

"Yes, please. You see, I have to check your latest entries."

* * *

"Where do you keep your garbage?"

"We have special receptacles for it."

"When do you empty these receptacles?"

"We do it when the port garbage lighter comes alongside."

* * *

"I say, we have observed a spot of oil pollution."

"Where is it?"

"Some 50 miles off shore. Approximately in position 22°17'50" North, 4°32'15" East."

"Thank you for your very useful information."

IV. Listen to each of the long dialogues again and retell briefly their contents from the point of view oft (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:

After the Second World War the volume of transporting goods by sea has grown considerably. By the end of our century it is supposed to grow approximately 20 times as compared with pre-war times. Naturally, the number of vessels engaged in this business has also grown up. The sailing of so many vessels in the world's oceans and seas made it imperative to coordinate their activities. This could be attained only by working out unified international regulations. The United Nations Organization was faced with this problem. It worked out a special convention for establishing the Inter –governmental Maritime Consultative Organization (IMCO) which was charged with practical aspects of the work. Many countries supported this initiative and approved the Convention. Thus the IMCO was officially formed. It performs many functions in the world's shipping through its Committees. Many international regulations have been elaborated by the IMCO. All these regulations have been thoroughly discussed by the representatives of many countries and approved at the Assemblies. On ratification by the Governments, members of the IMCO, these regulations came into force and became a compulsory law.

Nowadays much attention is paid to preventing pollution at sea. Pollution is a serious threat to the life of people. That's why the International Convention for Preventing Pollution at Sea, elaborated by the IMCO, has become a very Important document. All the countries undertake to see to the effective execution of its rules. Special organizations have been formed in almost all the countries to control the strict observance of the regulations. The staff of these organizations is entitled to inspect the equipment aboard vessels.

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

(a) An inspector of the Marine Safety office has come aboard your vessel. He has found a big spot of oil near your vessel. He supposes that the oil must have been spilled from your tanker. He is going to inspect your tanks and vessels. You show him round your tanker and explain what facilities you have aboard to prevent any spillage (sealed tanks, valves, slop tanks, monitoring control system of pumping, etc.). Your arguments make him understand that you have nothing to do with that oily slick.

(b) An inspector of the Marine Safety office has come aboard your vessel and he wants to know where you keep your garbage and when you dump it. You explain to him that you have special receptacles for it and you dump it either in the open sea or when the slick garbage lighter comes alongside to take it.

(c) You observed a slick of oil in the open sea, some 60 miles off shore. You contact the nearest Marine Safety office by radiotelephone and report this case to them. The Marine Safety office asks you of the position of the slick and some characteristics which you might have observed. You give them all the details which you observed.

VII. Translate into English:

Объем перевозок грузов морем значительно возрос за последние 35 лет. Увеличилось и количество транспортных судов. Предполагается, что к концу нашего столетия общий тоннаж всех судов в мире достигнет 500 млн тонн. Плавание такого большого количества судов в морях и океанах мира уже сейчас вызвало много новых проблем. Прежде всего, возникла необходимость координировать их деятельность. Такая проблема могла быть разрешена только общими усилиями всех стран. После второй мировой войны была создана Организация Объединенных Наций, которой пришлось заняться этим делом. ООН выработала специальную Конвенцию по созданию Межправительственной морской консультативной организации (ИМКО). Все страны поддержали инициативу ООН и утвердили Конвенцию. ИМКО было поручено разработать практическую сторону Конвенции, т. е. подготовить конкретные рекомендации и правила. Эти правила затем обсуждались и утверждались на Ассамблеях или Конференциях ИМКО. После ратификации этих правил правительствами государств, членов ИМКО, правила вступали в силу и становились обязательным законом. Другими словами, это значит, что все суда должны строго придерживаться этих правил в их практическом плавании. Ответственность за несоблюдение или нарушение этих правил возлагается на суда и их экипаж.

LESSON 23

BUSINESS RADIOTELEPHONE TALKS BY SHIPS' VHF

Words and Word Combinations

to communicate - сообщать(ся), связываться
sound signals - звуковые сигналы
to signify - означать, значить, иметь значение
propagation - распространение (волн, звука)
to reflect - отражать
aerial - антенна
to transmit - передавать
radio-transmitter- радиопередатчик
radio-receiver- радиоприемник
telephone receiver - телефонная трубка

application - применение
sophisticated - сложный, непростой
medium - средний
band - диапазон
to subdivide - подразделять
to service - обслуживать
channel - канал
emergency - авария, аварийный случай; аварийный
to fit - оснащать, устанавливать
rig - оснастка, оборудование, аппаратура
to install - устанавливать, монтировать
to contact - устанавливать связь (по телефону, телеграфу), соприкасаться
in the vicinity of - поблизости, вблизи
to facilitate - облегчать, содействовать, способствовать
concise - краткий, сжатый, четкий
comprehensible - понятный
to apply - применять
to enable - давать возможность
to master - овладеть
so far as - поскольку, так как
to drift - дрейфовать
particulars - подробности
to rig - оборудовать, установить, зд. завести трап
room - зд. место, пространство
for a while - на некоторое время, ненадолго
operative - действующий, исправный, работающий
to conduct - проводить
radar screen - экран локатора
wreck - затонувшее судно; остатки кораблекрушения (выброшенные морем)
to encounter - столкнуться, неожиданно встретиться
chassis - шасси, тележка, катки
to replenish - пополнять
stores - запасы
to retain - сохранять, удерживать
stability - остойчивость (судна)
to cooperate - сотрудничать
shore-based- базирующийся на берегу
musty - заплесневелый, затхлый
to bate - уступать (в цене), делать скидку
rebate - скидка
to mix - смешивать, перемешивать, зд. спутать

Expressions

he was the first to notice - он был первым, кто заметил
VHF (= very high frequency) - УКВ — частоты от 30 до 300 МГц
FM (= frequency modulated) - частотно-модулированный

what is particular - что особенного, примечательного
over - перехожу на прием
How do you read me? = How do you copy me? - Как меня слышите? Как принимаете?
I've got you. - Вас понял.
Over and out. - Связь заканчиваю и выключаюсь.
out of order - не в порядке, вышел из строя
to get in touch - связаться, соединиться по телефону
I've located you on my radar screen. - Я вижу (обнаружил) вас на экране локатора.
proceed with caution - следуйте с осторожностью
you are running into danger - вы идете к опасности
Can you put me through? - Можете ли соединить меня? (по телефону)
stand by Channel 14 - оставайтесь на приеме по каналу 14
I'll try to dial that number. - Я постараюсь набрать этот номер телефона
I'm looking forward to see you. - С удовольствием жду встречи с вами.
What's on your mind? Что у вас на уме? - *зд.* Что вы имеете в виду?
there's one thing more - еще одно дело, еще один вопрос
In the course of operations - в ходе (процессе) работы
Will two gangs suit you? - Две бригады вас устроят?
his eye has (got) swollen - у него распух глаз
ambulance launch - санитарный катер
we'd better talk about technical aspect - поговорим лучше о технической стороне
transition coupling tube - соединительная труба
in stock - в наличии, в запасе

TEXT

Until the invention of radio by a Russian scientist, professor A. S. Popov, in 1894-1899, ships could practically communicate with each other and with shore only by means of flag, light and sound signals. Special code-books were worked out to facilitate and expand this communication. In these codes, which later on became international, separate signals and combination of signals signified at first letters of the alphabet and then the whole sentences. These codes are still in use on ships.

A. S. Popov was the first to notice that propagation of electromagnetic waves could be reflected by big objects (ships). He was the first to use an aerial for transmitting radio signals that led him to the invention of the first radio-transmitter and radio-receiver. In 1899 he elaborated the method of receiving radio signals by ear-hearing through telephone receiver. Thus the first wireless telegraph was invented. It is interesting to note that the first application of wireless telegraph was introduced on Russian ships.

Further development of Popov's ideas resulted in elaborating sophisticated modern radiotelephones used nowadays aboard ships and aeroplanes.

Radio waves are divided into long, medium, short and ultra-short waves. Submarines mostly use long waves. Ordinary transport ships use medium, short and ultra-short waves for communication. They use recently introduced VHF (very high frequency) band, two-way FM (frequency modulated) communication. The VHF band is subdivided into about 30 fixed channels, each servicing special needs. Channel 16, for example, is used for emergency calls and messages connected with safety of life at sea. For Pilot Stations and port calls we use channels 9, 11, 12 and 13.

In compliance with the requirements of the Register of Shipping of the USSR our ships are fitted with VHF two-way FM rig installed in the wheel-house. This enables our ships to contact easily shore stations, organizations and other ships in the vicinity.

Personal contacts greatly facilitate business relations with people. What is particular of telephone business talks is that the language used must be short, concise and comprehensible. Frequent pauses must be applied to enable your partner to understand you precisely. Words and sentences should be pronounced clearly and loudly enough. This circumstance imposes certain duties on our young ship officers. They must train themselves to master soundly spoken English, so far as this language is most often used in marine talks.

DIALOGUES

1

A. Singapore Radio, Singapore Radio, this is Soviet m/v Bratsk, UIAC [ju:] [ai] [ei] [si:], Uniform-India-Alpha-Charlie. Over.
B. M/v Bratsk, here is Singapore Radio. Change to Channel 12. Over.
A. Singapore Radio, this is m/v Bratsk. Changing to Channel 12. How do you read me? Over.
B. M/v Bratsk, here is Singapore Radio. I read you loud and clear. Go ahead. Over.
A. Singapore Radio, I require a pilot. Over.
B. M/v Bratsk. You can take a pilot at our local Pilot Station. Get in touch directly with a Pilot Station on Channel 20. Over.

2

A. Singapore Pilot Station, Singapore Pilot Station, this is m/v Bratsk. How do you read me? Over.
B. This is Singapore Pilot Station. I read you poor. Please, change to Channel 22. Over.
A. This is m/v Bratsk. I am changing to Channel 22.
B. M/v Bratsk. Now I read you loud. Go ahead. Over.

A. Pilot Station, this is m/v Bratsk. I need a pilot for Quarantine Anchorage. Over.
B. M/v Brastk, this is Singapore Pilot Station. O. K. What's your present position and speed? Over.
A. Pilot Station. My present position is 5 miles eastward off Peak Island. I am proceeding now at 10 (one zero) knots, course 250 (two five zero). Over.
B. Roger, roger. Pilot will be able to take your vessel at about 18 hours. He will board your vessel in position 1 mile westward off Peak Island.

3

A. Singapore Pilot Station, this is m/v Bratsk. We've reached the position 1 mile westward off the Peak Island. Waiting for a pilot boat to come. Over.
B. M/v Bratsk, this is Singapore Pilot Station. Keep drifting slowly. Pilot boat will approach you in twenty minutes. Rig the pilot ladder on your port side.
A. Singapore Pilot Station. We are rigging pilot ladder on our port side.
B. There's little free room in the harbour now. You'll have to get berthed stern-to, for a while. Later on you'll be reberthed alongside.

4

A. Rotterdam Port Station, this is m/v Murmansk calling. My call sign is UNOT. Over.
B. M/v Murmansk, this is Rotterdam Port Station. What can I do for you? Over.
A. Rotterdam Port Station. My engine is out of order. I require two tug-boats to tow me into your port for repairs. Over.
B. M/v Murmansk, two tugs not far from your position are instructed to proceed towards your vessel. Contact them by radiotelephone on Channel 6. Their calling letters are PMI and PMS.

5

A. Bergen Port Control, this is m/v Molodechno. My radar is not operative. Visibility is very poor and reducing. Can your shore based Radar Station conduct me through the Channel? Over.
B. M/v Molodechno, this is Bergen Port Control. I have located you on my radar screen. Proceed on course 080° at a speed not more than 10 knots. I am watching you on my radar screen. Pilot will meet you ten minutes later. Over.
B. M/v Molodechno, this is Bergen Port Control. Attention! You are running into danger. There is a shipwreck buoy 10 degrees on your port bow, 3 cables distant from you. Keep clear of that wreck, leave the buoy on your starboard side. On passing the buoy keep to the starboard side of the fairway. Over.

A. Bergen Port Control, this is Molodechno. Thanks. I have passed the wreck, now keeping to the starboard side of the fairway. The visibility improved to 2 miles. Now following the pilot's advice. Thank you for your assistance. Over and out.

6

A. Brisbane Radio, this is m/v Tuapse. Ivanov, Master of the vessel is speaking. I want to contact our Agents here, Messrs. Watson and Company of your city. Can you put me through? Their telephone number is 372935. Over.
B. M/v Tuapse here is Brisbane Radio. Stand by Channel 14, I'll try to dial that number. Over.
A. This is m/v Tuapse standing by Channel 14. Hullo. Who's ■ speaking? Over.
B. M/v Tuapse, this is Watson Junior speaking. Glad to hear you, Mr Ivanov. What can I do for you?
A. Mr Watson, I want you to arrange for a surveyor to come aboard as soon as we get moored.
B. Oh, yes, I'll arrange that immediately. Is there anything else that worries you?
A. Yes, we'll require some cash, say, 5,000 dollars, to pay wages to our crew members and for some other expenses.
B. Well, it's no problem. I'll do it as you request. Anything else?
A. Well, not now. I think we'll settle the rest in the course of operations. So, good-bye for the present.
B. Good-bye. See you later.

7

A. Mr Watson, this is Petrov, Master of the m/v Pula speak ing. We have some trouble aboard.
B. What's happened, Mr Petrov?
A. One of the deck-hands got incidentally iron filings into his eye. The eye has swollen and he is suffering much. Could you arrange for an ambulance launch and motor car to take him right away to a hospital? Certainly, sir. I'll directly see to that. Where have you anchored?
A. We've anchored in the inner roadstead at about a mile's distance off your Port Sanitary Office.
B. I see. Wait for an ambulance boat to come. I'll do my best to make the boat come as soon as possible. Will anybody accompany your patient?
A. Yes, our ship's surgeon will. Please, help him to do everything necessary and to come back aboard the ship.
B. Don't worry, Mr Petrov. I'll see to that myself. So, wait for us to come soon.

RADIOTELEPHONE ALPHABET

A —Alpha ['ælfa]	N — November [no(u)'vembə]
B —Bravo ['bra:'vou]	O — Oscar ['o:skə]
C —Charlie ['tʃali]	P — Papa [pə'pa:]
D —Delta ['deltə]	Q — Quebeck [kwi'bek]
E —Echo ['ekou]	R — Romeo ['roumiou]
F —Foxtrot ['fokstrot]	S —Sierra ['siərə]
G —Golf [golf]	T — Tango ['tæŋgou]
H — Hotel [hou'tel]	U —Uniform ['ju:nifo:m]
I — India ['indja]	V —Victor ['viktə]
J —Juliet [dzuljet]	W — Whisky ['wiski]
K —Kilo ['kilo(u)]	X —X-ray ['eks'rei]
L —Lima ['li:ma]	Y — Yankee ['jænki]
M —Mike [maik]	Z —Zulu ['zu:lu:]

LABORATORY EXERCISES

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

1. Who was the first to invent radio? 2. How did the ships communicate with each other before that? 3. What for were the code-books worked out? 4. What for are aerials used now? 5. On what ships was the wireless telegraph applied first? 6. Into what groups are radio waves subdivided? 7. Into how many channels is the VHF band subdivided? 8. What for does Channel 16 serve? 9. Where is VHF two-way FM rig installed on our ships? 10. What does this rig enable our ships to do? 11. Why should the words and sentences be clearly and loudly pronounced when speaking by radiotelephone? 12. Why should ship officers specially train themselves in soundly spoken English?

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

Model: **(a) He was to contact the Harbour Master yesterday.**
Did he contact the Harbour Master?
He must have contacted him, but I am not quite sure of it.

(b) They were allowed to stay there 2 days longer.
Did they really stay there longer?
They might have stayed there, but I don't know that exactly.

1. They were to take containers aboard. 2. The ship was allowed to carry explosives. 3. I was to communicate with that vessel. 4. The vessel was allowed to moor alongside. 5. The stevedores were to finish loading by 5 p.m. 6. She was to do it herself. 7. The pilot was allowed to disembark the ship earlier. 8. The shipchandlers were to contact the agent. 9. The Master was allowed to pay overtime. 10. They were to work in three shifts.

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

"Pilot Station, do you read me well?"

"No, I read you poor, please change to channel 10. Over."

"Pilot Station, I am changing to channel 10. Over."

"Now, I read you well. Stand by this channel. Over."

* * *

"Port Radio Station, I want to contact our agents here, Messrs. Watson & Co. Can you put me through? Their telephone number is 727207."

"Stand by channel 14. I'll try to dial that number."

* * *

"Port Control. My radar is not operative. Can your Radar Station conduct me through? Over."

"This is Port Control. I've located you on my radar screen. Proceed on course 47°. Over."

"Port Control, I am proceeding on course 47°. Waiting for further instructions. Over."

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:

To communicate with each other as well as with shore, ships nowadays widely use VHF-radio telephone. It doesn't mean, of course, that flag, sound and light signals have been abandoned altogether. They are still used successfully, as well as radiograms, telexes and fascimile charts which proved to be very helpful for navigation.

The VHF band used for telephone communication is subdivided into about 30 fixed channels. Each of this channels is used for special needs. All our ships are fitted with VHF-two way FM rigs. These rigs are installed in compliance with the requirements of our Register of Shipping. Radiotelephone communication enables our ships to contact easily shore-based stations and ships in the vicinity. It also helps us to develop personal contacts which facilitate our business relations with people. Telephone business talks require the speech to be short, concise and comprehensible. So far as the English language is most often used in maritime business our ship officers should train themselves in soundly spoken language.

VI. Practise in pairs enacting the following situations.

N o t e: **You may use some constructions from the given texts, but never use ready-made dialogues; try to make sentences of your own according to situations suggested.**

(a) You are on the approaches to the port of N. Your ship got ice-bound and you need an ice-breaker to break the ice around your ship and escort you into the port. Contact the Port Control Station and ask for assistance. Arrange with the Port Control Station the time when the ice-breaker will approach you and necessary preparations you will have to make. State your ship's position, ship's characteristics, and whether your engine is operative.

(b) You are near some port and you want to know whether pilotage for entering the port and berthing is compulsory. If it is so, contact the Port Radio Station and ask for the information where and when the pilot boat will meet you and what preparations you are to make aboard your vessel. Ask also if the Port Station has any berthing instructions for your vessel.

(c) On the approaches to the port your radar became inoperative. Owing to poor visibility you are unable to proceed further. Contact the Port Control Station and ask them if they can help you with shore-based piloting. Inform them about your position and follow their piloting instructions. To make your conversation more realistic use some sea chart.

(d) Your ship is disabled. While approaching some port your ship's engine went out of action. Contact the Port Radar Station and ask them how you can get tug-boats to tow your vessel into the port. State your ship's characteristics and inquire what preparations you are to make. Your partner representing the Port Radar Station is to ask you necessary questions and to give you respective recommendations.

(e) Contact your ship agent through the Port Radio Station and ask him to book some 5,000 tons of general cargo for European ports because your schedule of sailing has been changed due to unforeseen circumstances and you want to avoid unprofitable ballast voyage. Discuss with your agent possible disposition of different cargoes in your snip's holds for subsequent discharging them in different ports which you will have to call at.

(f) Contact your agent through the Port Radio Station and ask him to arrange for urgent repairs to your ship's auxiliary machinery. Draw his attention to the fact that on completion of repairs mooring trials should be carried out and that the repaired machinery should be surveyed and passed on by the Lloyd's Surveyor. Your agent asks you some details on repairs.

(g) One of your deck-hands was accidentally badly injured. He has got the fracture of a thigh and requires an urgent surgical operation. Contact your agent and ask him to arrange for a sanitary helicopter to take the patient immediately to a hospital.

(h) Contact the Port Radio Station and ask them to dial the telephone number to get in touch with your agents in their port, Messrs. Smith and Co. Discuss with your agent the sequence of discharging the cargo from

your vessel and shore appliances which you will need to do the job. From your radiogram the agent knows the disposition of cargoes in your ship's holds and he may suggest you some variants to carry out the discharging in the best way possible.

(i) You need some bunker for your vessel to proceed for unplanned voyage. Ask your agent by radiotelephone through the Port Radio Station whether he can arrange that matter with his local bunker suppliers. If necessary, suggest that supplying of bunker may be carried out on the basis of mutual exchange with, one of our bunker supplying agencies. State that you need to know definite conditions to be able to communicate with your Shipowners.

(j) You want some food-stuffs (meat, butter, vegetable oil, vegetables, fruit, etc.) to be supplied within two days on your ship's arrival in the port. Contact the shipchandlers in the port and make necessary arrangements. State the quantities of the food-stuffs you need and enquire about the prices to come to final agreement.

VII. Translate into English:

Радио, или как его вначале называли «беспроволочный телеграф», значительно облегчило работу судов. Радио дало возможность судам сообщаться друг с другом и с берегом. Мы и сейчас пользуемся радио, чтобы передавать радиограммы, телексы и факсимильные карты. Однако изобретение и введение радиотелефонной связи еще больше облегчило работу судов. Вы только представьте себе, насколько все стало проще и легче. Предположим, что у вас вышла из строя машина. Что вам нужно будет сделать? Очень простую вещь. Снять телефонную трубку, связаться с береговой станцией и попросить их соединить вас с вашим агентом. Береговая станция наберет вам номер телефона вашего агента, и вы договоритесь с ним о высылке вам буксира и о заказе нужного ремонта в местном судоремонтном заводе. Если ваше судно далеко от порта, вы можете таким же образом договориться с каким-нибудь судном поблизости о буксировке вашего судна. Если вам нужно срочно вызвать с берега врача в связи с несчастным случаем, вы также можете сделать это по радиотелефону. Если у вас что-то не в порядке с локатором, вы можете договориться с лоцманской станцией о проводке вашего судна по радио с берега. Вызов лоцмана, заказ провизии, предварительные переговоры о погрузке или выгрузке — все это сейчас можно сделать по радиотелефону. Командному составу судов нужно только научиться четко и понятно вести переговоры по телефону.

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