

UNDERWAY

STUDENT'S BOOK
PART 1



Київ
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*Рекомендовано до друку кафедрою іноземних мов за професійним спрямуванням
Державного університету інфраструктури та технологій
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Посібник “Underway” створено для студентів третього курсу факультету судноводіння Державного університету інфраструктури та технологій. Мета посібника – сприяти оволодінню англійською мовою як засобом професійного спілкування у майбутній професійній діяльності. Посібник розрахований на 90 аудиторних годин.

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CONTENTS

Introduction		4
Unit 1	COLREGs	5
Unit 2	Bridge Procedures	68
Unit 3	Passage Planning	79
References		94

INTRODUCTION

Speaking Maritime English is an essential condition for all seafarers to get a job. The objective of the module is to develop communicative skills at professional field.

This Student's Book is designed for the third-year students of Navigation Department. It consists of three units: COLREGs, Bridge Procedures and Passage Planning.

Each unit has the following parts:

Target language

This part provides the individual items of language that the students should learn.

Reading



Reading is an essential part of language learning at every level because it supports learning in multiple ways. The students' purpose for reading is to obtain information about a subject they are studying. After-reading tasks are designed to develop reading comprehension.

Watching



References to video resources.

Speaking

The goal of language is communication and the aim of speaking in a language context is to promote communicative efficiency. There are activities for group and pair work.

Approximate study time is 90 hours.

UNIT 1

COLREGs

Target language

aground	power-driven vessel
all round light	precautions
bearing	restricted in ability to manoeuvre
blast	restricted visibility
circumstances	separation line
collision	shape
conspicuous object	sidelight
constrained by draft	stand-on vessel
CPA	sternlight
crossing situation	to alter
fishing vessel	to avoid
head-on	to comply with
give-way vessel	to determine
light	to impede
look-out	to slacken
making way through the water	towing light
masthead light	towing vessel
not under command	traffic lane
outside limit	traffic separation scheme
overtaking	underway
past and clear	flashing light

Task 1. Suggest possible collocations.

collision

Task 2. Outline some factors that can cause a collision. Analyse ways to avoid collision.

The International Regulations for Preventing Collisions at Sea

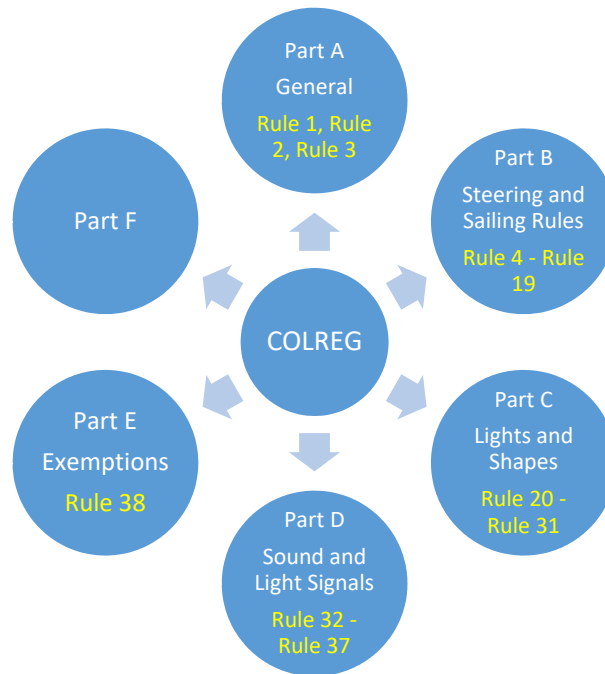
The International Regulations for Preventing Collisions at Sea 1972 (COLREGs) are published by the International Maritime Organization (IMO) and set out, among other things, the “Rules of the Road” or navigation rules to be followed by ships and other vessels at sea to prevent collisions between two or more vessels.

The COLREGs are derived from a multilateral treaty called the “Convention on the International Regulations for Preventing Collisions at Sea”.

The International Regulations for Preventing Collisions at Sea were adopted as a convention of the International Maritime Organization on 20 October 1972 and entered into force on 15 July 1977.

They have been amended several times since their first adoption.

As of June 2013, the convention has been ratified by 155 states representing 98.7% of the tonnage of the world's merchant fleets.



Task 3. Comment on the numbers.

1972
15 July 1977
20 October 1972
June 2013
155
98.7%

Part A General

Rule 1 states that the rules apply to all vessels upon the high seas and all waters connected to the high seas and navigable by seagoing vessels.

Rule 2 (Responsibility) covers the responsibility of the master, owner and crew to comply with the rules.

Rule 3 (General Definitions) are the titles and definitions used within the regulations.

Rule 1 Application

(a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

(b) Nothing in these Rules shall **interfere** with the operation of special rules made by an **appropriate** authority for roadsteads, harbours, rivers, lakes or inland waterways **connected** with the high seas and navigable by seagoing vessels. Such special rules shall **conform** as closely as possible to these Rules.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to **additional** station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels **engaged in** fishing as a fleet. These additional station or signal lights, shapes or whistles shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorised elsewhere under these Rules.

(d) Traffic separation schemes may be adopted by the Organisation for the purpose of these Rules.

(e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot **comply** fully **with** the provision of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the **disposition** and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel.

Task 4. Tick water territories COLREGs should apply to.

- inland waterways having natural or artificial excess to sea
- territorial waters
- specific economic zones
- 12-mile area of the USA
- archipelagic waters
- congested waters
- the entrance to the Chesapeake Bay

Task 5. Search the Internet for definition of COLREG Demarcation Line.

Task 6. Say if the sentences are true or false.

1. The Rules of the Road concern all vessels except for sailing boats.
2. The country's authorities have the right to set local navigational rules.
3. The local rules may differ completely from COLREGs.
4. Additional signal lights, shapes or whistle signals should be the same as those mentioned in COLREGs.
5. If a **vessel of special construction or purpose** cannot comply fully with the Rules of the Road, the Government shall determine the rules to be the closest compliance with these Rules.

Task 7. List vessels of special construction or purpose.

Task 8. Suggest synonyms to the words.

- to interfere
- appropriate
- to connect

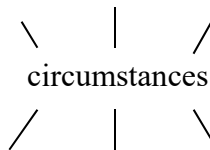
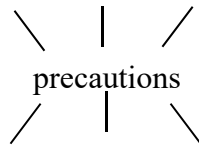
to conform
additional
to be engaged in
disposition
to comply with

**Rule 2
Responsibility**

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any **precautions** which may be required by the **ordinary practice of seamen**, or by the **special circumstances** of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Task 9. Suggest possible collocations.



Task 10. Suggest your ideas to define the terms.

- ordinary practice of seamen

- special circumstances

Explanation

Precautions to be taken:

- *staffing the vessel in accordance with the standards and requirements of the voyage*
- *proper organization of the watch both on the bridge and in the engine room*
- *permanent control*
- *maintaining proper lookout*
- *usage of all available means to obtain complete information on the other vessels and its correct use*
- *taking into account navigation and meteorological factors*
- *caution when passing by stand-on vessels*
- *availability, proper functioning of prescribed lights and their exposure in time*
- *checking the functioning of sound signalling devices, etc.*

To depart from the rule two conditions must be satisfied:

- *there must be special circumstances*
- *there must be immediate danger*

Task 11. Tick the correct box.

Situation	Negligence of precautions	Special circumstances
Vessels are engaged in a manoeuvring in ice.		
The OOW didn't have enough time to have rest before watch and feels exhausted.		
Vessel is involved in SAR operation.		
Both vessel's anchors are not ready when sailing in narrows or shallow waters.		
There are too many or too few people on the bridge.		
Towing vessel is unable to out of way.		
Vessel is proceeding sternpost or stopped.		
Vessel is entering a port in bad weather conditions (weather warning has been received)		
Vessel doesn't show lights or shapes correctly.		
Vessel is passing warships convoy.		
Vessel couldn't alter course because of wreck on her starboard side.		

Rule 3

General definitions

For the purpose of these Rules, except where the context otherwise requires:

(a) The word "vessel" includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.

(b) The term "**power-driven vessel**" means any vessel propelled by machinery.



(c) The term "**sailing vessel**" means any vessel under sail provided that propelling machinery, if fitted, is not being used.



(d) The term "**vessel engaged in fishing**" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restricts manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.



(e) The term "**seaplane**" includes any aircraft designed to manoeuvre on the water.



(f) The term "**vessel not under command**" means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.



(g) The term “**vessel restricted in her ability to manoeuvre**” means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel. The term “vessels restricted in their ability to manoeuvre” shall include but not be limited to:



- (i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;
- (ii) a vessel engaged in dredging, surveying or underwater operations;
- (iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;
- (iv) a vessel engaged in launching or recovery of aircraft;
- (v) a vessel engaged in mine clearance operations;
- (vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

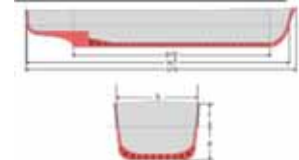
(h) The term “**vessel constrained by her draught**” means a power-driven vessel, which because of her draught in relation to available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.



(i) The word “**underway**” means that a vessel is not at anchor, or made fast to the shore, or aground.



(j) The words “**length**” and “**breadth**” of a vessel mean her length overall and greatest breadth.



(k) Vessel shall be deemed to be **in sight of one another** only when one can be observed visually from the other.



(l) The term “**restricted visibility**” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.



(m) The term “**Wing-In-Ground (WIG) craft**” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

