

海事英語教材

Arriving / Anchoring / Berthing :

The M.V. "Ever General" is approaching Kaohsiung. The master left a note on the chart requesting duty officer to contact with Kaohsiung port control and to wake him up one and a half hours before arriving at the stand by engine point.

Chief mate: Kaohsiung port control. Kaohsiung port control. This is motor vessel "Ever General" on channel 16. How do you read me? Over.

Port Control: "Ever General". This is Kaohsiung port control. Please change to channel one four. Over.

Chief mate: Channel one four. Roger.

Chief mate: Kaohsiung port control. This is motor vessel "Ever General" on channel one two. My ETA Kaohsiung pilot station is 0800. Please advise pilot's boarding time. Over.

Port Control: "Ever General". This is Kaohsiung port control. Understood, your ETA 0800. Owing to your berth is still occupied, please drop anchor on arrival and wait till 1500 this afternoon and keep close contact with pilot station. Over.

Chief mate: Kaohsiung port control. This is "Ever General". Message understood. Out.

(Chief mate made a phone call to captain.)

Chief mate: Good morning, Sir. We just pass the point of calling captain.

Captain: Thank you! I'll be there soon.

(A few minutes later)

Captain: Good morning, Chief. How is the traffic?

Chief mate: Good morning, Sir. We have overtaken the vessel on our port side. The vessel 1.2 miles away on our starboard quarter has almost the same speed with us. And rest of the traffic has no interruption with us.

Captain: Thank you! What's our present course and speed?

Chief mate: Present course 086 degrees, speed 15 knots.

Captain: Have you contacted with Kaohsiung port control and reported our ETA?

Chief mate: I have reported our ETA 0800LT to Kaohsiung port control. Owing to our berth is occupied, we were requested to drop anchor on arrival and to wait till 1500 this afternoon.

Captain: Thank you! Very well. I now have the conn.

Chief mate: You now have the conn.

Captain: Give one-hour notice to the duty engineer.

Chief mate: Yes, sir.

(Chief mate made a phone call to 2nd engineer.

Chief mate: Good morning! Second. One hour notice. We are going to drop anchor on arrival.)

Chief mate: Sir, 2nd engineer has been informed.

Captain: Very well.

(One hour later, engine has prepared for maneuvering. Vessel proceeded with various courses and speeds as per the Captain's order.)

Captain: Give 15 minutes notice to the members of bow station for anchoring.

Third mate: Yes, sir.

(The third mate made phone calls to chief mate, boson and deck AB.

Third mate: Good morning! Chief. 15 minutes notice for standing by bow station. We are going to drop anchor.)

Third mate: Sir, Chief mate, boson and deck AB have been informed.

Captain: Very well.

(15 minutes later)

Captain: "Ever General", Chief mate, How do you read me?

Chief mate: I read you loud and clear. All members are here. Bow stationed.

Captain: Very well. Stand by port anchor and walk out to sea level.

Chief mate: Stand by port anchor and walk out to sea level.

Chief mate: Port anchor standing by for let go.

Captain: Very well. We have still one mile to go to the selected anchorage. Later on, after dropping anchor, please put 5 shackles in water.

Chief mate: Roger, 5 shackles in water.

Captain: "Ever General", Chief mate, Let go port anchor.

Chief mate: Let go port anchor.

Captain: Third mate, Fix anchor position by cross bearing and draw the anchor circle.

Third mate: Yes, sir.

Captain: How much cable is out?

Chief mate: 2 shackles out.

Captain: Pay out cable.

Chief mate: 3 shackles out.

Captain: Very well.

Chief mate: 4 shackles out.

Captain: Roger, 4 shackles out.

Chief mate: 5 shackles out.

Captain: Check the cable.

Chief mate: Hold on port cable now.

Captain: How is cable leading?

Chief mate: Cable leading to 10 o'clock.

Captain: Is port anchor holding?

Chief mate: Yes, port anchor is holding. The cable slack down now.

Captain: Hoist anchor ball.

Chief mate: Anchor ball hoisted.

Captain: Secure the cable and dismiss.

Chief mate: Roger.

Captain: Third mate, Finish with engine. Report anchor position and anchor time to port control.

Third mate: Yes, sir.

Third mate: Kaohsiung port control. Kaohsiung port control. This is motor vessel "Ever General" on channel 16. How do you read me? Over.

Port Control: "Ever General". This is Kaohsiung port control. Please change to channel one two. Over.

Third mate: Channel one two. Roger.

Third mate: Kaohsiung port control. This is "Ever General" on channel one two. I have dropped anchor at 0812LT. Anchor position bearing 235 degrees, distance 2.8 miles from south break water of the second entrance. Over.

Port Control: "Ever General". This is Kaohsiung port control. Message received. Please contact with pilot station for berthing instruction. Over.

Third mate: Kaohsiung port control. "Ever General". I will contact with pilot station for berthing instruction. Thank you! Out.

Captain: Third mate, Please contact with pilot station for confirming pilot boarding time.

Third mate: Yes, sir.

Third mate: Kaohsiung pilot. Kaohsiung pilot. This is motor vessel "Ever General" on channel 12. How do you read me? Over.

Pilot Station: "Ever General". This is Kaohsiung pilot. Coming please. Over.

Third mate: Kaohsiung pilot. "Ever General". I have dropped anchor at 0812LT. Anchor position bearing 235 degrees, distance 2.8 miles from south break water of the second entrance. Please advise pilot boarding time. Over.

Pilot Station: "Ever General". An earlier ship took up your berth and it'll be clear by 1500 this afternoon. Please ready your engine at that time and keep close contact with pilot station. Over.

Third mate: Kaohsiung pilot. Message understood. Thank you! Out.

Captain: Please check anchor position by cross bearing once every hour.

Third mate: Yes, sir.

(At 1300 hours)

Second mate: Kaohsiung pilot. Kaohsiung pilot. This is motor vessel "Ever General" on channel 12. How do you read me? Over.

Pilot Station: "Ever General". This is Kaohsiung pilot. Your berth will be clear at 1430. Pilot will board your ship at 1450. Please heave your anchor and proceed to 1.5 miles west of the second entrance for pilot at that time. Over.

Second mate: Kaohsiung pilot. "Ever General". Pilot boarding time 1450 at 1.5 miles west of second entrance. Please advise which side should I rig the pilot ladder? Over.

Pilot Station: "Ever General". Please rig pilot ladder on starboard side one meter above water. Over.

Second mate: Kaohsiung pilot. Rig pilot ladder on starboard side one meter above water. Thank you! Out.

(The second mate made a phone call to captain.)

Second mate: Good afternoon, sir. Pilot boarding time 1450 at 1.5 miles west of second entrance. And pilot requested to rig pilot ladder starboard side.

Captain: Very well. Give one hour notice to the duty engineer. We will ring stand by engine at 1412.

Second mate: Yes, sir. Standing by engine at 1412.

Captain: Please call me, chief mate and members of bow station 15 minutes before engine standing by.

Second mate: Yes, sir. I'll call you, chief mate and members of bow station 15 minutes before engine standing by.

Captain: Thank you.

(Second mate made a phone call to duty engineer notifying time of standing by engine.)

(At 1357 hours, Second mate made phone calls to chief mate and members of bow station notifying time of standing by.)

Second mate: Good afternoon! sir. 15 minutes notice. I have notified chief mate and members of bow station the time of standing by.

Captain: Very well. I'll come up soon.

(At 1412 hours, Main engine has tested and standing by. Bow station also manned.)

Captain: "Ever General", Chief mate, How do you read me?

Chief mate: I read you loud and clear. All members are here. Bow stationed.

Captain: Very well. Stand by for heaving up port anchor.

Chief mate: Stand by for heaving up port anchor.

Chief mate: Standing by for heaving up port anchor windlass has put in gear. Please open deck flush water.

Captain: Very well. Open deck flush water. How is cable leading?

Chief mate: Cable leading 10 o'clock.

Captain: Very well. How much weight is on cable?

Chief mate: No weight on cable.

Captain: Very well. Heave up port anchor.

Chief mate: Heave up port anchor.

Chief mate: 4 shackles on deck. Cable leading 10 o'clock. No weight on cable.

Captain: Very well. Keep heaving and let me know once cable getting tight.

Chief mate: Roger. 3 shackles on deck. Cable leading right ahead. Much weight on cable.

Captain: O.K. I'll use engine to ease the tension on cable. Keep heaving.

Chief mate: Roger. 2 shackles on deck. Cable leading right ahead. Too much weight on cable.

Captain: You may stop heaving for a while. I'll use engine to ease the tension again.

Chief mate: Stop heaving.

Chief mate: No weight on cable now.

Captain: Very well. Keep heaving.

Chief mate: 1 shackle on deck. No weight on cable.

Captain: Very well. Keep heaving.

Chief mate: Cable up and down. Anchor aweigh.

Captain: Very well. Keep heaving.

Captain: Dead slow ahead. Hard a port.

Second mate: Dead slow ahead. Hard a port.

Duty AB: Hard a port.

Second mate: Engine dead slow ahead, sir.

Duty AB: Wheel is hard a port, sir.

Chief mate: Anchor clear of water.

Captain: Keep both anchors ready for emergency.

Chief mate: Anchor home. Keep both anchors ready for emergency.

Chief mate: Both anchors are ready for emergency.

Captain: Very well.

Captain: Second mate, Call deck AB Wang and four to eight AB Lee to rig starboard side pilot ladder.

Second mate: Yes, sir.

(Ship proceeded to pilot station with various courses and speeds as per Master's order. Second mate made phone calls to deck AB Wang and AB Lee.)

Second mate: Wang, you together with Lee, please rig pilot ladder on starboard side one meter above water in combination with accommodation ladder and report.

(A few minutes later)

Deck AB: Bridge! Hsiao-Wang, rig pilot ladder on starboard side one meter above water.

Captain: Very well. Thank you.

Pilot boat: "Ever General". Kaohsiung pilot. I am coming to you now. Please alter to port and make lee for me.

Captain: I'll alter to port and make lee for you.

(A few minutes later, the pilot came on board.)

Third mate: Good afternoon, sir.

Pilot: Good afternoon.

Third mate: This way please. I'll show you to the bridge.

Pilot: Thank you.

Captain: Welcome on board, Mr. pilot. How do you do?

Pilot: Fine! How do you do? Captain. How is this voyage?

Captain: Thanks God! We have a very smooth voyage, fine weather, cooperative engine, harmonic atmosphere, ... It's really a good trip.

Pilot: Very good. What are the present course and speed?

Captain: Vessel is maneuvering now. Present heading 068 and speed 6.5 knots with engine dead slow ahead and rudder starboard twenty.

Pilot: Very good. How is her draft?

Captain: Drafts are 10.8 meters forward and 11.6 meters aft.

Captain: Third mate, Please announce that fore and aft stations stand by on the public address system.

Third mate: Yes, sir.

Third mate: Attention please! Attention please! Pilot is on board, fore and aft stations stand by. Repeat – Pilot is on board, fore and aft stations stand by. Thank you!

Captain: Mr. Pilot, Would you like to have a cup of coffee or tea?

Pilot: Thank you. A cup of hot tea will be fine.

Captain: Third mate, A cup of hot tea for pilot, please.

Third mate: Yes, sir.

Third mate: Mr. pilot, hot tea for you.

Pilot: Thank you.

Pilot: Half ahead.

Third mate: Half ahead.

Third mate: Engine half ahead, sir.

Pilot: Ease to ten.

Third mate: Ease to ten.

Helmsman: Ease to ten. (Helmsman repeated wheel order simultaneously with

third mate.)

Helmsman: Rudder starboard ten, sir.

Pilot: Midships.

Third mate: Midships. (Helmsman repeated wheel order simultaneously with third mate.)

Helmsman: Rudder midships, sir.

Pilot: Very well. Steady as she goes.

Third mate: Steady as she goes. (Helmsman repeated wheel order simultaneously with third mate.)

Helmsman: Steady on course 085, sir.

Pilot: Very well.

Pilot: Captain, Do you have single propeller or twin propellers?

Captain: We have single propeller.

Pilot: Do you have controllable or fixed pitch propeller?

Captain: We have fixed pitch right hand propeller.

Pilot: Do you have bow thruster?

Captain: We have bow thruster.

Pilot: What is the maximum horsepower of your bow thruster?

Captain: The maximum horsepower is 1,300 H.P.

Pilot: Very good. So, we'll take one aft tug only. Please prepare two strong ship's lines. And sent these two lines from center lead for tug when we arrive at corner of the pier.

Captain: O.K. One aft tug, two ship's lines from center lead for tug. Which side are you going to put alongside?

Pilot: We are going to berth 116 port side alongside.

Captain: How is the mooring arrangement?

Pilot: Four head lines and four stern lines, two spring from fore and aft respectively.

Captain: Four head lines, four stern lines, two spring from fore and aft respectively. Which line first?

Pilot: Spring line first. Captain, Please show me pilot card.

Captain: Here you are.

Captain: "Ever General". Bow station, mooring arrangement four, two. Spring line first. No tug forward.

Chief mate: Roger. Mooring arrangement four, two. Spring line first. No tug forward.

Captain: "Ever General". Stern station, mooring arrangement four, two. Spring line first. Later on, we'll take one tug from center lead with two strong ship's lines.

Second mate: Roger. Mooring arrangement four, two. Spring line first. One tug from center lead with two strong ship's lines.

(Vessel proceeded with various courses and speeds as per pilot's advice.)

Pilot: Captain, Send tug lines when tug come alongside.

Captain: "Ever General". Stern station, send tug lines from center lead when tug come alongside.

Second mate: Roger. Send tug lines from center lead when tug come alongside.

Pilot: Bow thruster full to port.

Captain: Bow thruster full to port.

Third mate: Bow thruster full to port, sir.

Second mate: Bridge, Made fast tug aft.

Captain: Roger. Made fast tug aft. Second, keep personnel away from towing lines especially when they are getting tight.

Second mate: Roger. Keep personnel away from towing lines. Thank you.

Captain: Mr. pilot, Made fast tug aft.

Pilot: Very well. Hard a starboard.

Third mate: Hard a starboard. (Helmsman repeated wheel order simultaneously with third mate.)

Helmsman: Rudder hard a starboard, sir.

Pilot: Very well. Dead slow ahead.

Captain: Dead slow ahead.

Third mate: Engine dead slow ahead, sir.

Pilot: Very well. Bow thruster half to port.

Captain: Bow thruster half to port.

Third mate: Bow thruster half to port, sir.

Pilot: Stop engine.

Captain: Stop engine.

Third mate: Engine stop, sir.

Pilot: Slow astern.

Captain: Slow astern.

Third mate: Engine slow astern, sir.

Pilot: Send out spring forward.

Captain: Bow station, Send out spring. Beware! Don't lower too much rope in the water. Bow thruster is still running.

Chief mate: Roger. Send out spring. But don't lower too much rope in the water.

Chief mate: Spring line ashore.

Captain: Spring line ashore. Slack away spring line, we shall move 20 meters ahead.

Chief mate: Slack away spring line, move 20 meters ahead.

Pilot: Stop bow thruster.

Captain: Stop bow thruster.

Third mate: Bow thruster stop, sir.

Pilot: Send out spring aft.

Captain: Stern station, Send out spring. Beware! Don't lower too much rope in the water. I may use engine anytime.

Second mate: Roger. Send out spring. But don't lower too much rope in the water.

Second mate: Spring line ashore.

Pilot: Finished with wheel.

Captain: Finished with wheel.

Helmsman: Finished with wheel.

Captain: Fore and aft stations, heave in easy and heave alongside.

Chief mate: Heave in easy and heave alongside.

Second mate: Heave in easy and heave alongside.

Chief mate: Two head lines ashore.

Pilot: Captain, we are in position. Make fast fore and aft.

Captain: Bow and stern stations, we are in position. Make fast all lines.

Chief mate: Roger. We are in position. Make fast all lines.

Second mate: Roger. We are in position. Make fast all lines.

Captain: Stern stations, Let go tug.

Second mate: Let go tug.

Second mate: Tug is let go. Tug clear. Tug lines retrieve.

Captain: Very well.

Chief mate: Fast forward.

Second mate: Fast aft.

Captain: Third mate, notify engine room 1600 hours finished with engine.

Third mate: Yes, sir. 1600 finished with engine.

Captain: Mr. pilot, thank you very much. You have a very good performance.

Pilot: You are welcome. I just do my jobs. Please put your signature on this bill. Thank you.

Captain: Certainly.

Pilot: Thank you. May you have a pleasant stay at Kaohsiung.

Captain: Thank you. Hope to see you again.

Pilot: Good-bye.

Captain: Good-bye. Third mate, Please see pilot off.

Third mate: Yes, sir. Mr. pilot, This way please.

Third mate: Mr. pilot, This way please.