

INTERNATIONAL MARITIME ORGANIZATION

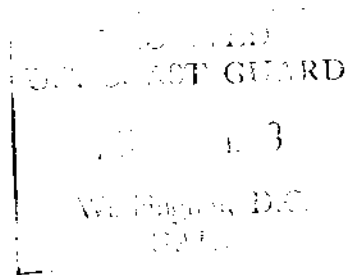
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AMENDMENTS TO THE STANDARD MARINE
NAVIGATIONAL VOCABULARY

1 In accordance with Assembly resolution A.380(X) the Maritime Safety Committee at its forty-eighth session adopted the following amendments to the Standard Marine Navigational Vocabulary (MSC 48/25, Annex 28):

- .1 amendments to Part II - Glossary, to align the terms with the definitions given in the General Provisions on Ships' Routing;
- .2 a new section on "Standard Wheel and Engine Orders".

2 The amendments, attached hereto, are brought to the attention of Member Governments.

ANNEX 28AMENDMENTS TO THE STANDARD MARINE NAVIGATIONAL VOCABULARY
(Assembly resolution A.380(X))

1 PART II - GLOSSARY

1.1 Delete the following terms:

- Deep Water Route
- Inshore Traffic Zone
- Roundabout
- Routeing
- Separation Zone or Line
- Track
- Traffic Lane
- Traffic Separation Scheme
- Two-Way-Route

1.2 Add a new section "Terms used in Ships' Routeing", as follows:

"Terms used in Ships' Routeing"

Attention is drawn to the following terms which are regularly used in communications regarding ships' routeing and are defined in the General Provisions of Ships' Routeing (Assembly resolution A.378(X), as amended):

- Routeing system
- Traffic separation scheme
- Separation zone or line
- Traffic lane
- Roundabout
- Inshore traffic zone
- Two-way-route
- Recommended track
- Deep water route
- Precautionary area
- Area to be avoided
- Established direction of traffic flow
- Recommended direction of traffic flow"

2 Add the following new section:

"STANDARD WHEEL AND ENGINE ORDERS

1 Standard wheel orders

1.1 All wheel orders given should be repeated by the helmsman and the officer of the watch should ensure that they are carried out correctly and immediately. All wheel orders should be held until countermanded. The helmsman should report immediately if the vessel does not answer the wheel.*

<u>ORDER</u>	<u>MEANING</u>
Midships	Rudder to be held in the fore and aft position
Port five	5° of port rudder to be held
Port ten	10° of port rudder to be held
Port fifteen	15° of port rudder to be held
Port twenty	20° of port rudder to be held
Port twenty-five	25° of port rudder to be held
Hard-a-port	Rudder to be held fully over to port
Starboard five	5° of starboard rudder to be held
Starboard ten	10° of starboard rudder to be held
Starboard fifteen	15° of starboard rudder to be held
Starboard twenty	20° of starboard rudder to be held
Starboard twenty-five	25° of starboard rudder to be held
Hard-a-starboard	Rudder to be held fully over to starboard

* Note: When there is concern that the helmsman is inattentive he should be questioned and respond in accordance with the terminology in Part III, sub-paragraphs 5.1 and 5.2 of the Standard Marine Navigational Vocabulary: This is a reminder to the helmsman to mind your helm.

Ease to five	Reduce amount of rudder to 5° and hold
Ease to ten	Reduce amount of rudder to 10° and hold
Ease to fifteen	Reduce amount of rudder to 15° and hold
Ease to twenty	Reduce amount of rudder to 20° and hold
Steady	Reduce swing as rapidly as possible
Steady as she goes	Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the ship is steady on that heading, the helmsman is to call out: "Steady on"

1.2 When the Officer of the Watch requires a course to be steered by compass, the direction in which he wants the wheel turned should be stated and each numeral is to be said separately, including zero, for example:

<u>ORDER</u>	<u>COURSE TO BE STEERED</u>
"Port, steer one eight two"	182°
"Starboard, steer zero eight two"	082°
"Port, steer three zero five"	305°

1.3 On receipt of an order to steer 182° the helmsman should repeat it and bring the ship round steadily to the course ordered. When the ship is steady on the course ordered, the helmsman is to call out "Steady on one eight two". The person giving the order should acknowledge the helmsman's call out.

1.4 If it is desired to steer on a selected mark the helmsman should be ordered to "Steer on buoy (mark) (beacon)". The helmsman should repeat the order and when steady on the mark should call out "Steady on buoy (mark) (beacon)". The person giving the order should acknowledge the helmsman's call out.

2 STANDARD ENGINE ORDERS

2.1 Any engine order given should be repeated by the person operating the bridge telegraph(s) and the Officer of the Watch should ensure the order is carried out correctly and immediately.

<u>ORDER</u>	<u>MEANING</u> (See Note)
Full ahead	Maximum manoeuvring engine revolutions for ahead propulsion
Half ahead	Revolutions as indicated in ship's orders
Slow ahead	Revolutions as indicated in ship's orders
Dead slow ahead	Revolutions as indicated in ship's orders
Stop engine(s)	No engine revolutions
Dead slow astern	Revolutions as indicated in ship's orders
Slow astern	Revolutions as indicated in ship's orders
Half astern	Revolutions as indicated in ship's orders
Full astern	Revolutions as indicated in ship's orders
Stand by engines	Engine room personnel fully ready to manoeuvre and bridge manned with personnel to relay engine orders.

2.2 In ships fitted with twin propellers, the word "both" should be added to all orders affecting both shafts, e.g. "Full ahead both", and "Slow astern both", except that the words "Stop all engines" should be used, when appropriate. When required to manoeuvre twin propellers independently, this should be indicated, i.e. "Full ahead starboard", "Half astern port", etc.

Note : For vessels with variable pitch propellers, the meaning of the order would include the combination of pitch and revolutions as indicated in ship's orders.

2.3 Where bow thrusters are used, the following orders are used:

<u>ORDER</u>	<u>MEANING</u>
Bow thrust full (half) to port	Ship's head to move to port with power as specified.
Bow thrust full (half) to starboard	Ship's head to move to starboard with power as specified.
Stern thrust full (half) to port	Ship's stern to move to port with power as specified.
Stern thrust full (half) to starboard	Ship's stern to move to starboard with power as specified.
Bow (stern) thrust stop	No bow (stern) thrust revolutions "
