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**AMENDMENTS TO THE STANDARD MARINE NAVIGATIONAL VOCABULARY**

1 At its forty-fourth session the Maritime Safety Committee approved a draft Assembly resolution on the use of the Standard Marine Navigational Vocabulary (MSC XLIV/21, paragraph 13.47) which would authorize the Committee to extend the vocabulary to cover on-board communications.

2 In this connexion the Sub-Committee on Safety of Navigation at its twenty-fifth session agreed with the need for standardization on language and terminology used in the communication of information and advice between pilots and masters and for the communication of navigational orders on the bridge.

3 The Sub-Committee prepared draft proposed amendments to the Standard Marine Navigational Vocabulary which are attached hereto.

4 Member Governments are invited to submit comments and proposals on the draft proposed amendments to the twenty-sixth session of the Sub-Committee on Safety of Navigation.

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ANNEX

## STANDARD WHEEL AND ENGINE ORDERS

1. The purpose of the standard wheel and engine orders is to permit the ship's master, navigating officers, helmsmen and pilot to be thoroughly familiar with them.

2. Standard wheel orders

2.1 Wheel order given should be repeated by the helmsman and the officer of the watch should ensure that it is 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\*.

ORDERMEANING

Wheel amidships

Rudder to be held in the fore and aft position.

Port five

5° of port rudder to be held

" ten

10° " " " " " "

" fifteen

15° " " " " " "

" twenty

20° " " " " " "

" twenty-five

25° " " " " " "

Port hard over

Rudder to be held fully over to port.

Starboard five

5° of starboard rudder to be held

" ten

10° " " " " " "

" fifteen

15° " " " " " "

" twenty

20° " " " " " "

" twenty-five

25° " " " " " "

Starboard hard over

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 Navigation Vocabulary. This is a reminder to the helmsman to mind your helm.

Ease to five	Reduce amount of rudder to 5° and hold.
" " ten	" " " " " 10° " "
" " fifteen	" " " " " 15° " "
" " twenty	" " " " " 20° " "

Steady up Reduce swing as rapidly as possible.

Steady up 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 ....."

2.2 When the Officer of the Watch requires a course to be steered by compass, each numeral is to be said separately, including zero, for example:

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

2.3 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".

2.4 If it is desired to steer on a selected mark, the helmsman should be ordered to "Steer on buoy, mark, or beacon". The helmsman should repeat the order and when steady on the mark should repeat "Steady on ....."

### 3 STANDARD ENGINE ORDERS

3.1 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 1)*
Full ahead	Maximum manoeuvring engine revolutions for ahead propulsion
Half "	Revolutions as indicated in ship's orders (see Note 2)*
Slow "	Revolutions " " " " "
Dead slow ahead	No engine revolutions
" " astern	Revolutions as indicated in ship's orders
Slow "	" " " " "
Half "	" " " " "
	(see Note 2)
Full "	Revolutions " " " " "
Stand by engines	Engine room personnel fully ready to manoeuvre and bridge manned with personnel to relay engine orders.

3.2 In ships fitted with twin propellers, the word "Two" should be added to all orders affecting both shafts, e.g. "Ahead full two", and "Astern slow two", 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. "Ahead full starboard", "Astern half port", etc.

3.3. Where bow thrusters are used, the following orders are used:

\* Note 1. 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.

Note 2. Changes in revolutions may be ordered when the telegraph is in the "Ahead half" or "Astern half" position by the use of the order "Revolutions" followed by number required, i.e. "Revolutions six zero", "Revolutions four five", etc.

ORDER

Bow thrust to port full (half)	Ship's head to move to port with power as specified.
Bow thrust to port starboard full (half)	Ship's head to move to starboard with power as specified.
Stern thrust to port full (half)	Ship's stern to move to port with power as specified.
Stern thrust to starboard	Ship's stern to move to starboard with power as specified.

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