The Pragmatic Characteristics and Filling Strategies of English Deck Log

Huang Xiang

Jiangsu Maritime Institute, Nanjing, 21170, China

Abstract: The filling out of English Deck Log is a requirement of International Conventions and Quality Management Systems, and their accuracy and standardization are crucial for the safe navigation of ships. This article introduces the basic characteristics of Deck Log, analyzes the language characteristics of Deck Log, and proposes some strategies for filling out it, in order to be helpful for professional English teaching of Deck log filling. It is also an important basis that cannot be obtained when analyzing and summarizing navigation experience, especially in the case of maritime accidents. It is the basis for analyzing the causes of maritime accidents, making judgments and handling that are in line with reality. Therefore, the Deck log filling has the characteristics of authenticity, legal basis, and relative completeness in terms of content filling. However, from the perspective of language characteristics, when recording the Deck Log., the wording should be concise and concise, and the content should be complete and accurate.

Keywords: English Deck Log; Pragmatic characteristics; Filling strategies

1. Introduction

Article 20, Paragraph 3 of the Regulations of the People's Republic of China on Crew Members: "During the period of working on board, crew members shall truthfully fill out the relevant statutory documents of the ship and shall not conceal, tamper with, or destroy the relevant statutory certificates and documents of the ship". The logbook is a complete and standardized record of the work of ship officers and Designated Person by the Captain during navigation and berthing, as well as all measures taken by crew members for ship safety. The filling out of a Decklog can serve as an accumulation of navigation data, reflecting the original records and statistical data of ship transportation production and its indicators.

In recent years, with the further implementation of the strategy of becoming a maritime power, more and more Chinese crew members have served the international maritime market and foreign shipowners. According to International Conventions and Quality Management Systems, crew members must fill out and write the log in English in a standardized manner that meets the requirements of international standard log books. However, based on the feedback from various shipping companies, a large number of crew members are unable to record the English logbook in accordance with the requirements of the shipowner and regulatory authorities due to their inability to understand the language characteristics of the English logbook. Some ships have filled out log books as defect items during port state inspections and require rectification within a specified period of time. Some ships have also encountered maritime accidents and have affected the interests of shipowners due to the non-standard or incomplete log books provided.[1]Therefore, in the "Training Outline for Seagoing Ship Crew Members (2021 Edition)", it is explicitly required that the second and third officers with a gross tonnage of 500 or more must master the ability to record logbooks and other documents in English, and their English filling must be correct and appropriate.

2. Language characteristics of English Deck Log

Accurately filling in the English Deck Log. is an important part of English teaching for maritime English majors, which conforms to the characteristics of professional, scientific, and rigorous English for professional purposes. Reflected in the filling out of the Deck Log., its distinctive language features include:

2.1 Language is concise and clear

The daily operations and various emergency events during ship navigation, as well as all content related to ship safety, need to be recorded in the log book. The format of the log used by different shipping companies varies, but the length and filling space of each type are very limited. Therefore, in terms of language expression, it is necessary to strive for simplicity and accuracy, without personal emotions or embellishments, and to be concise in tense, sentence structure, and vocabulary.

2.1.1 Concise Tense

The commonly used tenses in English are complex to use and difficult for students to master. However, a log is a record of what has happened by a ship's pilot, which cannot contain any comments, estimates, or guesses, but can only be the facts themselves. For example,

- 0400 Cloud, gender, smooth, round make, all well.

- 1630 Steering gear, navigational and radio equipment tested and checked, all in good conditions.

2.1.2 Use of Ellipsis Sentence Patterns

1) The omission of the subject is due to the relatively fixed work of crew members and the relatively complete mechanism of duty, which presents a very regular feature in daily work. Any actions that can be inferred from the content or context of the sentence can be omitted. For example, the sentence pattern 1)'Arrived at Dalian' omits the subject 'The vessel' or 'We'. 2) Carried out fire drill. B.The subject Crew was omitted.

2) The omission of predicates often results in the omission of conjunction verbs in Deck Log., without affecting the expression of the meaning of contextual sentences, in order to achieve concise language. As in sentence 1) Vessel in position. 2) All in good condition. 3) Fog setting in. The predicate verb was/were/was.

3) The omission of the definite article 'the', such as 1) L'go star'd anchor 2) P'd B.W.L The definite article 'the' has been omitted from both.

2.2 Extensive Use of Nautical Terminology

As a branch of technological vocabulary, Nautical Terminology has the characteristic of not being replaced by ordinary vocabulary. Maritime Terminology mainly includes two categories in use: one is professional vocabulary in the field of navigation, which has relatively fixed meanings, and the other is vocabulary in general English, which has its professional meanings in the field of maritime English.

1) Navigation vocabulary. Many professional terms in maritime English have monosemy, which is relatively fixed and cannot be replaced by other synonyms, such as "chief office," "compass error," "gyro heading," "true north," "starboard quarter," "leeway," "port beam," "monkey island," etc. These professional terms and concepts are very accurate and cannot be replaced by other words.

2) Specialization of General English Vocabulary. There are quite a few words in General English that have significant differences in their meanings between Professional English and General English. For example, "bridge" in General English means bridge, but in Deck Log. It means the place where the officers work. Dredging means dredging in general English, but it means dredging anchor in the logbook, fix means repairing in general English, but it means fixing the ship's position in the log book.

2.3 Extensive use of abbreviations

After years of use by sailors, Maritime English has formed its own mature system. Some vocabulary can be understood without the need to write a complete form due to its high frequency of use in the filling out of Deck Log. As time goes by, conventions gradually become familiar and become abbreviations. The sentence "N/FE/RS/BM/E" (Notify engine room stand by main engine.) fully reflects the use of abbreviations in filling out the logbook. According to their different abbreviations, the use of abbreviations in the logbook can be further divided into:

2.3.1 Acronyms

The first and most common abbreviation is to capitalize the first letter of each word (see Table 1)

Table 1: Examples of Acronyms Abbreviations Used in Logbook

N=north	MV=motor vessel
E. R.=engine room	S/B=stand by
FWE=finished with engine	R. O.E.=rang off engine
NM=nautical mile	D. O.P=dropped off pilot
P. O.B=pilot on board	I. =island
L. H.=light house	A. P.=anchor position
M/T=metric tonne	F. O.=fuel oil
D. O=diesel oil	F. P. T=before peak tank
ETA=estimated time of arrival	AF=astronomic fix
RF=radar fix	A/Co=alter course
N/R for=not responsible for	F&A=for and after
RPM=revolution per minute	M/F=make fast
B. W.E.=breakwater entrance	B. W.E=breakwater end

2.3.2 Using abbreviations of the first syllable:

The second common abbreviation is to omit other parts of the word and leave only the first syllable of the word (see Table 2)

Table 2: Examples of First Syllable Abbreviation Used in Logbook

N=north	MV=motor vessel
E. R.=engine room	S/B=stand by
Eng.=engine	Kn.=knot
Lat.=latitude	Long= Longitude
Dist.=distance	Auto= Automatic
Is.=island	Var.=variation
Dev.=deviation	Dep.=department

2.3.3 Choose the main consonant letters

The third common abbreviation method is to omit other letters in the word and only retain the main consonant letters of the word (see Table 3)

Table 3: Examples of Using Major Consonant Abbreviations in Logbook

Ft=feed	Mk=mark
Abm=abeam	Ahd=ahead
Hdg=heading	Astn=astern
Obsd=observed	Lt=light
Posn=position	PD=passed

2.3.4 Using punctuation to replace some letters

The fourth common abbreviation method is to replace a part of a word with common punctuation marks, such as',/, etc. (see Table 4)

Table 4: Example of Using Punctuation Instead of Some Letters in logbook

Com'ced=committed	P. D=passed
E/R=engine room	B/L=bill of lading
Arr.=arrival	Temp.=temperature

3. Strategies for filling out Deck Log.

According to the requirements of the training outline for seafarers on sea vessels, the filling of the log book should be correct and appropriate, the sentences should be as close as possible to the original meaning, the selection of words must be accurate, clear, have the characteristics of written language, and avoid ambiguity or unnecessary ambiguity.[2]Therefore, in daily teaching, attention should be paid to teaching students the correct filling strategies from the following aspects.

3.1 Pay attention to the format of the log filling time

The time of the Deck Log. is filled out to reflect the simplicity and standardization of the filling, using a 24-hour four digit timing method, such as 0030;1200, and there is no need to add units after the time. Standardized filling can clearly indicate the duty shift of the day and also clarify the context of the log records. In ship operation, the recorded ETA, ETD, standby time, anchoring time, and pilot boarding and departure time of the ship should be accurately recorded to the minute, as they involve multiple interests. If a major event approaches, the time should be recorded to the quarter. In addition, when recording the time, it should also be clear whether it is UTC, Local Time, or Ship Time, etc., to avoid ambiguity in understanding.

3.2 Pay attention to the frequency and accuracy of ship position fix records

When sailing in the ocean, ships use log books to record their position in other specialized logs, so ship officers often overlook the recording of the position in the log book. It should be noted that the log book is the legal document in the operation of ships. In the event of a maritime accident, the position on the log book should still prevail.[3]Therefore, there should be a fix record in the English filling of the log book. For example, GPS PSTN:38°00'N 000°00'E, A/C300°(GC), 302°(MC). In addition, during normal navigation, each shift should record at least two or more fix positions, including the handover fix position.

3.3 Pay attention to the use of written language in the log book

The filling out of a nautical log belongs to the category of nautical writing and is a formal form of writing. Therefore, when filling in the log, it is advisable to use written form as much as possible, such as the word 'commence'. We usually use more colloquial words such as' start 'and' begin ', but we tend to use written vocabulary such as' commence' in the log. For example, in the sentence 'Set course as per captain's order', phrases such as' as per 'will be used instead of' according to ',' in accordance with ', etc.

In the filling out of the Deck Log., we can easily find some similar situations, such as via, en route, in lieu of, etc [4]

3.4 Learn to use professional, specific symbols, and abbreviations to replace words or express content

In addition to careful wording, the use of symbols and abbreviations can also be extensively used to improve work efficiency in filling out Deck Log. For example

● Replace the words anchor or anchorage with the shape of an anchor. Example: Dropped Ψ At Q'tine Ψ- Age

● When fixing position, the compass deviation is often represented by ΔC.

Therefore, students must firmly grasp the commonly used abbreviations in the Deck Log. before practicing it, so as not to violate the principle of "faithfulness" in translation.

3.5 Pay attention to the flexible use of key punctuation marks

Proper use of punctuation marks can also play a role in omitting and simplifying language in filling out Deck Log. The reasonable use of "/,', and' can greatly help students reduce spelling and grammar errors. The use of conjunctions such as and, as well as as as can be omitted by using periods and semicolons.

4. Conclusion

English Deck Log. have their own distinct characteristics in terms of vocabulary, syntax, and stylistic form. One of the main job responsibilities of OOW (officer on watch) is to fill in their logbook, and the efficiency and standardization of their completion greatly reflect their ability to adapt to their position. In order to improve this professional skill, in addition to mastering the language features and filling strategies mentioned above, students also need to be proficient in navigation technology knowledge, grasp the contextual context of log filling, be familiar with the latest intelligent navigation technology and advanced ship management experience, in order to better fulfill their duties and contribute to the

early realization of China's maritime power!

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