

Navigation and Fishery English



航海捕捞专业英语

© 于后菊 徐 强 主编



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Navigation and
Fishery English

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中国海洋大学出版社
· 青 岛 ·

内容提要

本书共 20 课,除了海船船员与渔船船员皆应知的船舶种类、船体结构、甲板保养、船体油漆、系泊、离港、船舶操纵、航海仪器、消防救生外,还专为渔船船员编写了何处捕鱼、渔船种类、渔具种类的内容。在介绍每一基本专业知识时,都辅以 1~3 篇相关阅读材料,并结合英文内容进一步强化在《航海基础英语》及《航海技术英语》中学过的英语语法项目,引导学生尽量系统掌握航海英语。

本书是为航海类中等职业院校的航海捕捞专业三年级学生所编。

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根据 STCW2010 修正案,中华人民共和国海事局制定了新的《海船船员适任考试和评估大纲》,并且组织编写了全新的英语教材。新大纲和新教材对航海类中等职业院校来说,显然增加了学习和考试的难度,也给我们的英语教学提出了新课题、新挑战。

航海类中等职业院校的航海捕捞专业学生英语水平普遍不高。要通过渔监局渔船一等证书考试,必须在英语学习上下一番工夫。以往的航海捕捞专业英语教材版本陈旧,内容长期未得更新,而且都是船舶驾驶专业内容,致使学生因语言难度过大、内容不对口,有的学习英语有热情而无效果,有的望而却步,甚至丧失信心,干脆放弃。

有鉴于此,我们针对中等职业院校学生的英语实际水平,创编了适合该层次学生的可行教材,使语言难度贴近学生的接受能力,授课内容符合学生的需求,教材体系适用于循序渐进学习。我们相信,有了可行的教本,再施以恰当、灵活的授课方法,定能引导该层次学生跨入航海英语的大门,让中等职业院校的学生掌握好英语这一国际语言,并能顺利考试过关。

《航海捕捞专业英语》由青岛海运职业学校英语教材编审委员会组织编写。王平洲任丛书总主编,于后菊、徐强任本册主编,宋国盛任本册主审。

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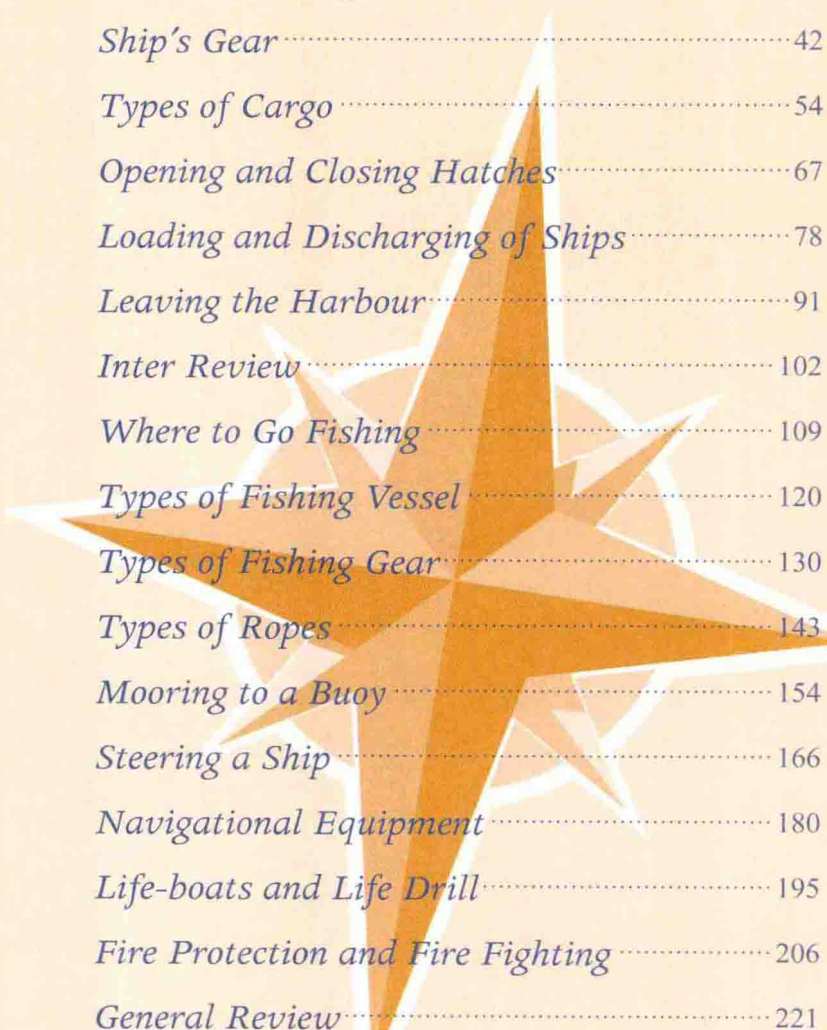
本书难免有不妥之处,敬请指正,不胜感谢。

王佐恺

2013年7月于青岛

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Types of Cargo Vessels

Unit 1

Key points to learn

A Wide Variety of General and Special Purpose Vessels



passenger ships



bulk carriers



container ship



refrigerated ship



oil tanker

LNG (liquefied
natural gas) carrier

Ferries are designed to carry vehicles.

Text

The modern merchant marine is made up of a wide variety of general and special purpose vessels. Most vessels are designed to carry cargo, but a few still carry passengers. Cargo vessels can be divided into two basic types. One type carries dry cargo, the other carries liquid cargo. Multi-deck vessels are a traditional type of dry cargo ship. Their holds are divided up horizontally by one or two tweendecks. Dry bulk cargo is carried in bulk carriers. These do not have tweendecks. Container ships are the most modern type of dry cargo carrier. They carry containers of standard dimensions. Fruit, meat and dairy produce are carried in refrigerated ships. Oil tankers are the most common type of liquid cargo carrier. They are often very large.

Two other types of liquid bulk carrier of growing importance are liquefied natural gas (LNG) carrier and chemical carriers.

In comparison with cargo vessels, passenger ships are fewer in number and type. Passenger



liners are the traditional types of passenger ship. Nowadays their number has been greatly reduced, because of the competition from air transport. Ferries are the most common type of passenger vessel. Many of them are also designed to carry vehicles.

Words & Terms

| | | | |
|---|------------------|------------|---------------------|
| 1. merchant | ['mæ:tʃənt] | <i>a.</i> | 商业的, 商船的 |
| 2. marine merchant marine | [mə'ri:n] | <i>n.</i> | 船舶, 海运业 商船队 |
| 3. variety | [və'raɪəti] | <i>n.</i> | 多样化, 种类 |
| 4. special | ['speʃəl] | <i>a.</i> | 特殊的 |
| 5. purpose special purpose | ['pə:pəs] | <i>n.</i> | 目的, 意图 专门用途 |
| 6. design | [di'zain] | <i>v.</i> | 设计 |
| 7. liquid liquid cargo liquid cargo carrier | ['likwid] | <i>n.</i> | 液体 液体货物 液货运输船 |
| 8. multi-deck | ['mʌlti'dek] | <i>n.</i> | 多层甲板 |
| 9. traditional | [trə'dɪʃənəl] | <i>a.</i> | 传统的, 惯例的 |
| 10. horizontally | [hɔri'zɒntəli] | <i>ad.</i> | 水平地 |
| 11. tweendeck | ['twi:n'dek] | <i>n.</i> | 中间甲板, 二层甲板, 二层舱 |
| 12. standard | ['stændəd] | <i>a.</i> | 标准的 |
| 13. dimension | [di'menʃən] | <i>n.</i> | 尺寸 |
| 14. meat | [mi:t] | <i>n.</i> | 肉类 |
| 15. dairy | ['deəri] | <i>n.</i> | 牛奶场, 制酪业 |
| 16. produce dairy produce | ['prɒdʒu:s] | <i>n.</i> | (农副) 产品 奶制品 |

| | | | |
|--------------------------------------|-----------------|----------|-----------------|
| 17. refrigerate refrigerated ship | [ri'fridʒəreit] | v. | 使冷,使凉,冷冻 冷藏船 |
| 18. comparison in comparison with | [kəm'pærisən] | n. | 比较,对照 与……相比较 |
| 19. nowadays | ['naʊədeiz] | n. & ad. | 现今,现在 |
| 20. reduce | [ri'dju:s] | v. | 减少,减小 |
| 21. competition | [kəm'pi'tiʃən] | n. | 比赛,竞争 |
| 22. ferry | ['feri] | n. | 渡轮 |
| 23. vehicle | ['vi:ɪkl] | n. | 车辆,交通工具 |

Notes

1. The modern merchant marine is made up of a wide variety of general and special purpose vessels.

现代商船由种类繁多的一般用途船和专门用途船组成。

a wide variety of 种类繁多的

be made up of 由……组成

general purpose vessel 一般用途船

special purpose vessel 专门用途船

2. Most vessels are designed to carry cargo, but a few still carry passengers.

大多数船被设计用来承运货物,少数仍然用来运送乘客。

3. Their holds are divided up horizontally by one or two tweendecks.

其货舱由一或两层中间甲板水平分隔开。

“tweendeck”指主甲板之下与最下层甲板之上的空间。

4. Dry bulk cargo is carried in bulk carriers.

干散货用散货船运输。

bulk cargo 散货

bulk carrier 散货(运输)船



5. Container ships are the most modern type of dry cargo carrier.

集装箱船是最先进的一种干货船。

the most modern type of 最先进的一种
dry cargo carrier 干货船

6. Fruit, meat and dairy produce are carried in refrigerated ships.

水果、肉类和奶制品用冷藏船运输。

refrigerated ship 冷藏船, 又称“reefer”。

7. Oil tankers are the most common type of liquid cargo carrier.

油轮是最普通的一种液货船。

比较: contain 集装箱 → container 集装箱船
tank 油箱/油舱 → tanker 油轮

8. Two other types of liquid bulk carrier of growing importance are liquefied natural gas (LNG) carrier and chemical carriers.

其他两种日显重要的液体散货船是液化气船和化学品船。

of growing importance 日显重要的

9. Ferries are designed to carry vehicles.

渡轮是设计来运送车辆的。

比较: vessel 各种船舶的总称
vehicle 各种车辆的总称

Grammar

主动语态与被动语态(I)

学习被动语态时须注意下面几点:

(1) 一般说来, 一些动词词组也可以有被动语态形式。如:

A wide variety of general and special purpose vessels make up the modern merchant marine.

The modern merchant marine is made up of a wide variety of general and special purpose vessels.

We can divide cargo vessels into two basic types. (主动语态)

Cargo vessels can be divided into two basic types. (被动语态)

One or two tweendecks divide up their holds horizontally. (主动语态)

Their holds are divided up horizontally by one or two tweendecks. (被动语态)

We have never heard of such a thing. (主动语态)

Such a thing has never been heard of. (被动语态)

People looked down upon the actors before. (主动语态)

The actors were looked down upon before. (被动语态)

但有些如“happen to”, “belong to”, “agree with”, “live with”, “write to”, “have on”之类的动词词组, 不能变为被动语态。如:

Chief officer agreed with me. 不可改为: I was agreed with chief officer.

Victory belongs to us. 不可改为: We are belonged to victory.

- (2) 带有双宾语的句子改成被动语态时, 可以根据需要将其中一个宾语改成被动语态句子中的主语, 另一个宾语仍留在原来的位置上, 称为保留宾语。如:

He gave me the cargo list. (主动语态)

I was given the cargo list. (被动语态)

The cargo list was given (to) me. (被动语态)

- (3) 在主动语态的句子中, 动词“make”, “see”, “hear”, “find”等动词后的复合宾语中, 要用不带“to”的动词不定式。在被动语态的句子中, 这些动词不定式的“to”不能省去。如:

Heavy weather made them delay the voyage last week. (主动语态)

They were made **to** delay the voyage by heavy weather last week. (被动语态)

I saw sailors close all the hatches after work. (主动语态)

Sailors were seen **to** close all the hatches after work. (被动语态)

He found a pirate boat steam to the ship. (主动语态)

A pirate boat was found **to** steam to the ship. (被动语态)



Exercises

I. Comprehension of the text

1. Which of the following is true?

- A. Most vessels are built to carry passengers.
- B. Most vessels are built to carry goods.



- C. A few ships are designed to carry cargo.
 D. Passenger ships are better than cargo ship.
2. What are the Multi-deck vessels?
 A. They are divided by several holds.
 B. They are a modern type of dry cargo carrier.
 C. They are a traditional bulk carrier.
 D. Their holds are separated by one or two tweendecks.
3. Chemical carriers are _____.
 A. a type of liquid bulk carrier B. liquefied natural gas carriers
 C. oil tankers D. container ships
4. Why has the number of passenger ships been greatly reduced nowadays?
 A. Because people don't like traveling by sea.
 B. Because traveling by sea costs a lot.
 C. Because it takes more time by sea than by air.
 D. Because it is dangerous to take passenger ships.
5. Which of the following is true?
 A. Ferries are only designed to carry passengers.
 B. Ferries are the most common type of the cargo vessels.
 C. Ferries can't carry vehicles.
 D. Ferries can carry both trucks and passengers.

II. Match the following

- | | |
|--|-----------|
| 1. special purpose vessel | a) 油轮 |
| 2. passenger ship | b) 集装箱船 |
| 3. bulk carrier | c) 渡轮 |
| 4. container ship | d) 专门用途船 |
| 5. refrigerated ship | e) 液化天然气船 |
| 6. oil tanker | f) 客船 |
| 7. liquefied natural gas (LNG) carrier | g) 冷藏船 |
| 8. ferry | h) 散货船 |

III. Change the following sentences into the passive voice

1. We will clean our classroom this afternoon.
- _____

2. Students do these exercises in class.

3. They prepared their lessons yesterday evening.

4. You should paint the derrick this way.

5. We must steer the ship with great care.

6. The workers are building a big Ro/Ro ship in the shipyard.

7. We have finished the work of loading already.

8. You can scrape the main deck now.

9. They are washing the deck now.

10. The sailors lowered all derricks and movable things on deck.

IV. Fill in the blanks with the proper forms of the verbs given in the brackets

One very useful type of special purpose vessel is the tugboat. A tugboat or tug is a small powerful boat which _____ (push or pull) large ships. Tugs can _____ (divide) into four basic types. Some _____ (design) as river tugs for operation on rivers. Others can _____ (serve) as harbor tugs and _____ (assist) ships in and out of ports harbors. Two other types of tug of growing importance _____ (refer to as) coastal tugs and ocean-going tugs. Ships in difficulty at sea can _____ (maneuver) by these tugs by towing them. In building a tugboat, three important requirements must _____ (satisfy).

V. Reading comprehension

Two Basic Types of Cargo Ships

Cargo ships can be divided into two basic types. One type carries dry



cargo, the other carries liquid cargo; however, an OBO ship is designed to carry both. A traditional dry cargo ship is the multi-deck vessel. Her holds are divided up horizontally by one or two tweendecks, because these make stowage of individual packages easier. Dry bulk cargo is carried in bulk carriers. These do not have tweendecks as cargo is carried loose. The most modern type of dry cargo carrier is the container ship. They carry containers of standard dimensions, consequently stowage is easier. Fruit, meat and dairy produce are carried in refrigerated ships. Oil tankers are the most common type of liquid cargo carrier. They are often very large, because huge quantities of oil need to be transported and one large vessel is more economical to operate than two smaller ones. Two other types of liquid bulk carrier of growing importance are the liquefied natural gas (LNG) carrier and the chemical carrier, although chemical can also be carried in drums in general cargo ships.

1. There are _____ types of liquid bulk carrier.
A. 2 B. 3 C. 4 D. 5
2. A multi-deck vessel has _____ tweendecks.
A. many B. no
C. only one D. up to two
3. Fruit, meat and dairy produce are carried in _____.
A. containers carriers B. traditional ships
C. OBO ships D. refrigerated ships
4. The types of dry cargo carriers mentioned in the passage are _____.
A. tweendeckers, OBO ships
B. traditional dry cargo ship and multi-deck vessel
C. OBO ships, oil tankers, chemical tankers and LNG carriers
D. dry cargo ship, dry bulk cargo carrier, container carriers and refrigerated ships

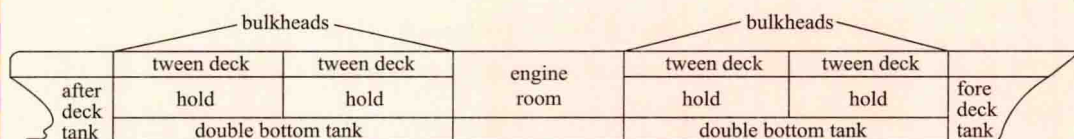
Unit 2

Main Parts of a Ship

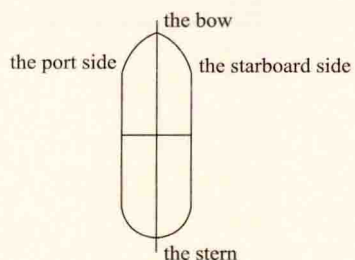
Key points to learn



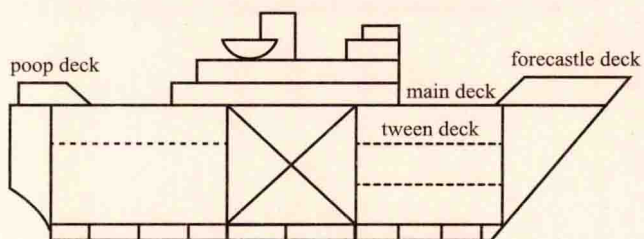
Ship's hull is made up of frames covered with plating.



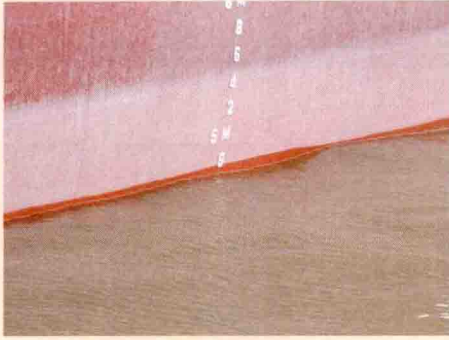
watertight compartments divided up by decks and bulkheads



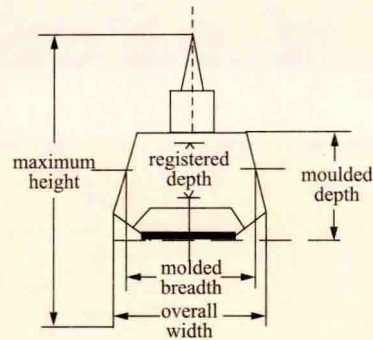
names of ship's different parts



the accommodation, forecastle and poop



the draught



the length overall & the molded breadth or beam

Text

The main structure of a ship is the hull. It is the main body of a ship. It is made up of frames covered with plating. The hull is divided up into a number of watertight compartments by decks and bulkheads. Bulkheads refer to the upright steel walls going across the ship. The hull contains the engine room, cargo space and a number of tanks. In dry cargo ships the cargo space is divided into holds, in liquid cargo ships, it is divided into tanks.

The fore part of a ship is called the bow and the rear part is called the stern. The deck extending from bow to stern is called the main deck. All permanent housing above the main deck is known as the superstructure. The superstructure of a ship includes the accommodation, forecabin and poop. The navigating bridge is on the upper deck of the accommodation.

On a ship, we call the right side of a ship facing the bow the starboard side and the left side the port side. The width of a ship is referred to as the molded breadth or beam. The molded breadth or beam refers to the greatest width of the ship. The greatest length of the ship is referred to as the length overall. Near the bridge is the funnel. Smoke and gases from the engine pass through the funnel. The engine is fitted near the bottom of the ship in the engine room. The engine drives the propeller at the stern of the ship. The draught refers to the depth of the ship's bottom or keel below the water surface.

At the fore and after ends of the hull are fore peak tanks and the after peak tanks. The engine room is situated at the after end of the ship to leave more room for cargo. The space is divided up into holds.