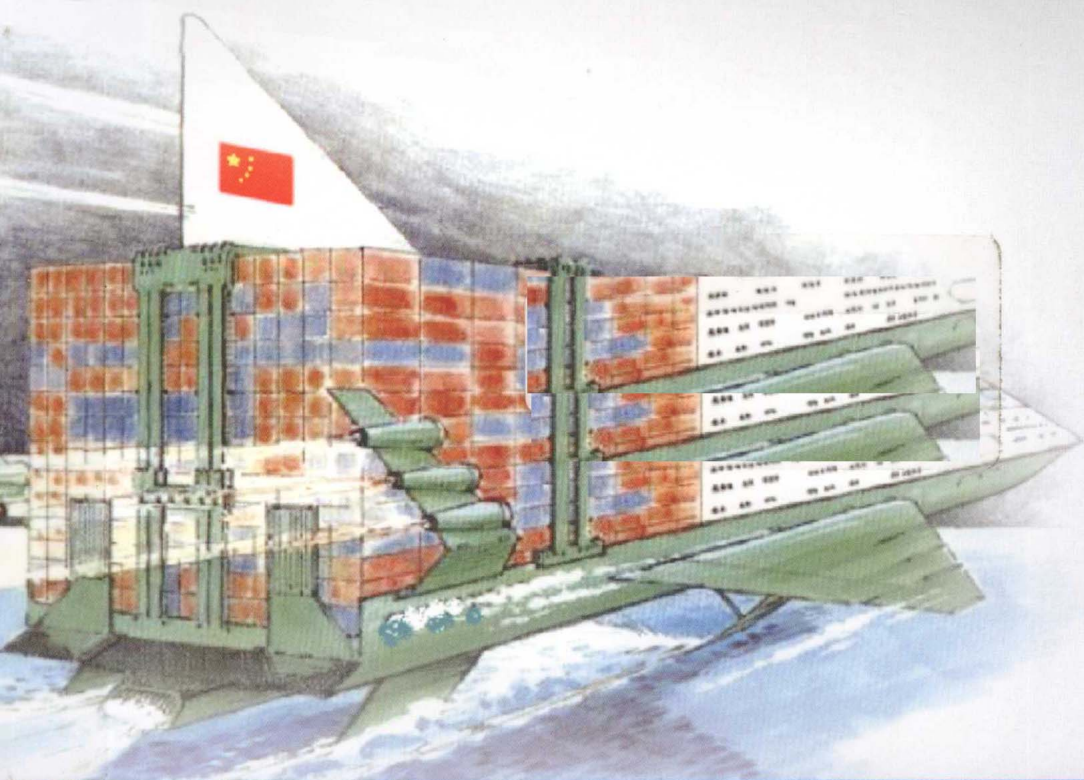


普通高等教育规划教材

Maritime English: Reading and Writing

航海英语阅读与写作

主编/金永兴 谢洁瑛
主审/施朝健 Alexander F. Hickethier



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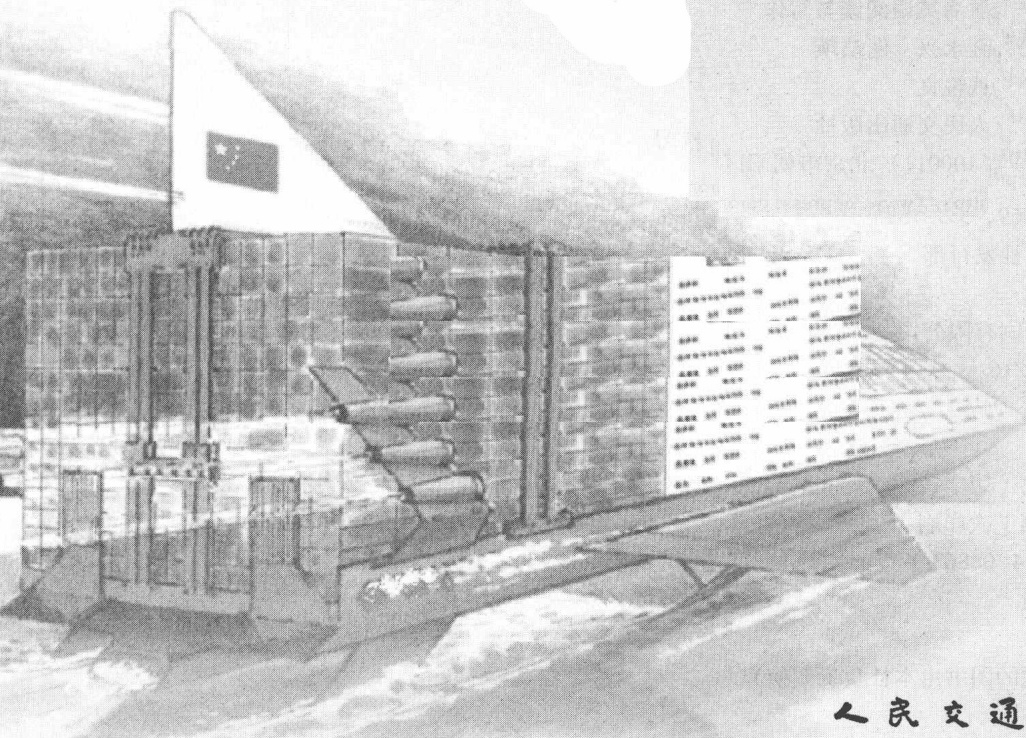
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内 容 提 要

本书共分 12 章,内容包括航海图书资料、航海气象报告、导航设备操作、国际避碰规则及航行值班规定、安全管理体系和 SMS 文件、港口国检查和 ISM 规则、事故报告阅读、有关国际公约摘录、货物作业、船体结构及船舶修理、提单和租船合同、文件写作等。

本书为航海院校航海技术专业教学用书和海船船员适任考试培训的教材,也可作为航海专业技术人员、海事管理等相关专业人员的参考用书。

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前 言

本书为“上海海事大学第三批重点课程建设项目——航海类专业英语课程群”建设内容之一。在编写过程中,极其注重反映近十年来在航海技术方面的新技术、新规范和新设备,如电子海图显示与信息系统(ECDIS)、自动识别系统(AIS)、《国际安全管理规则》(ISM)和《国际船舶和港口设施保安规则》(ISPS)、《国际海事组织示范教程》(IMO Model Course)等有关内容,致力于满足STCW公约中海船船员适任能力在英语运用能力方面的要求,其内容符合现行的《国家海事局海船船员适任考试航海英语科目考试大纲》要求。

本书编写格式新颖。为有助学生掌握课文内容,在正文前设有重要内容的提问,正文后设有关键词句的选择;为便于学生作注释,正文和阅读部分留有较大的书写边页;另附有经典练习题。

本书第一、二、八章由谢洁瑛编写,第三章由潘杰编写,第四、十二章由胡甚平编写,第五章由王志明编写,第六章由阮巍编写,第七、十一章由黎飞编写,第九、十章由金永兴编写,张锦朋、杨志龙和陈宇里参与了修订工作。本书由金永兴和谢洁瑛主编,施朝健教授和美籍航海技术专业教师 Alexander F. Hickethier 主审。

本书针对性强,具有良好的专业性和实践性,并根据最近两年教学使用的情况进行了修订。既可作为航海院校航海技术专业教学用书和海船船员适任考试培训的教材,也可作为航海专业技术人员、海事管理等相关专业人员的参考用书。

限于作者的学识和水平,缺陷和失误在所难免,敬请广大读者批评指正。

上海海事大学
《航海英语阅读与写作》编写组
2010年12月

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Chapter 1 Admiralty Charts and Nautical Publications

Pre-reading questions :

1. What information is found in the chart border?
2. What information is included in the Admiralty Notices to Mariners?
3. What Admiralty Nautical Publications are required onboard your vessel?

1 Admiralty Charts

Introduction

Outside the borders of a chart may be printed such items as chart number, date of publication, current edition, a list of corrections made both large and small, year of engraving, date of printing, process of printing, scale of the chart and adjoining charts, which may also appear inside the chart borders. But it is more important for us to understand the items which appear inside the chart borders i. e. the title, legends, cautions, warnings and notes.

The Chart Title is in large size block letters and shows the areas it covers.

The legend gives a general statement of a chart and the data on which it is based. The date of survey is a guide to the dependability of a survey. Heights and soundings are given either in Fathoms, feet or Meters as indicated.

In some areas of a chart where the spaces are rather blank, i. e. land and where there are no symbols of any kind. In these areas there may be Cautions, Warnings and Notes, which should be taken into account while using the chart. All of these Cautionary Notes facilitate the mariner's ability to ensure safe navigation, such as: to avoid running aground in shallow water, causing damage to nearby fishing gear and to keep away from any hazards in areas where submarine exercises are frequently conducted, etc. Additionally, all of the navigational aids are clearly marked to prevent any possible accidents in congested waters or narrow channels.

1.1 CHART LEGENDS

Below are some examples from Admiralty Charts.

1.1.1 Chart No. 4053 (INT 53)

NORTH PACIFIC OCEAN NORTHWESTERN PART
1:10,000,000 (at the Equator)
DEPTHS IN METRES
Mercator Projection

Produced by the Hydrographic Office, Maritime Safety Agency, Japan, 1979 with later corrections

Magnetic Variation Curves are for 1990

The Magnetic Variation is shown in degrees, followed by the letter E or W, as appropriate, at certain positions on the charted isogonic curves. The annual change is expressed in minutes with the letter E or W and is given in brackets, immediately following the variation. On non-isogonic charts the Variation will be found in the center of the Compass Rose and in a note on the chart.

BOUNDARIES. The International Boundaries shown this chart are approximate only.

DOUBTFUL DATA. Reported but unconfirmed depths or dangers are indicated by an encircling dotted line.

CURRENTS AND ICE. For further information on ocean currents and ice in the area of this chart, see Admiralty Sailing Directions and Routeing Charts.

RECOMMENDED TRACKS. The Russian authorities have recommended one-way tracks for the use of shipping through the waters adjacent to the Pacific coast of Russia. For details of these tracks, see Admiralty Sailing Directions and larger scale Admiralty Charts.

HAWALLAN ISLANDS. AREAS TO BE AVOIDED. All vessels of more than 1,000 gross tons carrying cargoes of oil or hazardous materials should avoid the areas shown. For further information see Admiralty Sailing Directions.

TRAFFIC SEPARATION SCHEMES. Traffic Separation Schemes exist in the following channels:

La Perouse Strait	45°47'N 142°07'E
Mus Aniva	45°55'N 143°30'E
Proliv Bussol	46°37'N 151°30'E
Chetverty Kuril' skiy Proliv	49°53'N 155°00'E

For details of these schemes see Admiralty Sailing Directions, NP 41 and Annual Notice to Mariners No. 17 which indicates which schemes are IMO-adopted and includes other relevant information.

CAUTION-RUSSIAN REGULATED AREAS. For an explanation of Russian Regulated Areas, see Admiralty Sailing Directions. Attention is drawn to the comments on Laws and Regulations in the Mariner's Handbook, Chapter 1, Section 1.

USE OF CHARTS IN UNITED STATES WATERS. Consult Annual Notices to Mariners No. 22 for information about United States Regulations relating to Navigation, Charts and Publications.

Published at Taunton Kingdom, 11th September 1987 under the Superintendence of Rear Admiral R. O. Morris, Hydrographer of the Navy.

Modified reproduction of INT Chart 53 originally published 1979 by Japan

This chart includes copyright material published with the permission of the Hydrographic Offices of other nations

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1.1.2 Chart No. 2899

INDIAN OCEAN Chagos Archipelago to Madagascar

From the latest information in the Hydrographic Department 1965. The Magnetic Variation Curves are for the year 1965. For native Geographical Terms see Glossary in Admiralty Sailing Directions. Bearings refer to the True Compass and are given from Seaward.

For Abbreviations see Admiralty Chart 5011.

SOUNDINGS IN FATHOMS (Under Eleven in Fathoms and Feet) Natural Scale 1/3,500,000 (at Lat. 22° 38'N) Projection—Mercator

CAUTION

Only the principal lights indicated by symbols and names are shown on this chart; for details on these and other lights the larger scale charts and Admiralty Lists of Lights should be consulted.

NOTE

The annual change in Magnetic Variation is shown at certain positions on the curves. A positive (+) prefix denotes an increase and a

negative (-) prefix an annual decrease in the Variation.

CURRENTS

For full information regarding the current circulation of the Indian Ocean, see Sailing Directions, Current Atlas, etc.

1.1.3 Chart No. 2887

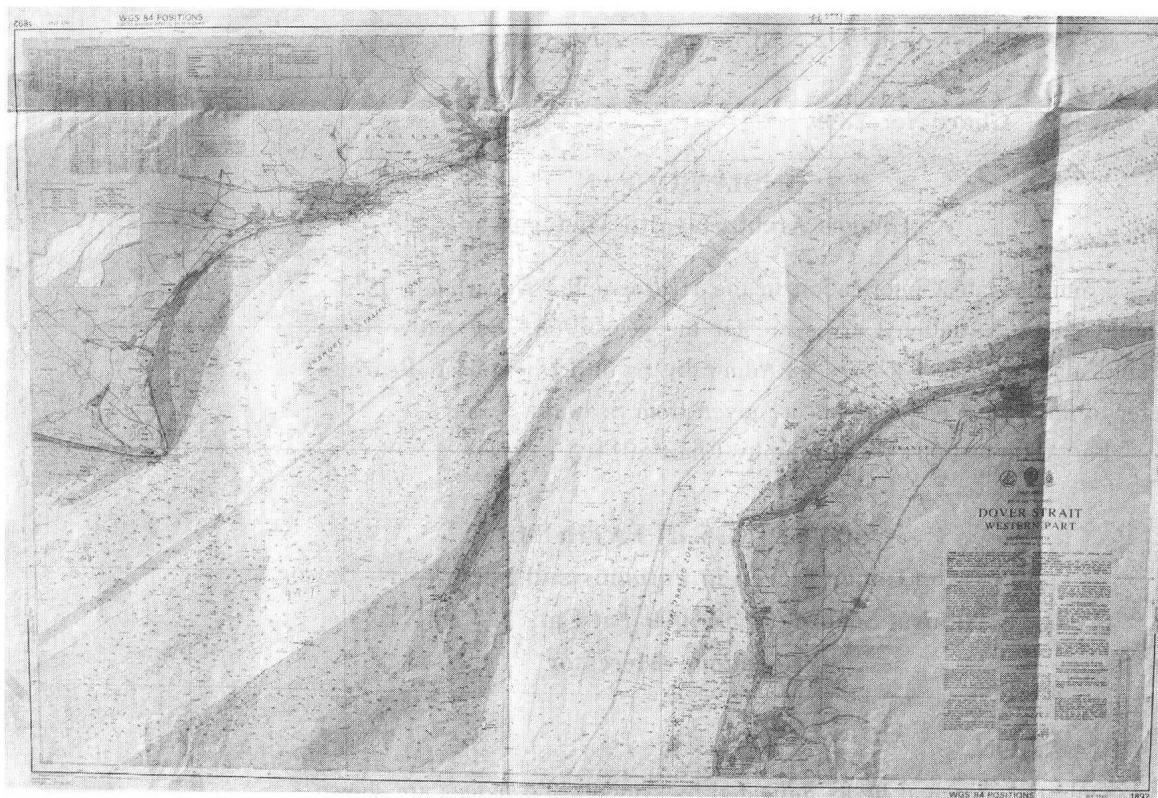
DOVER STRAIT WESTERN PART

DEPTHS IN METRES

SCALE 1:75,000 at lat. 50°30'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide. Heights are in metres. Underlined figures are drying heights, in metres and decimeters, above Chart Datum, all other heights are above Mean High Water Springs.

Projection: Mercator. Positions are based on the Ordnance Survey of Great Britain (1936) Datum.



Authorities: Sources of the hydrography are shown in the source data diagram. The topography is taken chiefly from the Ordnance Survey of the Institute Geographique National.

CHANNEL NAVIGATION INFORMATION SERVICE

Mariners are reminded that, when within the traffic lanes shown on the chart, they should proceed in the general direction indicated by the arrows or, if crossing a lane, they should do so as nearly as practicable at right angles to it. Radar surveillance of an area, whose approximate limits are shown in the diagrams on charts 1610 and 2551, is maintained continuously by the British and French Authorities, and movements of ships contravening the Traffic Separation Scheme are broadcast at regular intervals on VHF, together with other information of immediate use to mariners in the surveillance area and its approaches. Attention is drawn to the many vessels crossing the Dover Strait, particularly between Dover and Calais. Information is broadcast about these only if they cross the lanes at an angle which departs substantially from a right angle. For current information about the Service, see Admiralty Notices to Mariners and Sailing Directions. For working details see Admiralty List of Radio Signals Vol. 6.

TRAFFIC SEPARATION SCHEME

Mariners should consult Annual Notice to Mariners No. 17 for details of IMO-adopted Traffic Separation Schemes and other relevant information.

DUNGENESS: EXPERIMENTAL STATION

Uncharted lights, fog signals and radar beacon transmissions may be encountered near the station.

They have no navigational significance.

DUNKERQUE

WAITING AREA FOR TANKERS

Laden tankers over 100 metres long must not proceed beyond Dyck buoy (51° 31' N, 1° 51' E) without a Dunkerque pilot. Smaller tankers may embark a pilot at Rade de Dunkerque.

BOULOGNE AND CALAIS

NAVIGATION CONTROLLED

Laden tankers must use the port access channels shown by pecked lines. See NP 100, Chapter 1, Section 1.

POWER CABLE

Mariners are warned not to anchor or trawl near the cross-channel

submerged power cables and on no account to cut it should it be fouled.

DOVER

CROSS-CHANNEL FERRIES

Ferries and hovercraft leave Dover by both entrances at frequent intervals. Mariners not entering the port are advised to keep at least a mile off. Information on shipping movements can be obtained by radio from Dover Port Control. The jurisdiction of Dover Harbour (Harbor) Board extends to a distance of one mile seaward of the breakwaters.

CHARTS 438, 1352 AND 323: POSITIONS

To convert to European Datum and to agree with Admiralty Charts 438, 1352 and 323, latitudes taken from this chart should be increased by about 5 seconds and longitudes decreased by about 1 second.

1.1.4 Chart No. 1311

SOUTH CHINA SEA SINGAPORE STRAIT TO KALIMANTAN (NORTHERN SHEET) MAINLY FROM NETHERLANDS GOVERNMENT SURVEYS OF 1905-1908

Pulau-Pulau Anambas from British Surveys of 1892-1893 with additions and corrections to 1983. Heights are expressed in feet above Mean Higher High Water.

SOUNDINGS IN FATHOMS (Under Eleven in Fathoms and Feet) NATURAL SCALE 1:500,000 (at lat. 1°30') Projection—Mercator

The currents are of monsoonal origin and set predominantly in a north to northwesterly direction from May to September and in a south to southeasterly direction from November to March with rates up to 2 knots. April and October are transition months. See also sailing Directions for further information.

SUBMARINE EXERCISE AREAS

Submarines exercise frequently both surfaced and dived in the area indicated. A good lookout is to be kept when passing through these wa-

ters. See Annual Notice to Mariners No. 8.

OILFIELDS

Numerous structures usually carrying lights, other unlit objects and submerged obstruction, sometimes marked by buoys, exist in the oilfield areas. As these features are not all charted, special caution should be exercised by vessels navigating in the vicinity.

Miscellaneous Cautionary Notes

- Many of the lights on this coast are placed so high that they are frequently obscured by mist.
- Owing to the intricate nature of the inner channel and the frequent changes in the Beaconage, the positions and number of the beacons shown on this chart are not to be relied upon.
- Abnormal Magnetic conditions exist in the area covered by this chart. Great caution should be exercised when near the land or in comparatively shallow water.
- During the period 15th March to 15th June each year salmon fishing is carried using drift nets within 10 miles of the coast of Gotland. Fishing goes on from just before sunset to just before sunrise.
- The bank in the vicinity of Cambodia Pt. And Pt. Obi extends considerably seaward. Mariners should not attempt to round the point at a distance of less than 12 miles.
- Owing to the incomplete nature of the survey, heavy draught vessels are warned not to be navigated within the 10 fathom line.
- The changes in the channel's sands and buoys on this coast are so frequent that this chart cannot be considered as a safe guide of the channel.
- Submarines conduct exercises in this vicinity. A good lookout is to be kept for them when passing through these waters.
- Vessels are warned not to anchor in the area enclosed by pecked lines owing to the existence of numerous Telegraph Cables.
- Anchoring and fishing in the dangerous areas are prohibited, and passage through the areas without permission is highly dangerous. Vessels disregarding this warning do so at their peril.

2 Admiralty Notices to Mariners

Introduction

Admiralty Notices to Mariners (ANM) are published for the correction of Admiralty Charts, Sailing Directions, Light Lists, and other Hydrographic publications, and are issued by the Admiralty for mariners.

Usually, the following Notices are issued for sea-going vessels:

- Daily notices to disseminate information of an urgent nature or of major importance.
- Weekly complete editions of notices, which contain all the information which has become available during the previous week and include any daily Notices issued during that week.
- A Quarterly edition contains, in a collate form, the hydrographic information published in the weekly complete editions during the previous quarter.

The first issue of the year contains roughly the first twenty notices and also contains notices of a temporary character, preliminary notices in force on 1 January, details of mine laying exercises, territorial and fishing limits, radio navigational warnings, positions of traffic separation schemes, the carriage of nautical publications and details of offshore rigs, etc. _____ (1) _____. In this part, we only discuss the Weekly Editions, which contains six parts:

1. Explanatory Notes. Indexes to Section II
2. Admiralty Notices to Mariners. Corrections to Charts
3. Reprints of Radio Navigational Warnings
4. Corrections to Admiralty Sailing Directions
5. Corrections to Admiralty Lists of Lights and Fog Signals
6. Corrections to Admiralty List of Radio Signals

Front Page

The front page of each Weekly Edition is its title page, for example:

Notice

413 -513/98

Aus 251 -257/98

NZ 102 -104, 110/98

T&P Notices in Force

Corrections to Sailing Directions in Force

**ADMIRALTY
NOTICES TO MARINERS**

Weekly Edition 6

5 February 1998

CONTENTS

- I Explanatory Notes. Indexes to Section II
- II Admiralty Notices to Mariners. Corrections to Charts
- III Reprints of Radio Navigational Warnings
- IV Corrections to Admiralty Sailing Directions
- V Corrections to Admiralty Lists of Lights and Fog Signals
- VI Corrections to Admiralty List of Radio Signals

Mariners are requested to inform the UK Hydrographic Office, Admiralty Way, Taunton, Somerset TA1 2DN immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in Admiralty charts or publications. Copies of form H 102, which is a convenient form on which to send in a report, may be obtained gratis from any Admiralty Distributor or the reproduction at the end of Section V of the Weekly Edition of Notices to Mariners may be used. A copy of the form, which may be used as a pro forma, is also printed in the Mariner's Handbook (NP 100).

In addition to postal methods, the following additional communication facilities are available:

Urgent navigational information:

Fax: +44(0)1823 322352 Telex: 46464

Phone: +44(0)1823 337900 Ext 3289

Other matters: Fax: +44(0)1823 284077 Telex: 46274

JP CLARKE

Rear Admiral

Hydrographic of the Navy

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I

EXPLANATORY NOTES

There are EXPLANATORY NOTES on the back of the front page:

Dating

Weekly Notices are dated for the Thursday appropriate to the week they are issued and include notices up to the preceding Saturday, the date of printing.

Charts

The notices in Section II give instructions for the correction of Admiralty charts. Geographical positions refer to the largest scale chart unless otherwise stated. They are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older - style charts. _____ (2) _____. Symbols referred to are those shown on chart 5011.

Depths and heights are given in metres or fathoms and/or feet (abbreviated m, fm, ft, respectively)

Alterations to depth contours, deletion of depths to make way for new detail, etc. , are not mentioned unless they have some navigational significance.

Blocks and notes accompanying notices in Section II are placed after Section V.

Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. They are printed on one side of the paper in order that they may be cut up and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number and an in - force list is published monthly. _____ (3) _____ ; they should be corrected in pencil on receipt. In (T) and (P) notices, separate latticed versions are not quoted in the list of charts affected nor are they included in the Index of Charts Affected.

Original Information

A star adjacent to the number of a notice indicates that the notice is based on original information.

Lights

when a light is affected by a notice its Light List number is quoted. The detailed correction to the list of Lights is given in Section V and may be published in an earlier edition than the chart-correcting notice. New

and extensively altered entries are intended to be pasted in. (4).

It is emphasized that the List of Lights is the primary source of information on lights and that many alterations, especially those of a temporary but operational nature, are promulgated only as corrections to the List of Lights.

The range of a light is normally the nominal range, except when the responsible authority quotes luminous or geographical range.

Radio Signals

When a chart-correcting notice is issued for a radio beacon its Admiralty List of Radio Signals Volume 2 reference number is quoted, followed in parentheses by the number of the Weekly Edition containing (in Section VI) the corresponding correction to the service details.

The corrections in Section VI should be cut up and pasted in the appropriate volumes.

Sailing Directions

Corrections to Sailing Directions are given in Section IV. Those in force at the end of the year are reprinted in the *Annual Summary of Notices to Mariners*. A list of corrections in force is published in Section IV of the Weekly Edition for the last week of each month. (5).

The list should then be consulted when using the parent book to see if any corrections, affecting the area under consideration, are in force.

It is not recommended that corrections be stuck in the parent book or current supplement, but, if this is done, when a new supplement is received care must be taken to retain those corrections issued after the date of the new supplement, which may be several months before its receipt on board.

Radio Navigational Warnings

See Note at the start of Section III.

Updating

Updating information is published in *Weekly Notices to Mariners* supplemented by radio warnings for items of immediate importance. It should be borne in mind that they may be based on reports which cannot always be verified before promulgation, and that it is sometimes necessary to be selective and promulgate only the more important items to avoid overloading users; the remainder being included in revised editions of the charts and publications concerned.

Laws and Regulations

While, in the interests of the safety of shipping, the UK Hydrogra-