

英汉对照



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船舶驾驶操作手册

English-Chinese Manual of Marine Navigation



大连海事大学出版社



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内容提要

本书以中英文对照的形式对船舶驾驶人员在船上的职责、操作程序和安全作业进行了较为详细的阐述。

主要内容包航行和驾驶台程序、海图和出版物、航行事件记录仪、正午船位和航次文件、引航、到港程序、抵港报和在港内、离港程序和开航报、航行检查表、锚泊程序、系泊操作、船舶稳性和受力、船体应力监测器、装货与货舱的准备、水尺检量、装载、货物的照料与监管、卸货的准备、卸货、港口文件和其他、船舶期租、舱盖的操作、寒冷天气预防措施、压载水、驾驶员工作记录簿、起重机及其使用方法、淡水、加装燃油、审核、训练航次和检验、坞修程序、高延展性钢材船舶、甲板和船体的保养、无线电部门程序、船体受力检测仪和应急发射—误报警等内容。

本书从船舶操纵和营运的实际出发，与 ISM 认证、船级检验和驾驶操作有着密切的联系，具有较高的实用价值和专业水平。

本书可供船舶驾驶员、船舶营运和管理人员、航海院校的教师、学生阅读，特别是对外派船员在阅读英语材料和与外籍船员交流时，有较高的使用与参考价值。



编者的话

1993年11月的IMO第18届大会上,形成了A.741(18)号决议《国际船舶安全营运及防止污染管理规则》(简称为ISM Code)。在1994年5月召开的IMO海上安全委员会(MSC)(63)会议上,ISM规则被纳入到《1974年国际海上人命安全公约》,形成公约第IX章“船舶安全营运管理”的重要内容,从而使船舶安全管理的要求成为强制性实施的规则。

ISM规则的目的是在国际一致的安全和质量体系原则的基础上,为船舶的安全管理和操作以及环境保护提出一个国际标准化管理机制,从而达到保证海上安全,防止人员伤亡,避免对环境,特别是海洋环境造成危害以及避免对财产造成损失。

ISM规则要求船公司和船舶建立、实施、保持安全管理体系(SMS),并分别取得“符合证明(DOC)”和“安全管理证书(SMC)”。公司用于阐述和实施安全管理体系的文件为“安全管理手册”。

参加本书编写的有:邢向辉、魏海军、胡庆存、赵伟、郭江荣、王华定和马小方等。

本书是根据几个较大的船公司安全管理手册中航海部分的内容编写的,阐述了船舶驾驶员在船上的有关工作程序和业务,为船舶驾驶员的工作提供了指导,可作为船舶驾驶员实际工作和学习英语的参考书,也可供其他相关人员在工作中参考使用。

本书难免有错误和疏漏之处,恳请读者提出宝贵意见。



编者

2003年9月

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Chapter 1 Navigational and Bridge Procedures

(航行和驾驶台程序)

1.1 General (概述)

Purpose (目的)

To ensure the Navigational and Bridge Procedures are carried out to the company's requirements.

确保按照公司的要求履行航行和驾驶台程序。

At all times the Master and OOW will comply with the requirements of the Fleet Regulations Chapter 2, applicable Merchant Shipping Notices and publications as issued from time to time.

在任何时候，船长和值班驾驶员都应遵守船队规则第 2 章及先后发行的可用的商船航运通告及相关出版物的要求。

The Master will ensure that Deck Officers fully utilise and develop bridge teamwork skills in order to make best use of the available human and technical resources.

为了更好地利用可用的人力和技术资源，船长要保证驾驶员能充分地利用和开发驾驶台团队合作技能。

1.2 Familiarisation with Bridge Equipment (驾驶台设备的熟悉)

Upon joining the ship, all Deck Officers will make themselves fully familiar with the bridge equipment.

上船后，所有的驾驶员应对驾驶台设备进行充分的熟悉。

A brief explanation of the bridge equipment will be included in the handover procedure from the officer being relieved.

在交接程序中应包括交班驾驶员对驾驶台设备的简要说明。

1.3 Master and Deck Officer Familiarisation of ME

Controls (船长和驾驶员对主机控制的熟悉)

At the first opportunity after joining the ship, and before being allowed to take charge of a watch, the Master and all Deck Officers will be given instruction on the operation of the bridge control in an emergency situation, the sequence of events set in motion by using the bridge control in such circumstances and a general explanation of the bridge control panel by the Chief Engineer.

上船后的第一时间，在被允许值班前，轮机长应向船长和所有的驾驶员介绍紧急情况下主机的驾驶台控制，以及在此情况下使用驾驶台控制后应采取的行动，并对驾驶台操控面板做概要的说明。

Upon receiving this instruction the Master, Chief Engineer and appropriate Deck Officer will sign a statement stating that the instruction has been given and understood. See below:

Sample of Bridge & Engine Control Familiarisation Report

This is to confirm that (name and rank) today received instruction on the use of the bridge control in an emergency situation, advice on the sequence of events set in motion upon its use in these circumstances and a general explanation of the bridge control panel from the Chief Engineer Officer.

Mr (Name) has fully understood the instructions and advice given to him.

Signed Master, signed Chief Engineer, and signed officer.

The statement will be kept on the bridge for the duration of the Officer's tour of duty.

在得到了这些介绍的基础上，船长、轮机长和相应的驾驶员应签署一份声明来表明已经接受并了解了此项介绍。见下面的样本：

驾驶台和主机熟悉报告的样本

在此确认（姓名和职位）今天接受了轮机长对紧急情况下驾驶台控制的介绍，以及在此种情况下利用驾驶台控制随后应采取的行动，并且轮机长对驾驶台操控面板做了概要的说明。

（姓名）先生已经完全了解了给予他的说明和建议。

船长签字、轮机长签字和驾驶员签字。

该声明应在此驾驶员任职期间保存于驾驶台。

1.4 Standing Orders (常规命令)

The standing orders are comprised of three sections, A, B and C. All three sections will be kept in a folder on the bridge, together with a signature card for use of Deck Officers to acknowledge their understanding of the orders.

常规命令由 3 部分组成：A、B 和 C。这 3 部分常规命令连同表明各驾驶员了解此命令的签名卡都应放在文件夹中保存于驾驶台。

Parts A and B will be issued by the Company.

A 和 B 部分由公司发布。

The Master will write part C within the requirements of the Fleet Regulations, this part to be considered as the Master's own standing orders.

船长应根据船队规则的要求撰写 C 部分，这部分内容被认为是船

长自己的常规命令。

The Master will incorporate in part C personal requirements, any specific requirements for the ship including instructions as to the minimum range of visibility at which the Master is to be called under all circumstances.

船长应在 C 部分写入其个人的要求和对船舶的一些特殊要求, 包括无论在什么情形下, 当能见度不良时都应叫船长的指令。

The Master will sign and date the standing orders when they are issued.

在常规命令发布时, 船长应签署姓名和时间。

Upon joining a ship the Master will discuss the contents of the standing orders with each Deck Officer on an individual basis. Thereafter the Master will discuss the contents of the standing orders with each joining Deck Officer.

刚一上船, 船长就应单独地向每个驾驶员详述常规命令的内容。此后船长还要与每个新上船的驾驶员详述常规命令的内容。

Deck Officers will sign and date the standing orders to indicate that they have been read, understood and discussed with the Master.

驾驶员应在常规命令上签上姓名和日期, 来表明其已经阅读、理解并与船长讨论了此命令。

The Master will forward a copy of the Master's Standing Orders (part C) to the Marine and Safety Manager when first written and thereafter subsequent to any changes or amendments that are made.

当常规命令第一次写好后, 以及此后对其进行的任何修改或补充, 都应由船长向主管海事安全的经理提交船长常规命令的副本 (C 部分)。

1.5 Master's Night Orders (船长夜航命令)

The Master will leave clear and precise Night Orders every night the ship is at sea or at anchor.

当船舶在航或锚泊时，船长在每个晚上均应下达清楚准确的夜航命令。

At sea the Master will include in the night orders, the courses to be steered, the positions at which alterations of course are to be made (if applicable), any special precautions to be taken and advice as to when the OOW is to call the Master.

在海上，船长的夜航命令应包括：行驶的航向、转向时的船位、一些应采取的特殊预防措施以及对值班驾驶员应在何时叫船长的建议。

At anchor the Master will include relevant details of any specific precautions to be taken and when to call the Master.

在锚泊时，船长的夜航命令应包括采取特别预防措施的相关细节及何时应该叫船长。

Each Deck Officer will read and initial the night orders as having understood them.

每个驾驶员应该阅读夜航命令并在理解后签名。

1.6 Deck Log Book (航海日志)

The Deck Log Book will be completed in accordance with the instructions contained inside the front cover of the log book.

航海日志的填写应按照其扉页的说明来完成。

Brief details of all important events are to be recorded in the Deck

Log Book. An entry will include the location of all details appertaining to the event (eg. Bridge Note Book).

所有重要事件的简要说明应记录在航海日志中，记载应包括描述上述事件全部细节的位置（如驾驶台日志）。

On the completion of each month the Third Officer will detach all the removable pages from the Log Book for that month and pass them to the Master.

每个月记录完后，三副应把该月所有可拆下的页从航海日志上分离出来并交给船长。

The Master will forward the removed deck log book pages to the Marine Department.

船长应把可拆下的航海日志活页提交给安技部（亦为海监室，下同）。

Completed Deck Log Books will be retained on board for 7 years.

记录完的航海日志应在船上保存 7 年。

1.7 Bridge Note Book (驾驶台日志)

The Bridge Note Book will be completed in accordance with the instructions contained within the front cover of each book.

驾驶台日志应按照其扉页的说明来完成填写。

All entries will be neat and legible and if an erroneous entry is made, this will be struck out by a single line and initialled.

所有的记录应是整洁和明了的，如果有记录错误，应用一条横线划掉，并签名。

The frequency of recording alterations of course when under pilotage or changes in engine revolution orders will be dependant upon whether or

not a course or engine movement recorder is fitted.

在引航时，记录改向和用车的频率是根据是否安装有航向或车钟记录仪来决定的。

At times of evasive action or immediate danger, a written record of the helm and engine orders will be made in the Bridge Note Book whenever possible.

在避让行动或紧迫局面的时候，若可能，舵令和车令均应随时记录在驾驶台日志上。

The times of starting and stopping the radars and echo sounders will be entered into the Bridge Note Book (see section 1.10).

雷达和测深仪的开启和关闭时间应记入驾驶台日志（见 1.10）。

A tally of buoys abeam to port or starboard is irrelevant without further information. Entries are to be supplemented with the ship's head as a bare minimum and also include under keel clearance and relationship to the ship's track at regular intervals. In general terms, the narrative should be a running commentary of the relevant events.

没有进一步的信息，而仅有对浮标左或右正横的记录是无用的。记录中至少应补充船首向，还应包括富余水深，以及在一定的时间间隔下与船舶航迹的关系。简而言之，叙述应是对相关事件连续的说明。

The Bridge Note Book is an essential record of events which occur on the bridge and as such, is the basis for the narrative section of the Deck Log Book. The BNB is a legally disclosable document and should provide the reader with a narrative with which to reconstruct the vessels movements.

驾驶台日志是对发生在驾驶台的事件的必要记录，也是航海日志叙述部分的基础。驾驶台日志是一个法律文件，应能向阅读者提供可重现船舶运动的叙述。

Bridge Note Books to be retained onboard for 7 years.

驾驶台日志应在船上保存 7 年。

1.8 Data Loggers - Main Engine (主机数据记录仪)

Whenever Engine Movement Recorders are fitted and operational, they will be used to supplement the Bridge Note Book for recording engine movements.

只要安装有车钟记录仪并可使用，它们就应被用来补充驾驶台日志对用车的记录。

The internal clock will be kept on GMT.

其内部的时钟应保持世界时。

Note: On ships where this is not possible, a suitable note should be affixed to the data logger.

注: 在船上如果不可能这样做，则应对数据记录仪附加一个适当的注释。

The Third Officer will compare the internal clock against the Chronometer (time check) daily, make the necessary adjustments and record the verification in the Chronometer Rate Book.

三副应每日将其内部的时钟和天文钟进行对比，并做必要的调整，并在对时记录簿上做记录。

Note: The internal clock will in addition be checked during the Navigation Check List procedures.

注: 在执行驾驶检查表程序时，也要检查车钟记录仪的内部时钟。

When making a port arrival or a departure, the print out will be annotated with a brief description of the event and the ships time relative to GMT. e.g. arrival Rotterdam 8/8/94, GMT +2.

当到港或离港时，打印的结果上应对事件做简要描述并说明船时与世界时的关系。例如，抵达 Rotterdam 8/8/94，GMT+2。

When the indicator shows the recording paper to be nearing its end, the OOW will advise the R/O.

当指示器显示记录纸快用完时，值班驾驶员应通知无线电报员。

Used rolls will be clearly marked and kept with the completed log books.

用完的记录纸卷应被明确地标注并与用完的日志一起保存。

If appropriate Master will ensure that operating instructions for the Engine Movement Recorder are kept on the bridge and that the operation of the unit is explained by the Chief Engineer whilst carrying out section 1.3.

如果适当，船长应确保车钟记录仪的操作说明保存在驾驶台上，并且轮机长在进行 1.3 项目时要介绍其操作方法。

1.9 Course Recorder (航向记录器)

The course recorder is to be used to supplement the Bridge Note Book for recording the ship's course steered and subsequent alterations. The internal clock will be kept on GMT.

航向记录器是用来补充驾驶台日志的，记录船舶所驶航向和其后的改向。其内部的时钟应与世界时保持一致。

At the time of ascertaining the gyro and compass errors, the OOW will verify that the course recorder is indicating the correct heading and time against the gyro and chronometer respectively.

当陀螺罗经和磁罗经的误差确定后，值班驾驶员应确定航向记录器分别与陀螺罗经和天文钟相对比，指示的是正确的船首向和时间。

Prior to arrival in port or congested waters, the OOW will annotate the recording paper with a brief description of the event and the ship's time relative to GMT. e.g. Departure Rotterdam 10/8/94 GMT +2.

在船舶抵达港口或拥挤水域前，值班驾驶员应在记录纸上注释对事件简要的描述以及船时与世界时的关系，例如，驶离 Rotterdam 10/8/94, GMT+2。

The OOW will advise the Radio Officer when the indicator shows the recording paper to be nearing its end or the unit requires resetting. Completed rolls will be clearly marked and kept with the completed log books.

当指示器显示记录纸快用完或装置需要重新设置时，值班驾驶员应通知无线电报员。用完的记录纸卷应被明确地标注并与用完的日志一起保存。

1.10 Echo Sounder (回声测深仪)

Whenever the graphical trace of the echo sounder is run, the OOW will annotate the paper trace with the Date & time of starting (relative to GMT), the range utilised on starting and a brief description of the location.

无论何时对回声测深仪画出的轨迹，值班驾驶员都应在记录纸上加注开始记录的时间（相对于世界时）、开始时使用的量程和对地点的简单描述。

The OOW will periodically mark the trace when passing a navigation mark with the time and brief details of the mark passed (or ships position if applicable).

当通过助航标志时，值班驾驶员应定期地标注航迹、时间和标志的简要细节（或可用的船位）。

The OOW will record the times of starting and stopping the echo