

【 插图 · 中文导读英文版 】



20 000 Leagues Under the Sea

海底两万里

[法] 儒勒·凡尔纳 著
王勋 纪飞 等 编译

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内 容 简 介

《海底两万里》这是一部充满传奇、冒险与幻想的科幻巨著，是世界上最伟大的科幻小说之一。法国博物学家阿龙纳斯教授应美国政府之邀，同仆人康塞尔一道加入搜捕海怪的探险队；途中他们结识了号称“捕鲸大王”的加拿大人尼德·兰德。在同被认为是类似独角鲸的大海怪较量中，他们乘坐的军舰被打得落荒而逃并掉入海中，而救起他们的正是一直被认为是海怪的一艘超级潜艇“鹦鹉螺号”。摒弃前嫌的艇长尼莫邀请他们做海底旅行：他们从太平洋出发，经过珊瑚岛、印度洋、红海、地中海，进入大西洋，看到了许多罕见的海生动植物和水中的奇异景象，又经历了搁浅、土人围攻、同鲨鱼搏斗、冰山封路、章鱼袭击等许多险情；其间，他们一次又一次被壮丽的海洋景观所震撼，并不得不叹服“鹦鹉螺号”的神奇及其主人的智慧。最后到达挪威海岸，完成了神奇的海底之旅。

该书一经出版，很快就成为当时最畅销的科幻作品，至今被译成世界上几十种文字，曾经多次被改编成电影。书中所展现的神奇故事伴随了一代又一代人的美丽童年、少年直至成年。无论作为语言学习的课本，还是作为通俗的文学读本，本书对当代中国的青少年都将产生积极的影响。为了使读者能够了解英文故事概况，进而提高阅读速度和阅读水平，在每章的开始部分增加了中文导读。同时，为了读者更好地理解故事内容，书中加入了大量插图。

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儒勒·凡尔纳（Jules Verne, 1828—1905），法国著名作家，现代科幻小说的奠基人，被誉为“世界科幻小说之父”。他一生共创作了六十多部充满神奇与浪漫的科幻小说，代表作有《格兰特船长的儿女》、《海底两万里》和《神秘岛》等，这些小说被译成世界上几十种文字，并无数被搬上银幕，在世界上广为流传。

1828年2月8日，凡尔纳出生在法国西部海港南特。他自幼热爱海洋，向往远航探险。他的父亲是一位事业成功的律师，并希望凡尔纳日后也以律师作为职业。18岁时，他遵从父训到巴黎攻读法律。可是他对法律毫无兴趣，却爱上了文学和戏剧。1863年，他发表了第一部科幻小说《气球上的五星期》，之后又出版了使他获得巨大声誉的科幻小说三部曲：《格兰特船长的儿女》、《海底两万里》和《神秘岛》。凡尔纳的科幻小说是真实性与大胆幻想的结合：奇幻的故事情节、鲜明的人物形象、丰富而奇妙的想象、浓郁的浪漫主义风格和生活情趣，使之产生了巨大的艺术魅力，赢得了全世界各国读者，特别是青少年读者的喜爱。他的作品中所表现的自然科学方面的许多预言和假设，在他去世之后得以印证和实现，至今仍然启发着人们的想象力和创造力。

凡尔纳的科幻小说有两大特点。第一，他的作品是丰富的幻想和科学知识的结合。虽然凡尔纳笔下的幻想极为奇特、大胆，但其中有着坚实的科学基础，这些作品既是科学精神的幻想曲，也是富有幻想色彩的科学预言，他的许多科幻猜想最后变成了现实。例如，他不仅在小说《从地球到月球》中用大炮将探月飞行器送上太空，甚至还将发射场安排在了美国佛罗里达州，这正是“阿波罗登月计划”的发射场；他在小说《海底两万里》中虚构了“鹦鹉螺号”潜水艇，在该小说出版10年后，第一艘真正的潜水艇才下水；在《征服者罗比尔》中有一个类似直升飞机的飞行器，数十年后人类才将这一设想变成了现实。此外，他的小说中还出现了电视、宽



虹灯、导弹、坦克和太空飞船等科学技术应用概念，而这些后来都变成了现实。第二，他的作品中的主人公是一些鲜明、生动而富有进取心和正义感的人物，他们或是地理发现者、探险家、科学家、发明家，他们具有超人的智慧、坚强的毅力和执著不懈的精神；或是反对民族歧视、民族压迫的战士，反对社会不公的抗争者，追求自由的旅行家，在他们身上具有反压迫、反强权、反传统的战斗精神，他们热爱自由、热爱平等，维护人的尊严。凡尔纳所塑造的这些人物形象，他们远大的理想、坚强的性格、优秀的品质和高尚的情操已赢得了亿万读者的喜爱和尊敬，并一直成为人们向往的偶像和学习的榜样。

1900年，儒勒·凡尔纳的第一部中译本小说《八十天周游世界》（当时的中文译名是《八十日环游记》）被介绍给中国的读者，直至新中国成立之前，陆续又有梁启超、鲁迅等文化名人将凡尔纳的作品翻译出版。20世纪50年代后期，凡尔纳的科幻小说又开始为国内翻译界和出版界所关注。20世纪80年代，凡尔纳的作品再次受到读者的青睐，国内许多出版社相继翻译出版了凡尔纳的科幻小说，一时形成了“凡尔纳热”。时至今日，凡尔纳的科幻小说仍然显示出旺盛的生命力。基于以上原因，我们决定编译凡尔纳系列科幻小说中的经典三部曲：《格兰特船长的女儿》、《海底两万里》和《神秘岛》，并采用中文导读英文版的形式出版。在中文导读中，我们尽力使其贴近原作的精髓，也尽可能保留原作的风格。我们希望能够编出为当代中国读者所喜爱的经典读本。读者在阅读英文故事之前，可以先阅读中文导读，这样有利于了解故事背景，从而加快阅读速度。同时，为了读者更好地理解故事内容，书中加入了大量插图。我们相信，这些经典著作的引进对加强当代中国读者，特别是青少年读者的科学素养和人文修养是非常有帮助的。

本书主要内容由王勋、纪飞编译。参加本书故事素材搜集整理及编译工作的还有郑佳、刘乃亚、赵雪、左新杲、黄福成、冯洁、徐鑫、马启龙、王业伟、王旭敏、陈楠、王多多、邵舒丽、周丽萍、王晓旭、李永振、孟宪行、熊红华、胡国平、熊建国、徐平国、王小红等。限于我们的文学素养和英语水平，书中难免会有不当之处，衷心希望读者朋友批评指正。



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第一章 飞逝的海礁

Chapter 1 A Shifting Reef



据各种航海日志记载，一八六六年在海里发现了一个庞然大物。它的体积超过了科学认定的鲸，并且速度惊人。综合多次观察结果，可以判定它有二百英尺长。

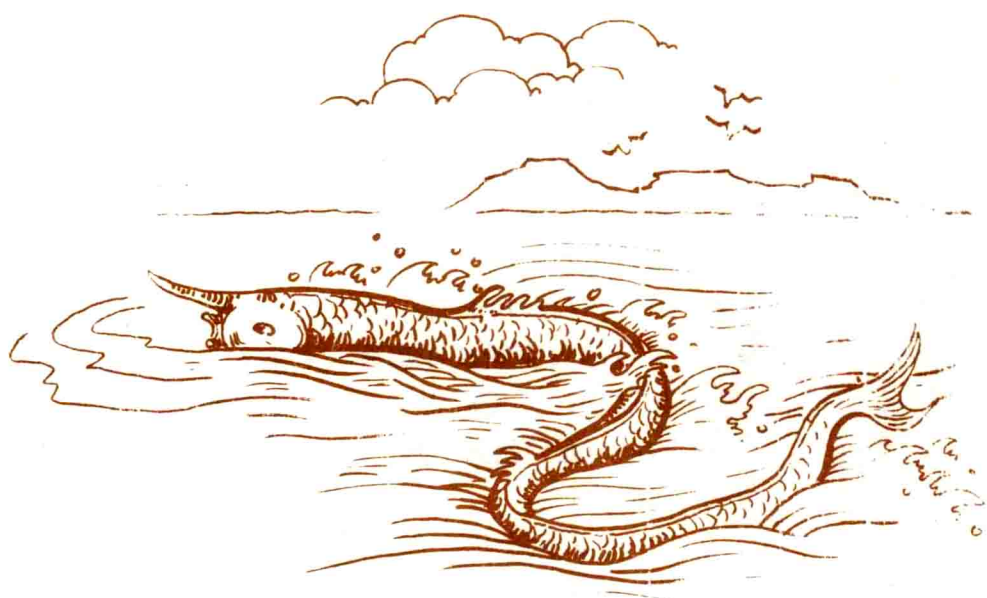
一八六六年七月二十日，加尔各答的希金森总督号的贝克船长在离澳大利亚东海五海里的海面见过它，三天后它又出现在七百海里外的太平洋上，十五天就到了两千海里外的地方，它的速度惊人的快！

一八六七年三月五日五点左右，蒙特利尔航海公司的摩拉维亚号航行时，右舷尾部撞上了一个任何海图都未标示的礁石。船离开出事地点后，看到那里有一个大旋涡，好像洋面受到了冲击。到码头检查发现船的龙骨已经破裂。

一八六七年四月十三日，英国著名船主肯纳德的斯科舍号在风和日丽的天气中行驶，船尾在下午四点十七分被撞击了一下，船长让一名海员下水检查被撞情况，发现钢板做成的船体被撞出一个规则的等边三角形口子，幸好隔水板分成七个小舱，船才没有沉没。

从此，所有不明原因的事故都记在这怪物的身上。人们强烈要求，要不惜任何代价，清除这只怪物。

The year 1866 was marked by a strange event, an unexplainable occurrence which is undoubtedly still fresh in everyone's memory. Those



在海里发现了一个庞然大物

living in coastal towns or in the interior of continents were aroused by all sorts of rumors; but it was seafaring people who were particularly excited. Merchants, shipowners, skippers and masters of Europe and America, naval officers of all countries and the various governments of both continents were deeply concerned over the matter.

Several ships had recently met at sea “an enormous thing,” a long slender object which was sometimes phosphorescent and which was infinitely larger and faster than a whale.

The facts concerning this apparition, entered in various logbooks, agreed closely with one another as to the structure of the object or creature in question, the incredible speed of its movements, the surprising power of its locomotion and the strange life with which it seemed endowed. If it was a member of the whale family, it was larger than any so far classified by scientists. Neither Cuvier, Lacépède, Dumeril nor Quatrefages would have admitted that such a monster could exist—unless they had seen it with their own scientists’ eyes.

Taking an average of observations made at different times—and rejecting those timid evaluations which said the object was only two hundred feet long, and also putting aside those exaggerated opinions which said it was a mile wide and three miles long—one could nevertheless conclude that this phenomenal creature was considerably larger than anything at that time recognized by ichthyologists—if it existed at all.

But it did exist—there was no denying this fact any longer—and considering the natural inclination of the human brain toward objects of wonder, one can understand the excitement produced throughout the world by this supernatural apparition. In any case, the idea of putting it into the realm of fiction had to be abandoned.

On July 20, 1866, the steamer Governor Higginson of the Calcutta and Burnach Steam Navigation Company had encountered this moving mass five miles east of the Australian coast. Captain Baker first thought he had sighted an unknown reef; he was even getting ready to plot its exact position when two columns of water spurted out of the inexplicable object and rose with a loud whistling noise to a height of a hundred and fifty feet. So, unless the reef contained a geyser, the Governor Higginson was quite simply in the presence

of an unknown aquatic mammal spurting columns of water mixed with air and vapor out of its blowholes.

A similar thing was observed on July 23 of the same year in Pacific waters, by the Christopher Columbus of the West India and Pacific Steam Navigation Company. This extraordinary creature could therefore move from one place to another with surprising speed, since within a space of only three days, the Governor Higginson and the Christopher Columbus had sighted it at two points on the globe separated by more than 2100 nautical miles.

Two weeks later and six thousand miles from this last spot the Helvetia of the Compagnie Nationale and the Shannon of the Royal Mail Steamship Company, passing on opposite courses in that part of the Atlantic lying between the United States and Europe, signaled one another that they had sighted the monster at 42°15' N. Lat. and 60°35' W. Long. In this simultaneous observation they felt able to judge the creature's minimum length at more than 350 feet, since it was larger than both ships each of which measured 330 feet over-all. But the largest whales, those which live in the waters around the Aleutian, Kulammak and Umgullick Islands, never exceed 180 feet in length, if that much.

These reports arriving one after the other, with fresh observations made on board the liner Le Pereire, a collision between the Etna of the Inman Line and the monster, an official report drawn up by the officers of the French frigate Normandie, and a very reliable sighting made by Commodore Fitz-James' staff on board the Lord Clyde, greatly stirred public opinion. In light hearted countries, people made jokes about it, but in serious practical-minded countries, such as England, America and Germany, it was a matter of grave concern.

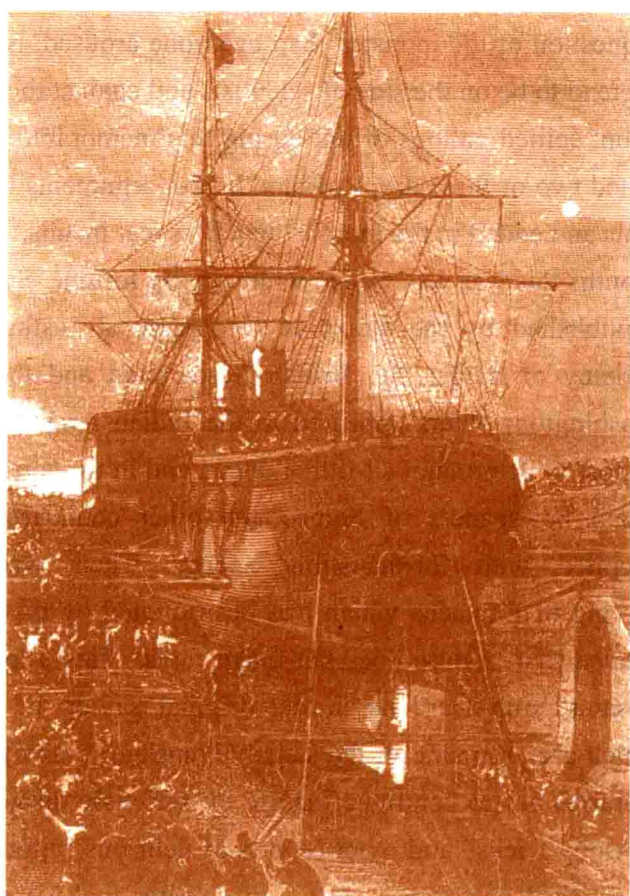
In every big city the monster became the fashion: it was sung in cafés, derided in newspapers and discussed on the stage. Scandal sheets had a marvelous opportunity to print all kinds of wild stories. Even ordinary newspapers—always short of copy—printed articles about every huge, imaginary monster one could think of, from the white whale, the terrible "Moby Dick" of the far north, to the legendary Norse kraken whose tentacles could entwine a five-hundred-ton ship and drag it to the bottom. Reports of ancient times were mentioned, the opinions of Aristotle and Pliny who admitted to the existence of such monsters, along with those of the Norwegian

bishop, Pontoppidan, Paul Heggede and finally Mr. Harrington, whose good faith no one can question when he claims to have seen, while on board the Castilian in 1857, that enormous serpent which until then had been seen in no waters but those of the old Paris newspaper, the Constitutionnel.

It was then that in scientific societies and journals an interminable argument broke out between those who believed in the monster and those who did not. The “question of the monster” had everyone aroused. Newspapermen, who always pretend to be on the side of scientists and against those who live by their imagination, spilled gallons of ink during this memorable campaign; and some even spilled two or three drops of blood, after arguments that had started over sea serpents and ended in the most violent personal insults.

For six months this war was waged with varying fortune. Serious, weighty articles were published by the Brazilian Geographical Institute, the Royal Scientific Academy of Berlin, the British Association and the Smithsonian Institute in Washington; others appeared in the Indian Archipelago, in Abbé Moigno’s *Cosmos*, in Petermann’s *Mittheilungen* and in the science sections of all the important newspapers of France and other countries. The smaller newspapers replied with inexhaustible energy. Their writers, cleverly parodying a saying of Linnaeus which had been quoted by the adversaries of the monster, stated that “nature does not make fools” This is pun on the two French words *saut* (“jump” or “leap”) as in the original saying of Linnaeus and *sot* (“fool”), which are pronounced the same. (Translator’s note) and called on their contemporaries not to contradict nature by seriously discussing krakens, sea serpents, “Moby Dicks” and other reports of delirious sailors. Finally, in a much-dreaded satirical newspaper, its favorite writer took care of the whole matter by attacking the monster, dealing it a death blow and finishing it off in the midst of universal laughter. Wit had conquered science.

During the first months of the year 1867 the whole question seemed buried never to be revived, when new facts were brought before the public. It was no longer question, of a scientific problem to be solved, but of a real danger seriously to be avoided. The whole matter took on another aspect The monster now became a small island, rock or reef, but a reef that was vague, shifting and indeterminate.



检修斯科舍号

On March 5, 1867, the Moravian of the Montreal Ocean Company, sailing at night in 27°30' Lat and 72°15' Long., struck on its starboard side a rock indicated on no chart. It had been cruising at thirteen knots, under the combined force of the wind and its 400-horsepower engines. Had it not been for the superior quality of its hull, the Moravian undoubtedly would have been split open by the blow and sunk with the 237 passengers it was bringing back from Canada.

The accident took place, at about five in the morning, toward daybreak. The officers on watch rushed to the after part of the ship. They examined the sea carefully and saw nothing but an area of swirling water about a third of a mile away, as if the surface had been violently agitated. Their position was noted, and the Moravian continued on its way, apparently without any serious damage. Had it struck a submerged rock, or the enormous wreck of some sunken ship? There was no way of knowing, but an inspection of its hull in drydock showed that part of the keel had been broken.

Even this, although extremely serious in itself, might perhaps have been forgotten, like so many other occurrences, if three weeks later it had not been re-enacted under similar circumstances. But because of the nationality of the ship involved in this new collision and the reputation of the company to which it belonged, this event caused a tremendous stir.

There is no one who has not heard of the famous English shipowner, Cunard. In 1840 this shrewd businessman started a postal service between Liverpool and Halifax with three wooden side-wheel ships of 1162 tons each and equipped with engines capable of developing 400 horsepower. Eight years later the company's fleet was increased by four ships of 1820 tons each and with 650-horsepower engines, and then two years after this, by two other vessels with yet greater tonnage and power. In 1853 the Cunard Line, whose mail-carrying privileges had just been renewed, successively added to its fleet the Arabia, the Persia, the China, the Scotia, the lava and the Russia, all of them very fast and larger than any ships which had ever plied the seas, except for the Great Eastern. Thus in 1867 the company owned twelve ships, eight with side-wheels and four with propellers.

If I give these brief details, it is so that everyone might know the

importance of this ship company, known the world over for the intelligent way in which it is run. No transoceanic venture has been more cleverly organized, and none crowned with such success. In twenty years Cunard ships have crossed the Atlantic two thousand times, without missing a single voyage, with never a delay and without ever losing a single letter, man or ship. This is why passengers, in spite of strong competition from French liners, still choose the Cunard Line in preference to all others, as would appear from a survey of official documents of the last few years. No one, therefore, will be surprised at the stir caused by an accident involving one of its finest steamers.

On April 13, 1867, the Scotia was sailing at 15°12' Long. and 45°37' Lat. on a clear sea with a moderate breeze. It was traveling at a speed of 13.43 knots, propelled by its thousand-horsepower engines. Its side-wheels were striking the water in regular rhythm. It was then drawing 22 feet of water, with a displacement of 221,900 cubic feet.

At 4:17 in the afternoon, while the passengers were gathered in the big lounge having their tea, a slight blow was felt against the hull of the Scotia, on the quarter slightly behind the port wheel.

The Scotia had not struck something; it had been struck, and by some object which was more cutting or perforating than blunt. The blow had seemed so slight that nobody on board would have given it a second thought, had not the men working below rushed up onto the bridge and shouted: "We're sinking! We're sinking!"

At first the passengers were very frightened; but Captain Anderson quickly reassured them. For there was no real danger; the Scotia was divided into seven watertight compartments and could therefore face any leak with impunity.

Captain Anderson immediately went down into the hold. He found the fifth Compartment flooded, and the speed with which this had happened proved that the leak was considerable. Fortunately this compartment did not contain the boilers, for then the fires would have gone out immediately.

Captain Anderson ordered the engines stopped at once, and one of the sailors dove to find out the extent of the damage. He soon discovered that there was a hole six feet across in the hull of the steamer. But such a hole could not

be plugged up, and so the Scotia had to continue its voyage with its side-wheels half submerged. She was then three hundred miles from Cape Clear; and finally, three days behind schedule—a delay which caused great uneasiness in Liverpool—she came along-side the company docks.

After putting her in drydock, engineers inspected the Scotia. They could not believe their eyes. Eight feet below her waterline there was a neat hole in the form of an isosceles triangle. It was so perfectly shaped that it could scarcely have been done better with a precision instrument. The object which had made this hole must have been extremely unusual—and after being driven into the ship with prodigious force, enough to pierce a hull 1 1/2 inches thick, it must have withdrawn by itself in a manner completely unexplainable.

This new event once again stirred up public opinion. From then on, all unexplained losses at sea were attributed to the monster. This fantastic animal bore the responsibility for all such shipwrecks, which unfortunately are not few in number; for of the three thousand ships reported sunk each year by the Bureau Veritas, the number of steam or sailing ships assumed to be lost with all hands through absence of any news amounts to no less than two hundred!

And it was the “monster” who, rightly or wrongly, was held responsible for their disappearance and for the increasing danger of traveling between various continents, to the point where the public came out with a categorical demand that the seas be rid of this formidable creature, at any price.