



交通航海职业技术教育教材

符合 STCW 公约要求
交通职业技术学校教学指导委员会
航海类学科委员会推荐
交通部科技教育司审定
中华人民共和国海事局认可

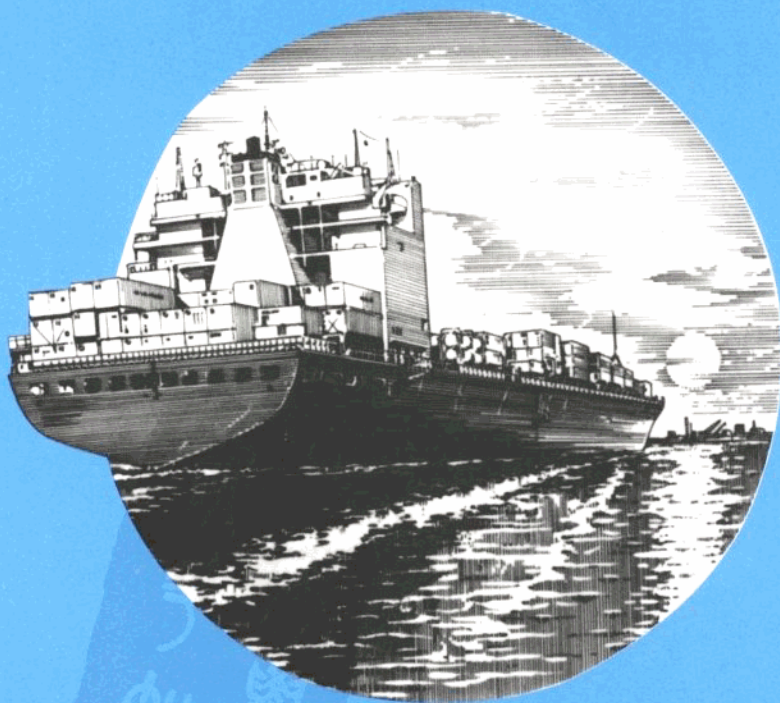
ENGLISH FOR NAVIGATORS
(ADVANCED)

航海英语

(高级)

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前 言

航海职业教育系列教材是交通部科教司为适应《STCW78/95公约》和我国海事局颁发的《中华人民共和国海船船员适任考试、评估和发证规则》而组织编写的。编审人员是由交通职业技术学校教学指导委员会航海类学科委员会组织遴选的,具有较丰富的教学经验和实践经验。教材编写依据是交通部科教司颁发的“航海职业教育教学计划和教学大纲”(高职教育),也融入了中等职业教育“教学计划和教学大纲”。本系列教材是针对三年高职教育和五年高职教育编写的,对于四年中等职业教育可根据考试大纲在满足操作级的要求上选用,也适用于海船驾驶员和轮机员考证培训和船员自学。

本系列教材包括职能理论和职能实践两个部分,在内容上有严格的分割,但又相互补充。

这套系列教材的特点:

1. 全面体现了《STCW78/95公约》和《中华人民共和国海船船员适任考试、评估和发证规则》中强调的:教育必须遵守知识更新的原则,强调技能,培养能适应现代化船舶管理复合型人才要求的精神。

2. 始终贯穿“职业能力”作为培养目标的主线,根据“驾通合一”、“机电合一”及课程内容不能跨功能块的原则,打破原有学科体系,按功能块的要求对课程内容进行了全面的调整、删减,抓住基本要素重新组合。各课衔接紧凑,避免重复教学,并跟踪了现代科学技术,有较强的科学性和先进性。

3. 编写始终围绕着职业教育的特点,内容以“必需和够用”为原则,紧扣大纲,深广度适中,不但体现了理论和实践的结合,也体现了加强能力教育和强化技能训练的力度。

4. 编写过程中还把品格素质、知识素质、能力素质和身心素质等素质教育的内容交融并贯彻其中,体现了对海员素质及能力培养的力度。

本系列教材在编审过程中尽管对“编写大纲和教材”都经过了集体或专家会审,也得到海事局和航运单位的大力支持,但可能还有不足之处,希望多提宝贵意见,以利再版时修改并进一步完善。

交通职业技术学校教学指导委员会航海类学科委员会

1999.8

编者的话

本教材根据 STCW78/95 公约的要求,参照修订后的教学大纲编写而成。教材内容紧扣船舶驾驶员的实际工作需要及适任评估标准。本教材可供航海类学校海船船舶驾驶专业学生及相关专业的培训人员使用,亦可供海船驾驶人员自习之用。

参加本册教材编写的有沈大力老师(1, 5, 7 单元),王晓锐老师(2, 3, 6 单元),康捷老师(4, 9, 12 单元),顾维勇老师(8, 10, 11, 16 单元,附录 I, II),王维平老师(13, 14, 15, 17 单元)。全书由主编顾维勇老师统稿,吴钟琪老师主审。

编者

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UNIT I TELEGRAM & TELEX

TEXT INTRODUCTION OF TELEGRAM & TELEX **READING HOW TO WRITE TELEGRAM & TELEX**

TEXT INTRODUCTION OF TELEGRAM & TELEX

Questions for Comprehension

1. For what purposes are the telegram & telex used in marine communications?
2. What is the principle in writing a telegram?
3. What are the advantages of telexes?

Telegrams are one of the usual means of communication for urgent business. The telegram is a brief message which can be sent quickly and efficiently to most parts of the world.

Now the word "cable" generally refers to the telegrams that are sent out of the country, abroad or overseas, while the word "telegram" is usually associated with internal communication.

The word "cable" can be used as a noun, a verb, or an adjective:

- Please send us a cable.
- Please cable us by return.
- We received a cable message.

As an international telegram is costly and the cost is calculated according to the number of words used, the meaning must be expressed in the fewest words possible without much regard to the ordinary rules of grammar. In addition, a telegram is not only a means of communication but sometimes also serves as a documentary proof in business. Therefore, the wording of telegrams has to be taken into careful consideration.

In writing a telegram, the essential principle of the "Three C's" — Conciseness, Clearness and Correctness still is the guideline. We must avoid the use of vague or ambiguous words. Never use two words if one word will do. However, conciseness should by no means be attained at the

expense of distinctness of meaning. Special care must also be taken to see that the words used are correct and will not cause any misunderstanding to the recipient. In short, the message must be brief but clear.

For conciseness sake, the English language of a telegram bears some or all of the following characteristics:

- A. Established abbreviations and combinations in the commercial or shipping world are widely used, such as ETA, FOB, B/L, FW150T, etc. .
- B. The auxiliary and linking verbs, articles, pronouns and conjunctions can usually be omitted unless they are necessary.
- C. Present participles are used instead of present progressive and future forms, past participles instead of perfect and passive forms.
- D. Using prefix un-, in-, non-, etc. to express negative and suffix -able to express possibility.
- E. Telegrams are usually written in capitals and punctuation marks or symbols are very sparingly used, instead, we use words, such as STOP, QUOTE, UNQUOTE, and DEGREE etc. . Sentences are often broken up with the word STOP.
- F. There are some special words that are endowed with specific meaning in telegrams of the shipping world.

Telex is a telegraphic method of passing printed messages from one place to another by teleprinter (AmE: teletypewriter). The word "telex" is the abbreviation of "teleprinter exchange", "teletypewriter exchange" or "telegraph exchange". The teleprinter or teletypewriter is a machine like a typewriter with a keyboard, but also with a dial on its casing. You can send messages by dialing the receiver's number and using the keyboard on the teleprinter, immediately the messages are printed out by the receiver's teleprinter at the other end. The message sent or received in this way is called "telex".

The telex service has all the advantages of the ordinary telegram in being more convenient, expeditious and economical.

You can send telex messages at any time in your office, regardless of the receiver's office hours, for the telex service is available twenty-four hours a day, and the machine at the other end can print out the messages automatically, even if it is left unattended.

Besides, once the line is connected, both subscribers may exchange messages directly on their teleprinters. This kind of communication is comparable with the telephone service, the only difference being that the telephone is spoken while the telex is typewritten.

Furthermore, the telex service is characterized by its low cost. A telex is charged not on the basis of the number of words used, but on that of the time taken in transmitting the message. The minimum charge is three minutes, and by the minute for any excess thereafter. The speed of transmission is about 400 letters per minute. It is calculated that 200 words or so can be transmitted within three minutes if each word comprises an average of 6 letters. Obviously, the telex service costs less than the telegram service.

With these advantages, the telex service immediately catches the fancy of the people in business companies and has now become one of the most common means of business communication in the world.

SPECIMENS

1. ARRIVAL AND DEPARTURE^①

M/V MINGZHUHAI ETD PORTSAID 17TH 1900 ETA GHENT 27TH PSE INFORM
GHENT AGENT

REGARDS

MASTER

EX/ETA 0800L/19TH

M/V REDSEA AMENDETA 0930/5TH DUE VROUGHSEA

MASTER

TO: PORT CAPTAIN, BALBOA

FM: MASTER OF M/V SUNSET

MS — 18, 21/AUG/99

120800/AUG PASSED CAPE/MALA ETA Q/ANCHORAGE 122230

BEST REGARDS

ETA/PILOTS 030300 SWD1800/1900 LOA169M GT13600 NT9820 CREW21

ALLHEALTHY

DUE PORT CONGESTION NO BERTHING UNTIL 14TH

2. REQUIRING BUNKERS AND SUPPLIES^②

ETA/19TH NOON DRTS F/9M A/9. 8M PLS ARNG FO/600T VIS 1000SEC ALSO DO/
30T

EXACT ETA 26TH 0800 REQUIRE FUEL OIL 300T FW 40T PORK 180KGS BEEF
100KGS EGG 50KGS CABBAGE 60KGS TOMATO 40KGS ONION 30KGS THANKS

RYT 18TH MOST MARINE OIL AVAILABLE Q/INSP AND CASH ADVANCED
USD20000 ON ARRIVAL STOP PILOT ON BOARD 25TH MORNING BERTH PIER N4

TO: PINECREST, TOKYO

FM: MASTER OF MV. FLYING FISH

MS — 118, 30/OCT/99

RE: BUNKERING AT MOBILE USA

RYT28 NOTED FO/200T DO/80T ETA MOBILE 311030 PLS ADV NXT VOY
PROSPECT

B. RGDS

3. LOADING AND DISCHARGING[®]

ETA 241400UTC LENGTH 126M DRAFT 13/14. 5M PSE ARRANGE BERTH
DISCHARGING MACHINERY 1200T FR 3 HATCHES INCLUDING HEAVY LIFTS
UPTO 20T EACH WITH BEST

2161767a esg d

89242 ecko hx

22/mar/2000 - 29025

attn mr smith

re: sea wolf hamburg china

pls pass flwg msg to master of abv vsl

pls cfm once rcvd

tkns n rgds

operation dept

2161767a esg d

89242 ecko hx

kindly passing on foll msg to master of abv vsl captioned at your earliest convenient time:

= quote =

we per instructions from mr zhang li, operation dept of shanghai haixing shipping co., are pleased to adv the voy instructions of your next voyage right after yr loading bgd sop ex hamburg as following for your kind perusal:

—final loading

—cargo: 25,000 mt 5 pct moloo bagged npk

—demurrage usd 3,500 per day/prorata hdwts only at loadport

—taxes/dues on cargo n vsl for owrs account

—dunnages/mats, if any, to be for owrs account

—owrs option for loading other suitable part cargo but separation of cargo(s) by natural cargo holds

—owrs/masters option on rotation of loading discharging port(s) both ends

= end =

agents at fredericia whose fullstyle address as foll:

penta shipping agents

copenhagen

11, ostbanegade

dk-2100 copenhagen

phone: + 451426900

telex: 19252 penta dk

telefax: 451429789

cable: pentaship copenhagen

pic: mr winnie r. christopherson

+ + + +
4. DISTRESS AND SAFETY[®]

to: all ships in the indian ocean region

from: rescue coordination centre southern norway, stavanger

telex number 0056 33163n

following distress message received from: 5 bie via ss/chevron

received at (dtg): 010530utc

MAYDAY in position: 1236n 05322e

nature of distress: ship sinking

ships within 100 nm from the vessel in distress are kindly asked to report to this rcc by telex/telephone, using normal priority:

—name, call sign and IMN of your vessel.

—position.

—speed and time to reach the vessel in distress.

—any other information which might facilitate the rescue.

—ships more than 150 nm from the vessel in distress are asked to disregard this message.

N N N N

+ + + +

33163 RCCS N

SECURITE

FROM NAVAREA X IV COORDINATOR 090202Z DEC 99

NAVAREA X IV 225/99

FIJI

LIGHTS REPD. EXTINGUISHED AS FOLLOWS:

A. VATULELE (K4661) 1830S 17737E

B. YACIWA IS. (K4735) 1808S 17921E

N N N N

99-12-21 0326

sos m/v fochow/gcfe 0000 utc one n half nm se of hongkong boiler exploded leaking rapidly in engine room sinking slowly x may abandon ship at any moment pse assist immediately

master

RE: M/V NONSUCH STRANDING

OUR VSL STRANDING IN ENTRANCE ROAD AT 101840LT. COND TN DANGEROUS. WE R CONTACTING HM FOR TUG ASSIST N WAITING FOR HIGH TIDE. WL KP CONTACT WIZ YOU N REPORT IF ANY.

B. REGDS

5. DELIVERY OF SHIP[®]

PLS BE ADVISED TT ACCORDING RELEV T C/P DD 21 AUG 99, SUBJ VSL WE WILL

BE DLVRD TO PARTY CONCERNED AT BERTH AFTER COMPLETN OF UNLDG.
 MTIME GET CERTIFICATES READY FOR SURVEY ON OUR BEHALF.

WORDS AND EXPRESSIONS

attain	/ə'tein/	vt. 获得; 达到
distinctness	/distɪŋktnɪs/	n. 清楚
recipient	/rɪ'sɪpiənt/	n. 接受者/器
sparingly	/spə'reɪŋli/	ad. 少量地
expeditious	/ɪkspɪ'diʃəs/	a. 迅速(完成)的; 效率高的
ETD: Estimated/Expected Time of Departure		预计离港时间
Q/ANCHORAGE: quarantine anchorage		检疫锚地
bunker	/bʌŋkə/	v., n. (装)燃料
FO: fuel oil		燃油
viscosity	/vɪ'skəʊsɪti/	n. 粘度
DO: diesel oil		柴油
Q/INSP: quarantine inspection		检疫
cash advanced		预支现金
VOY PROSPECT: voyage prospect/prɒspekt/		航期/程/次
caption	/kæpʃən/	n. 标识
ex	/eks/	prep. <拉丁>在……交货
perusal	/pə'ru:zəl/	n. 细/阅读
prorata	/prəʊrə:tə; -rei-/	<拉丁>按/成比例(的)
rotation	/rəʊ'teɪʃən/	n. 周期; 运转
Rescue Coordination Centre (RCC)	/kəʊ,ɔ:dɪ'neɪʃən/	搜救协调中心
priority	/praɪ'ɔ:rɪti/	n. 优先权/程序
Inmarsat Mobile Number (IMN)		国际海事卫星移动码
disregard	/dɪsri'gɑ:d/	vt. 不顾/理
SECURITE		安全电文(标识)

NOTES

- ① Arrival and Departure 抵离港报。
 ETD, 预计开航时间。ETD, 预计抵港时间。这两词前可加其他词来修饰, 如:
 EXETA — exact ETA, 准确预抵时间。APRX/ETA — approximate ETA, 大约预抵时间。
 FINAL/ETA, 最终预抵时间。AMENDETA, 修正预抵时间。REV/ETA — revised ETA,
 修正预抵时间。CHANGEDETA, 改正预抵时间。DELAY/ETA, 延期预抵时间。
 VROUGHSEA — very rough sea, 巨浪。

MS — 18, message series, 电文编码。

PILOTS — Pilot Station, 引航站。

SWD — Sea Water Draft, 海水吃水。这里用四位数表示, 前两位数为英尺, 后两位数为英寸。

GT — gross ton(nage), 总吨(位)。

NT — net ton(nage), 净吨(位)。

DUE, 由于。due to 的省略。

② Requiring Bunkers and Supplies, 申请燃料和物料航务报。

DRAFT F/9 A/9.8, 前吃水 9 m, 后吃水 9.8 m。

FO — fuel oil, 燃料油; DO — diesel oil, 柴油。

VIS — viscosity, (油的)粘度, 单位为秒(sec)。

RYT — received your telegram, 收到你的来电; refer your telegram/telex, 关于你的来电/电传; replying your telegram, 回复你的来电。

VOY PROSPECT, 航次/期。

③ Loading and Discharging, 装卸货报。

UPTO 20T, 重达 20 t。

flwg/foll — following; as foll — as follows.

abv vsl — above vessel, 上述船舶。

bgd — bagged, 袋装的。

sop, 硫酸钾, 一种化肥。

5 pct — 5%, 5 percent.

moloo — more or less owner's option, 多装或减载由船舶所有人选择。

npk, 过磷酸钾, 一种化肥。

cft — cubic foot, 立方英尺。

hdwts — hold weights, 舱载吨位。

④ Distress and Safety, 遇险与安全报。

Indian Ocean Region, 印度洋区域, 缩略为 IOR。

IMN — INMARSAT Mobile Number, 国际海事卫星移动码, 指配给船上的通信识别码。

N N N N 以及下一行的 + + + + 是正文结束和等待回电的字符。

COORDINATOR, 信息协调发布机构/部门。

K4661 和下面的 K4735 均为灯标的编号。

x, 此处起句号的作用。

CONDTN — CONDITION.

HM — harbour master, 港口当局。

WIZ — with.

⑤ Delivery of Ship, 船舶交接报。

TT — That.

RELEVANT — Relevant, 有关的。

C/P — Charter Party, 租船合同。

DD — Dated, 所示日期, 所表明规定的日期。

SUBJ VSL — subject vessel, 有关船舶。

MTIME — meantime, 同时。

EXERCISES

I. Give the full spelling of the following.

HDWTS	PCT	LOA	SWD	FLWG	MOLOO
FW	BC	ETA	VOY	RCC	DO
ASAP	CFT	NT	HM	FO	BGD

II. Translate the following into Chinese.

1. DEPARTURE OSAKA JAPAN 18TH CARGO STEEL AND GENERALS TOTAL 21214 PKG 5666.9 K/T NO.1 15674 PKG 2594.7 K/T NO.2 5540 PKG 3072.2 K/T ETA LAFSAMI 0100 26 TH AUG DRAFT FORE6.45 AFTER7.15 METERS CREW ALL HEALTHY
2. BUNKER AND LUBOIL AVAILABLE IMMEDIATELY ON ARRIVAL STOP GELLATY ASKED YOUR ETA AND EXACT QUANTITY REQUESTED BOTH BUNKER AND LUBOIL
MASTER
3. ACCOUNT YOUR DRAFT NECESSARY LIGHTEN 9000W OUTER ANCHORAGE BEFORE ENTRY PSEANCHOR 305812N 1223230E INSPECTION PARTY PILOT BOARDING 140600 LEADING TO LIGHTENING ANCHORAGE PREPARE FENDERS CONFIRM PROSPECTS REVERTING
4. I HV A PATIENT SUFFERING APPENDICITIS UGT OPERATION REQD STOP RADIO IF MEDICAL ASSISTANCE YR PORT AVAILABLE
MASTER
5. XXX S/S TAIPINGYANG/LJPS 0200UTC FIVE MILES NE OF HUANIAOSHAN A SAILOR FELL FM MAST WOUND AT HEAD SERIOUSLY REQUIRE MEDICAL ADVICE N HELICOPTER TO TAKE HIM TO HOSPITAL
MASTER
6. SOS M/V HONGKONG/DDXG AT 1230 UTC POSN22.15N 118.30E EXPLOSION OCCURRED IN OIL TANK OWING TO FIRE STOP FIRE IS OUT OF CONTROL REQ EXTINGUISHERS IMMEDIATELY
7. SOS M/V X/ABCD 3/1200 UTC ...N ...E MAINENGINE DISABLED DUE CRANK SHAFT BREAKING DRIFTING TOWARDS ... ISLAND REQUIRE IMMEDIATE TOWING
8. RYC 35/PLS TEST/OPEN PRESURE OF/ME ALL NOZZLES ALSO INDICATOR COCKS IF LEAKAGE REPLACING AT CONSTANTZA

III. Put the following into English.

1. 预计 28 日 1000 时抵维多利亚港(VICTORIA) 检疫锚地。船首吃水 8.0 m, 尾吃水 8.9 m, 船员 15 名。在你港卸 12 000 t 小麦(wheat)。
2. STRAT HONGKONG 轮, 呼号 HOIP, 世界协调时 7 点 30 分位于北纬 28°00', 东经

128°45'。一机匠严重受伤,急需医疗援助。附近船只请回电告知船名船位。谢谢。

3. PUNTY 轮预计世界协调时 5 点 30 分驶离。请继续你船的航行。谢谢你的合作。

致礼。 PUNTY 船长

4. 本船预计到达引航站时间是 15 日上午 9 点。抵港时急需淡水 400 t。

5. 预计抵港时间 15 点。积载情况:头舱 2 000 t;二舱 2 600 t;三舱 1 000 t;四舱 2 500 t;五舱 1 400 t。要求靠泊指令。

IV. Put the following into Chinese.

The use of telex has some advantages which are listed below:

- Your message can be prepared in advance, ensuring that it contains all of the information that you wish to send.
- Telex is regarded as a written document and is legally accepted as such in some countries. Exchange of answerbacks acts a confirmation that the message has been received at the destination.
- Messages can be received at any time regardless of (无论……不管……) the presence of an operator.
- Many Coast Earth Stations offer “Store and Forward” facilities whereby a telex message can be left in a computer for onward transmission to either a single or multiple addresses.

Before you make any telex call, ensure your ship earth station is properly set up for the required Ocean Region. If possible, prepare your message in advance, either by pre-punching a tape, or by typing the message into memory with the telex in local mode. That allows you to edit your message before you transmit it.

The telex message format should generally include the following information:

- The destination company and/or name of the addressee.
- The message originator's name and title.
- A message reference number and/or the subject of your call.
- The Ocean Region satellite through which your vessel can be contacted if a reply is required.
- The text of the message.

READING HOW TO WRITE TELEGRAMS & TELEXES

The writing of telegrams is a peculiar branch of composition which requires special practice. It is here a matter of importance to say as much as possible in the fewest words, and this is done without much regard to the ordinary rules of grammar.

When drafting a telegram, beginners should first write out the message in full in plain English language, and then strike out the words that are relatively unimportant until the required brevity is reached. Sometimes, it is necessary to transpose the remaining words to add clarity and emphasis of the matter stated. Then combine some of the words to reduce the telegraphic

charges. Finally, check the telegram you have written to ensure that the wording must be unmistakable.

To be able to write out a clear and brief message of telegram skilfully, one must have a good command of the English language, and be well versed in the business terms as well as in some rules and regulations concerning the international telegrams.

At present, there are two styles in writing telexes. One is written in plain language like an ordinary letter, and the other is written in telegraphic language more or less like a cable. However, in either style the message is written in capitals, and common abbreviations are utilized as far as possible in the message. Besides, conciseness of sentence, clearness of expression and correctness of wording — “The Three C’s” are still the essential principles in writing a telex.

As you will note, although the methods of writing telex messages in principle are similar to those of writing cables, there are several clear differences between a telex and a cable, that is:

1. Compounds and combinations are largely resorted to in cables to reduce the words, but they are hardly used in telexes, instead, telex abbreviations are commonly used to save the time of typewriting.
2. In cables the omission of verb “be”, auxiliary verbs, articles, conjunctions and the infinitive “To” must be adhered to with a view to saving the words, yet there is no such restriction in telex writing.
3. Punctuation marks in cable message usually appear in the form of words, and no question mark is used in any form. But in telex any punctuation marks can be used except quotation marks used commonly in words “QUOTE ... UNQUOTE”.
4. Several subjects stated in a cable are usually written one after another, and separated by the word STOP. But in telex, different subjects stated can be listed by AAA ..., BBB ..., CCC ... etc. (or 111, 222, 333 ..., or 1, 2, 3 ... etc.) either one after another or paragraph by paragraph without any proceeding signs.
5. At the end of a telex message, generally a simplified word RGDS or B/R is required to end the message. But in cable there is no such word.

MORE SPECIMENS

1. Immediate 010730 UTC AUG. 99

To: All ships in the Indian Ocean Region

From: RCC Southern Norway/Stavanger Tlx 0056 33163

Subject: SBIE/SUNSET DISTRESS

SAR SITREP NO: 1

A. Identity of casualty: SUNSET/SBIE

B. Position: SUQUTRA IS. 1236N 05322E

C. Situation: Ship still sinking, crew on bridge

- D. Number of persons: 24
- E. Assistance required: Pick up crew
- F. Coordinating RCC: RCC Southern Norway/Stavanger
- G. Description of casualty: 13900 GT Bulk carrier
- H. On scene weather: Sea 5 - 6 metre. Wind force 10
- J. Initial action: Broadcast via Inmarsat IOR from RCC
- K. Search area: Position of casualty
- L. Coordinating instr: M/V TOKYO EXPRESS/DNCT is 5 nm off position, coordinating action on scene

M. Future Plan: RCC/New York will try to arrange helicopter pickup of crew

N. Additional Info: RCC/Stavanger in direct contact with M/V BERGE ENTERPRISE, who is monitoring radio TFC in area RCC can be contacted on:

Telex 0056 33163/73925

Phone 47-4-51700

Fax 47-4-652334

N N N N

33163 RCCS N

2. Immediate 010930 UTC AUG. 99

To: All ships in IOR

From: RCC Southern Norway/Stavanger Tlx 0056 33163

Subject: SBIE/SUNSET DISTRESS

SAR SITREP No: 2 and final

A. Identity of casualty: SUNSET/SBIE

B. Position: Suqutra Is. Posn 1236N 05322E

C. Situation: Vessel is sunk. Crew on M/V TOKYO EXPRESS at 0920UTC.

E. Assistance required: Cancelled Distress Situation. No assist required.

F. Coordinating RCC: RCC SN/Stavanger

N. Additional Info: RCC SN/Stavanger appreciates the radio response on our broadcast and extend thanks to all participating units. Special thanks to M/V TOKYO EXPRESS making a good rescue under difficult condition.

REGARDS

RCC Controllers

N N N N

33163 RCCS N

3. SECURITE

FROM NAVAREA X IV COORDINATOR 200102Z DEC 99

NAVAREA X IV 215/99

SOUTHERN OCEAN M/V XXX NOT UNDER COMMAND IN POSITION 5314S 13759W

AT 180514Z DEC 99 CSE 311(T) SPEED 4.5 KTS HAS REQUESTED 300 GALLONS OF DIESEL FUEL TO MOTOR TO NZ ANY VESSEL IN VICINITY ABLE TO ASSIST PLS ADV POSITION COURSE AND SPEED TO NZ COAST RADIO

N N N N

991221 0342

4. SHIPPER URGENTLY NEED/YR PRE/LOADG STWG PLAN HOLDWISE BASIS/STWG FACTOR 35 CFT/MT BGD/CARGO TO BE/LOADED AT/HAMBURG ABT/WHICH PLS CABLE TO EUROIMPEX HAMBURG WHO/WILL CONTACT SHIPPER FOR/LOADG ARRANGEMENT TKS/RGDS

WORDS AND EXPRESSIONS

strike out		删去/划掉
transpose	/træns'pəuz/	vt. 使互换位置;调/变换
versed	/və:st/	a. 通晓的;精通的;熟练的
resort (to)	/ri'zɔ:t/	vt. 求助;凭借
identity	/ai'dentiti/	n. 身份;识别
casualty	/kæʒjuəlti/	n. 事故
sar sitrep: search and rescue situation report		搜救情况报告
initial	/i'niʃəl/	a. 初始的
additional info: additional information		补充信息
cse: course(T)		(真)航向
NZ: Newzealand		新西兰
stwg: stowage		配/积载
holdwise		按舱(计算积载量的一种方法)
cft: cubic foot		立方英尺
store and forward		留存待发