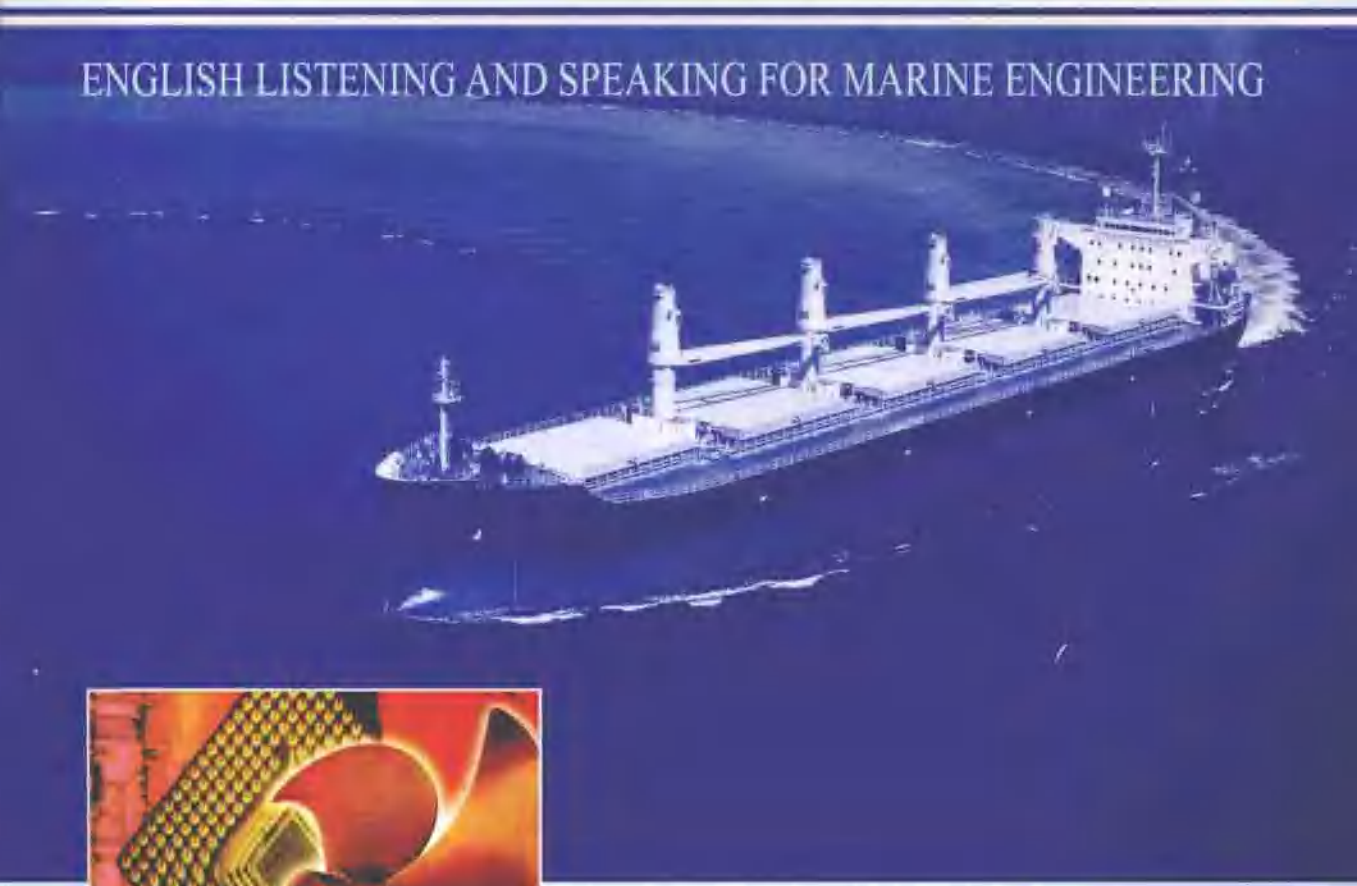
交通职业教育教学指导委员会推荐教材

轮机英语听力与会话

主编　吴万千
主审　宋维状

ENGLISH LISTENING AND SPEAKING FOR MARINE ENGINEERING



大连海事大学出版社

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内 容 简 介

本书系高职高专航海类专业"十一五"规划教材之一，属英语听说类教材。共分为20个单元，每单元由短文、听力练习、会话练习等部分组成，内容涵盖轮机操作的主要方面。

本教材适合于航海类高职高专学生作为轮机英语教材学习使用，也可作为在职船员的自学教材使用。本书配有学习光盘一张。

图书在版编目(CIP)数据

轮机英语听力与会话/ 吴万千主编．—大连 ：大连海事大学出版社，2007.8
(交通职业教育教学指导委员会推荐教材)
ISBN 978-7-5632-2077-9

Ⅰ．轮… Ⅱ．吴… Ⅲ．①轮机—英语—听说教学—教材②轮机—英语—口语—教材
Ⅳ．H319.9

中国版本图书馆CIP数据核字(2007)第113314号

大连海事大学出版社出版

地址：大连市凌海路1号 邮政编码：116026 电话：0411-84728394 传真：0411-84727996
http://www.dmupress.com E-mail:cbs@dmupress.com
大连华伟印刷有限公司印装 大连海事大学出版社发行
2007年7月第1版 2007年7月第1次印刷
幅面尺寸：185 mm×260 mm 印张：12.75
字数：312千 印数：1～3000册
责任编辑：陆 梅 版式设计：小 月
封面设计：王 艳 责任校对：苏炳魁
ISBN 978-7-5632-2077-9 定价：27.00元(含光盘)

前　言

高职高专航海类专业“十一五”规划教材(下称“系列教材”)是交通部科教司为了使高职航海类专业人才培养进一步符合《STCW78/95公约》和我国海事局颁布的《中华人民共和国海船船员适任考试、评估和发证规则》要求而组织编写的。首批系列教材共22种(航海技术专业11种,轮机工程技术专业11种)。编审人员是由交通职业教育教学指导委员会航海类专业指导委员会在全国航海高职院校范围内组织遴选并聘请的专业教师。参加编审的人员普遍具有较丰富的航海高职教学经验与生产实践经历,其中主编和主审均具有副教授以上专业技术职务。

本系列教材依据2006年3月新版《高职高专院校海洋船舶驾驶(航海技术)专业教学指导方案》和《高职高专院校轮机工程技术教学指导方案》中相应课程大纲编写,适用于三年制高职高专航海技术和轮机工程技术专业学生使用,也可作为上述专业中等职业教育和船员培训教材或教学参考书。

本系列教材具有如下特点:

1. 较好地体现了《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》,强调知识更新、突出技能,有利于培养适应现代化船舶的航海技术应用性人才。

2. 紧密结合航海类专业人才培养目标和岗位任职条件,及时充实了新颁布的《中华人民共和国海船船员适任考试大纲》(海船员[2005]412号)内容,有利于增强高职航海类专业毕业生岗位就业能力。

3. 按照《高职高专院校海洋船舶驾驶(航海技术)专业教学指导方案》、《高职高专院校轮机工程技术教学指导方案》设计,使教材理论教学体系与实践教学体系在知识内容与职业技能之间做到相互交融。

4. 把培养合格海员所需的品格素质、知识素质、能力素质和身心素质贯彻教材当中,强化了高职航海类专业学生素质教育力度。

在本系列教材编写、统稿和审校过程中业经多方把关,力求做得更好。时逢教育部普通高等教育“十一五”国家级规划教材遴选,本系列教材中《船舶操纵》等12种教材入选其中。衷心感谢为本系列教材付梓而辛劳的海事局、行业协会、港航企业、航海院校各位专家的帮助和支持。

热切期待教材使用者对本系列教材存在的问题给予指正,欢迎大家积极建言献策,以利交通职业教育教学指导委员会航海类专业指导委员会适时组织人员对本系列教材内容进行修改、调整和充实。

交通职业教育教学指导委员会航海类专业指导委员会

2006年12月

编者的话

《轮机英语听说教程》是根据《STCW 78/95 公约》和中华人民共和国海事局颁布的《中华人民共和国海船船员适任考试、评估和发证规则》的要求，结合轮机管理专业的职业性、技术性和实用性等特点，同时考虑对高职高专航海类专业学生的基本素质和船舶实际工作岗位中的技能要求及高职高专航海类专业的特点而编写的教材。

本教材内容包括：熟悉机舱、与驾驶台联系、物料与备件、加油、日常维修保养工作、值班、交接班、防火与消防、海上演习、紧急情况、修船、接船、PSC 检查等。共有 20 课，每课分课前预习、听力训练、读说训练、对话训练等部分。

本教材既可以作为在校生轮机专业英语学习教材，也可以作为船员在实际工作中的自学、参考书籍。教材编写注重听与说相结合、学与练相结合、范例与实际工作场景相结合，着眼于提高学生的交流沟通能力，着重加强学生的听说训练，从而实现教学与实际工作的融合，满足远洋航运工作的人才需求。

全书的短文部分由刘蓓、江园编写；对话部分由吴万千、王鹏编写；全书练习部分由姜向东、王鹏、刘蓓、江园编写；本教材录音资料由慕冰、李伟峰整理。全书由吴万千、姜向东统稿。

本书配有学习光盘，以帮助使用者学习。由于编者的能力水平及时间精力所限，书中不足和错误在所难免，诚请使用者提出宝贵意见和建议。

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编　者

2007 年 5 月

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Unit One Familiarization with the Engine Room

Part A Pre-reading

Read the following material and answer the questions.

Generally speaking, the work of the engine department is the operation, management and maintenance of all kinds of machinery on board to ensure the normal operation and safety of the ship. Besides deck machinery, most of the machinery is in the engine room, so the engine room is always regarded as the heart of the ship.

In the engine room, the largest and most important equipment is the main propulsion equipment, in which the main engine drives the propeller through the shaft system and the propeller drives the ship.

Most modern ships use diesel engines as the main power unit, which is called the main engine. Other equipment is called auxiliary machinery, which includes pumps, ventilation system, deck machinery, refrigeration system, air conditioning equipment, domestic water system, donkey boiler and pollution prevention systems etc.

All the members of the engine department should be very familiar with the equipment and take good care of it. They should also know and observe relevant laws and conventions about the ship's safety and pollution prevention in their work.

Answer the following questions:

1. What is the main work of the engine department?
2. Why is the main propulsion equipment the most important in the engine room?
3. What does auxiliary machinery include?
4. Why is the engine room regarded as the heart of the ship?
5. What laws should you be familiar with as a member of the engine department?

Part B Listening Tasks

I. Listen to the dialogue and complete the following dialogue with the missing words.

Dialogue 1

(*in the engine room*)

Cadet: Hello, Fourth Engineer! Would you please give me a brief description of the _____?

4th/E: With pleasure. It is a new ship launched last _____. The machinery and equipment are very advanced and its automation has reached a high degree.

Cadet: Is it _____?

4th/E: Yes. In the day time the alarm switch is changed over to a _____, and the motorman is on duty. In the evening it is changed over to the cabin of the _____ who is on duty.

Cadet: What are the power and the revolution of the main engine?

4th/E: The rated power is _____ kW, the rated revolution is _____ r/min.

Cadet: How many generators are there? And what is the power of each one?

4th/E: There are _____. The rated power is _____ kW for each one.

Cadet: It is my first time to get on board a ship. Please help me and give me your advice from now on.

4th/E: No problem.

II. Listen to the dialogue and answer the following questions.

Dialogue 2

1. What are they talking about?
2. What type of main engine is it?
3. How many cylinders does this kind of main engine have?
4. What is the designed rotational speed of the turbocharger?
5. What is the ratio of the stroke to the cylinder bore?
6. Is it necessary for the fuel oil to change over to diesel oil under the maneuvering condition?
7. By what is the heated fuel oil circulated?
8. How is the fuel oil heated in the oil pipe?

III. Listen to the dialogue and then choose the right answers to the questions you have just heard.

Dialogue 3

1. a. Two b. Three c. Four d. Five
2. a. Large capacity b. Simple construction
   c. Small size and good reliability d. All of them
3. a. Lube oil circulating tank b. Fresh water generator
   c. Fuel oil transfer pump d. Daily service tank
4. a. To store the lube oil b. To avoid the deterioration of lube oil
   c. To purifier the lube oil d. To heat the fuel oil
5. a. The construction of the generator b. The working principle of the generator
   c. The usage of the generator d. The characteristics of the generator

Part C Speaking Tasks

Listen to the dialogue and repeat after the recording. Play the dialogue with your partner, and play the role in the dialogue.

(*In the engine room*)

4th/E: The auxiliary machinery is necessary for the safety of ships and the daily life of the crew. So it is important for us to be familiar with them and manage them properly.

Cadet: You are right. Please introduce the auxiliary machinery on board the ship.

4th/E: It is great in number. Please follow me. Let's have a look at the pumps in the engine room. This is No. 1 ballast pump. That is No. 2 ballast pump. Besides, there are service pumps, fire pumps and so on.

Cadet: Can these pumps be taken the place of each other?

4th/E: Of course. They can also be substituted by the main sea water pump.

Cadet: What are the characteristics of these pumps?

4th/E: They are centrifugal pumps driven by motors. These are only some of the pumps on board. Pumps are not only great in number, but also of many kinds.

Cadet: What are the main kinds of pumps on board the ship?

4th/E: Besides the centrifugal pumps, there are reciprocating pumps, vane pumps, gear pumps and screw pumps.

Cadet: Besides pumps, the auxiliary machinery includes many other kinds of equipment and machinery, doesn't it?

4th/E: Yes. Auxiliary machinery mainly refers to all equipment and machinery in the engine room other than the main engine, for example, the auxiliary boiler, the steering gear, the air conditioning system, the fresh water generator, the air compressor, the A. C. generator, the anti-pollution equipment, the emergency equipment and so on. Some deck machinery, such as the steering gear, the windlass, the winches, the cranes and the hatch covers, also belongs to auxiliary machinery. You will be gradually familiar with them.

Cadet: Yes, I will work hard on it.

Part D Read Aloud

Dialogue 1

(*In the Fourth Engineer's cabin*)

Cadet: Fourth Engineer, is it important for seamen to know the legislations and regulations?

4th/E: Yes. As a seaman, you should not only observe your mother country's laws and regulations, but also the international conventions and the local laws and regulations.

Cadet: Does the port authority carry out an inspection when we call at a foreign port?

4th/E: Yes.

Cadet: What inspection should be carried out?

4th/E: First, the frontier defense inspection station, immigration office and the quarantine office carry out the inspection. It is called the joint inspection. This inspection is to check all kinds of papers. It is a qualification inspection.

Cadet: What is the second?

4th/E: It is the PSC inspection, which inspects the safety condition of the emergency, lifesaving and anti-pollution appliances. The purpose is to review how the "three major international conventions" are observed.

Cadet: Is there a third inspection?

4th/E: Yes. It is an inspection to examine some machinery and equipment on board.

Cadet: What are the "three major international conventions" you mentioned just now?

4th/E: They are MARPOL 73/78, SOLAS 74 and STCW 78/95.

Cadet: What organization issued these conventions?

4th/E: The International Maritime Organization. It is usually called IMO for short. Through learning, you will be clear about some detailed requirements. I hope you will be familiar with them as soon as possible.

Cadet: Yes. I will

Dialogue 2

(*In the central control room*)

4th/E: Now, I would like to introduce the central control room to you.

Cadet: It's very kind of you.

4th/E: There are many devices in the central control room. It will take much time to learn about them.

Cadet: Please introduce me to some devices used during watchkeeping.

4th/E: OK. This is the main switchboard. There are many meters and devices on it, such as ammeters, voltmeters, wattmeters, frequency meters, power factor indicators, regulating switches, paralleling device and disconnecting device etc.

Cadet: Is parallel operation usually done by the person on duty?

4th/E: Yes. In general, the engineer on duty does the parallel operation. Only when the engineer permits can the motorman do it. You are not familiar with it now, so you are not allowed to operate it. After you know how to operate it, you will be allowed to do it in the presence of the engineer.

Cadet: Yes. I'll master it as soon as possible.

4th/E: Please have a look. These are the instruments and switches of the main engine, auxiliary engine, boiler and other auxiliary machinery. The name plates are very clear. You can read them by yourself.

Cadet: Yes. The pumps of all kinds of systems can be started in the central control room, can't they?

4th/E: Yes. You can start them directly from here after making sure that everything is correct. Usually, you can start them by means of the local switches in order to adjust the parameters. This can avoid the damage to the machine caused by unreasonable adjustment.

Cadet: I see. I'll check, operate and adjust them carefully.

4th/E: Now, let's look at the display of the alarm systems. These are the confirming and clearing devices. Don't worry in case of an alarm. You should ascertain first and then adjust it. Notify the Chief Engineer if you are not able to deal with it.

Cadet: OK.

4th/E: These are remote change-over switch and starting devices of the main engine. The change-over switch can be grouped into the engine local control, central control room control and bridge control. Those are the screens of all kinds of parameters, auto-printing-out device and simulated devices. You will get familiar with them gradually in future.

Cadet: Yes.

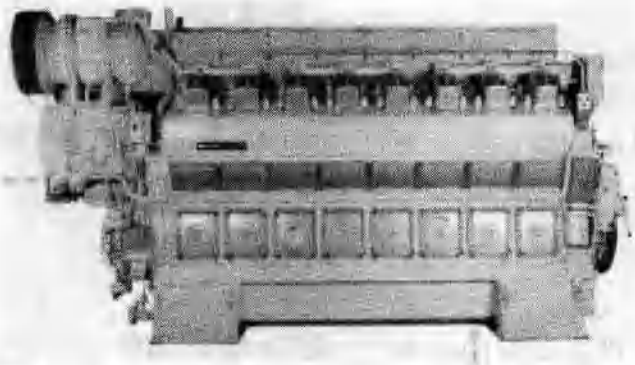
4th/E: That's all for today.

Cadet: Thank you very much.

Part E Oral Practice

I. Picture Talk.

Describe the main engine.



II. Situational Dialogue

1. Tom is a cadet of the engine department, who just graduated from university. The Chief Engineer is introducing the construction of the ship for him.

2. John is a second-year student from a university. His major is marine engineering. The Chief Engineer is making a brief introduction of the equipment and machinery on board the ship to him.

Words and Expressions

maintenance	[ˈmeintinəns]	*n.*	维修，维护，保养
machinery	[məˈʃiːnəri]	*n.*	[总称]机器，机械
propeller	[prəˈpelə]	*n.*	推进器，螺旋桨
shaft	[ʃɑːft]	*n.*	轴
auxiliary	[ɔːgˈziljəri]	*adj.*	辅助的，补助的
ventilation	[ventiˈleiʃən]	*n.*	通风，流通空气
refrigeration	[riˌfridʒəˈreiʃən]	*n.*	冷藏，制冷，冷却
domestic	[dəˈmestik]	*adj.*	家庭的，生活用的
convention	[kənˈvenʃən]	*n.*	公约，条约，协议

cabin	[ˈkæbin]	*n.*	舱室
revolution	[ˌrevəˈluːʃən]	*n.*	转数
cylinder	[ˈsilində]	*n.*	气缸
bore	[bɔː]	*n.*	镗孔
piston	[ˈpistən]	*n.*	[机]活塞
stroke	[strəuk]	*n.*	冲程
cam	[kæm]	*n.*	凸轮
reversible	[riˈvəːsəbl]	*adj.*	可倒转的,可反向的
scavenging	[ˈskævindʒiŋ]	*n.*	扫气;*a.* 扫气的
supercharge	[ˌsjuːpəˈtʃɑːdʒ]	*vt.*	对……增压
turbocharger	[ˈtəːbəuˌtʃɑːdʒə]	*n.*	涡轮增压器
rotational	[rəuˈteiʃənəl]	*adj.*	转动的,轮流的
variable	[ˈvɛəriəbl]	*n.*	变数,可变物,变量;*adj.* 可变的,不定的,[数]变量的
indicator	[ˈindikeitə]	*n.*	示功器,指示器
maneuver	[məˈnuːvə]	*v.*	机动操纵;*n.* 机动
characteristic	[ˌkæriktəˈristik]	*adj.*	特有的,表示特性的,典型的;*n.* 特性,特征
component	[kəmˈpəunənt]	*n.*	部件,成分
liner	[ˈlainə]	*n.*	衬套
booster	[ˈbuːstə]	*n.*	升压器
sump	[sʌmp]	*n.*	油底壳
deterioration	[diˌtiəriəˈreiʃən]	*n.*	变坏,退化,堕落
spindle	[ˈspindl]	*n.*	心轴,轴,杆
sleeve	[sliːv]	*n.*	套筒,衬套
bearing	[ˈbɛəriŋ]	*n.*	轴承
solenoid	[ˈsəulinɔid]	*n.*	[电]螺线管
ballast	[ˈbæləst]	*n.*	压载,压舱物
substitute	[ˈsʌbstitjuːt]	*n.*	代用品,代替者,替代品;*v.* 代替,替换,替代
centrifugal	[senˈtrifjugəl]	*adj.*	离心的;*n.* 离心机
reciprocate	[riˈsiprəkeit]	*v.*	往复,来回
vane	[vein]	*n.*	(风车,螺旋桨等的)翼,叶片
emergency	[iˈməːdʒənsi]	*n.*	紧急情况,突然事件,非常时刻,紧急事件
windlass	[ˈwindləs]	*n.*	起锚机,卷扬机,辘轳,绞盘
winch	[wintʃ]	*n.*	绞盘
crane	[krein]	*n.*	起重机
legislation	[ˌledʒisˈleiʃən]	*n.*	立法,法律的制定(或通过)
frontier	[ˈfrʌntjə]	*n.*	国境,边疆,边境
defense	[diˈfens]	*n.*	国防机构,防御
immigration	[ˌimiˈgreiʃən]	*n.*	移居入境

quarantine	[ˈkwɔrəntiːn]	*n.*	检疫，隔离，检疫期间
qualification	[ˌkwɔlifiˈkeiʃən]	*n.*	资格，条件
instrument	[ˈinstrumənt]	*n.*	工具，手段，器械，器具
parameter	[pəˈræmitə]	*n.*	参数，参量
remote	[riˈməut]	*adj.*	遥远的，偏僻的，细微的
simulate	[ˈsimjuleit]	*vt.*	模拟，模仿
cadet	[kəˈdet]	*n.*	实习生

deck machinery	甲板机械
main propulsion equipment	主推进装置
shaft system	轴系
UMS [缩] *Unattended Machinery Space*	无人机舱
rated power	额定功率
piston stroke	活塞冲程
crosshead-type	十字头式
double cam reversible	双凸轮转向
uniflow scavenging	直流扫气
connecting rod	连杆
bored injection oil-cooling technology	钻孔喷射油冷技术
thermal load	热负荷
combustion chamber	燃烧室
variable timed injector	可变定时式喷油器
electrical indicator	电子示功器
maneuvering condition	机动状态
fuel oil circulating pump	燃油循环泵
steam-tracing pipe	蒸汽伴行管
built-up type	组合式
fuel oil booster pump	燃油增压泵
spindle sleeve type	轴套式
solenoid valve	电磁阀
hallast pump	压载泵
service pump	通用泵
fire pump	消防泵
centrifugal pump	离心泵
reciprocating pump	往复泵
vane pump	叶片泵
gear pump	齿轮泵
screw pump	螺杆泵
fresh water generator	造水机
steering gear	舵机

hatch cover	舱盖
frontier defense inspection station	边防检查站
immigration office	移民局
quarantine office	卫生检疫局
joint inspection	联检
qualification inspection	资格检查
PSC inspection [缩] Port State Control inspection	港口国监督检查
MARPOL [缩] Marine Pollution Prevention Convention	船舶防污染公约
SOLAS [缩] International Convention of the Safety of Life at Sea	国际海上人命安全公约
STCW [缩] Standards of Training, Certification and Watchkeeping for Seafarers	海员培训、发证和值班标准国际公约
IMO [缩] International Maritime Organizations	国际海事组织
central control room	集中控制室
power factor indicator	功率因数指示仪
paralleling device	并电装置
disconnecting device	解列装置
parallel operation	并电操作
name plate	铭牌
local switch	机旁控制开关
confirming and cleaning device	确认和消除装置
simulated device	模拟设备

Useful Expressions

1. The main body of a ship is called the hull.
2. The ship is divided into three parts: the fore end, the mid-ship, and the after end.
3. The foremost part of a ship is called the bow and the rearmost part is called the stern.
4. Decks divide the hull horizontally and bulkheads vertically.
5. There are two departments on board. They are deck department and engine department.
6. The Captain is in charge of the whole ship. He is responsible for the ship, her cargo and the safety of the crewmembers.
7. The ship is equipped with a main engine with a capacity of 20 000 horse power.
8. It is the main engine that provides the driving power for the ship.

Unit Two Communication with the Bridge

Part A Pre-reading

Read the following material and answer the questions.

Good communication between the engine room and the bridge is very important. Besides the operation of machinery during the voyage, when the ship is in port, if the engine department wants to do any work that may influence the properties of the machinery or the ship's safety, they must inform the bridge; while the ship is at sea, this communication is carried out regularly in the daily exchange report (noon report). It can also be done by means of telephone or telegraph in the engine room. The equipment should be used to make two departments work cooperatively when the main engine is on operation, turning on air, on stand-by or changing speed or direction. The equipment must be checked with the bridge for sure before every voyage.

Also, in the engine room, various records are kept. Engineers should fill in records according to regulations during daily and navigational watches. The time and requirements of the orders from the bridge should be kept in relevant records and signed by the person on duty for future reference.

Answer the following questions:

1. What may happen if the communication between the engine room and the bridge fails?
2. When do you need to communicate with the bridge?
3. What methods and ways can be used to communicate with the bridge?
4. Why do you think the records of the communication should be maintained?
5. Do you think English is very important during the communication? Why?

Part B Listening Tasks

I. Listen to the dialogue and complete the following dialogue with the missing words.

Dialogue 1

(*on the way to the port of destination*)

C/E: Hello, Chief Engineer here. Is that the _____?

2nd/E: Yes. What's up?

C/E: I've just been informed that our ship will reach the _____ of the destination port at _____ tomorrow morning.

2nd/E: Yes, I get it.

C/E: Please give the main engine a brief trial _____ according to the notice of the bridge.

2nd/E: OK. I'll get everything ready.

(*an hour later*)

C/O: Hello. This is the _____.

2nd/E: Hello. This is the Second Engineer.

C/O: Please change over to _____ and stand by engine.

2nd/E: Yes. I'll give the main engine _____.

C/O: All right. But before that, you must inform me.

2nd/E: Yes, I will.

(30 *minutes later*)

2nd/E: Hello. Is this the chief officer? The main engine is _____.

C/O: OK. Proceed _____.

II. Listen to the dialogue and answer the following questions.

Dialogue 2

1. How many speakers are there in the dialogue, and who are they?
2. What is the weather like?
3. What did the Captain inform?
4. What does the Third Engineer ask the oiler to do?
5. Is the fog becoming heavier or lighter?
6. What speed is the ship sailing at?

III. Listen to the dialogue and then choose the right answers to the questions you have just heard.

Dialogue 3

1. a. The 3rd engineer	b. The Chief Engineer	c. The Captain	d. The 2nd engineer
2. a. Fuel oil	b. Cooling water	c. Lubricating oil	d. Exhaust gas
3. a. Inlet valve	b. Starting air valve	c. Exhaust valve	d. Fuel valve
4. a. 110 ~ 112	b. 106 ~ 108	c. 98 ~ 100	d. 104 ~ 107
5. a. At 3 o'clock	b. At 6 o'clock	c. At 4 o'clock	d. At 5 o'clock

Part C Speaking Tasks

Listen to the dialogue and repeat after the recording. Practise the dialogue with your partner, and play the role in the dialogue.

(*before sailing*)

Capt.: Hello. This is the Captain. Is the Chief Engineer there?

C/E: Hello. This is the Chief Engineer.

Capt.: I've just been informed that our ship starts sailing at 15:00 o'clock this afternoon. Stand by the engine at 14:00 o'clock. Now, please report the amount of oils remaining on board.

C/E: Yes. Hold on, please. Let me check it. There are 1 886.4 tons of fuel oil, 207.3 tons of diesel oil, 24 800 liters of cylinder oil, 21 340 liters of main engine lube oil and 7 380 liters of generator lube oil.

Capt.: All right. I know.

(*a few minutes later*)

C/E: Hello. This is the Chief Engineer.

2nd/E: Hello. This is the Second Engineer.

C/E: The engine will be on stand-by at 14:00 o'clock. Please get everything ready.

2nd/E: OK. I see. The exhaust valve of the main engine will be reassembled at half past eleven.

(*at 14 o'clock*)

2nd/E: Oiler, it's time for stand-by.

Oiler: Yes.

2nd/E: Hello. Is that the duty officer? Second Engineer here.

2nd/O: Hello. This is the second officer.

2nd/E: Shall we test the steering gear?

2nd/O: All right. Now, I'll operate it and you will tell the degrees of the rudder angle to me.

2nd/E: OK. Port 5! Port 10! Port 20! Hard-a-port! Starboard 5! Starboard 10! Starboard 20! Hard-a-starboard!

2nd/O: All right. No problem.

2nd/E: Now, let's check out the clock and the telegraph.

2nd/O: Please go ahead.

2nd/E: Oh, the clock in the engine room is one minute and eight seconds slower than that on the bridge. Now I've already corrected it.

2nd/O: That's all right.

2nd/E: Can we turn on the main engine right now?

2nd/O: Please wait a minute. The gangway has not been taken in. I'll directly answer the telegraph to you in a few minutes.

2nd/E: All right. Thanks.

Part D Read Aloud

Dialogue 1

(*sailing in congested waters*)

2nd/O: Hello. Second officer here. Is that the duty engineer?

3rd/E: Yes, this is the Third Engineer.

2nd/O: The ship is sailing in congested waters. For the sake of safety, please stand by the engine all the time. I have reported it to the Captain. He has informed the Chief Engineer.

3rd/E: Yes. I see. I'll get ready at once. Oiler, open the main starting valve.