


驾驶专业

中华人民共和国海船船员适任考试培训教材

航海英语

(船长)

 中国海事服务中心组织编审

Nautical English

Captain



人民交通出版社
China Communications Press



大连海事大学出版社
Dalian Maritime University Press

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前 言

《中华人民共和国海船船员适任考试和发证规则》(简称 11 规则)已于 2012 年 3 月 1 日起生效,新的《中华人民共和国海船船员适任考试大纲》也将于 2012 年 7 月 1 日开始实施。为了更好地指导帮助船员进行适任考试前的培训,进一步提高船员适任水平,在交通运输部海事局领导下,中国海事服务中心组织全国有丰富教学、培训经验和航海实际经验的专家共同编写了与《中华人民共和国海船船员适任考试大纲》相适应的培训教材。本教材编写依据 STCW 公约马尼拉修正案,采用图文并茂的形式,改变了长期以来以文字为主的教材编写方式。本教材的创新模式对今后的船员适任培训具有重要的指导意义。

本套教材知识点紧扣考试大纲,具有权威、准确、系统、实用的特点,重点突出船员适任考前培训和航海实践需掌握的知识,旨在培养船员具备在实践中应用知识的能力,并可作为工具书帮助船员上船工作使用。

本套教材由航海英语、船舶操纵与避碰、航海学、船舶结构与货运、船舶管理(驾驶)、(高级)值班水手业务、高级值班水手英语,轮机英语、船舶动力装置、主推进动力装置、船舶辅机、船舶电气与自动化、船舶管理(轮机)、(高级)值班机工业务、高级值班机工英语,电子电气员英语、船舶电气、船舶机舱自动化、信息技术与通信导航系统、船舶管理(电子电气员)、电子技工业务、电子技工英语组成。

本套教材在编写、出版工作中,得到了各直属海事局、各航海院校、海员培训机构、航运企业、人民交通出版社、大连海事大学出版社等单位的关心和大力支持,特致谢意。

中国海事服务中心

2012 年 3 月



编者的话

本书是基于履行《STCW 公约》马尼拉修正案而最新修订的航海英语适任考试大纲进行编写的,涵盖了大纲要求的无限航区船长应掌握的航海英语阅读和写作的内容。同时,本书的编写以航海英语交流能力训练为主旨,重点培养学生航海英语阅读和写作能力;以“实用、管用、够用”为标准,选择了船长实际工作中需要阅读理解和写作的最新、最真实的航海英语素材编写而成。本书编写中融合了英语语言技能训练和航海专业知识理解和运用,由航运业专家、海事院校航海专业学术带头人和英语专业学术精英共同合作而成。本书可以作为参加无限航区船长适任考试的培训教材,也可以作为航海专业人士提高航海英语能力的自学资料。

本书主要特色:(1)强调交际型语言学习和教学法:编者充分考虑航海英语语言学习的交流目的,以丰富的练习形式使学生能够学以致用,突出最新的基于话题的交际型语言学习和教学方法,重视学生应用航海英语的能力的训练。(2)选择真实语言材料:本书所选用的航海英语语言材料多数来自船载的及陆上与航运相关的出版物和材料,包括船长实践工作中需要的阅读理解和写作应用的各种表格,文档,指南以及公约和法规方面的内容。

单元组织结构:本书共由九个单元组成,每个单元根据大纲涵盖的知识点分成一个或多个章节,第一到第八单元为航海英语阅读,第九单元为船长业务英语写作。

航海英语阅读主要由九部分组成:预热,即 Warming-up,提供话题相关的背景知识阅读及引领学生思考的讨论话题;正文阅读,即 Texts,提供精选的实用阅读段落;生词和短语,即 New Words and Expressions 提供课文中的生词和短语解释;注释,即 Notes,提供课文中背景知识和难度较高句子的解释;阅读理解练习,即 Reading Comprehension,提供对于正文阅读材料的理解练习;词汇练习,即 Vocabulary Exercise,提供主要专业词汇和常用词汇及词组的练习;翻译练习,即 Translation Exercise,提供本单元相关的常用句式的翻译练习;扩展词汇,即 Vocabulary

Link, 提供和本单元话题相关的补充词汇; 扩展阅读, 即 Further Reading, 增加与本单元话题相关的阅读材料。

船长业务写作由四部分组成: 预热, 即 Warming-up, 提供与写作相关的背景知识; 写作指南, 即 Instructions for writing, 提供写作规范和句式; 写作范文, 即 Writing Sample, 提供经典的实用写作范例; 写作练习, 即 Writing Exercise, 提供船长业务中实际写作练习场景。

本教材由罗卫华和范济秋主编, 沈江和陈镇炎主审, 参编人员: 李燕, 佟大明, 潘琪, 李冰冰, 马志波, 张广凤, 徐瑾, 鹿学军, 王芳, 王静, 白洪丹, 臧成杰, 祁凡, 韩晓娜。大连远洋运输公司的高级船长高光强, 张宝元, 大连海达船员管理公司经理马忠民船长, 大连海事大学航海学院的船长沈江, 朱金善, 提供了很多宝贵资料和建议在此一并致谢。中国海事服务中心的朱耀辉参与了教材的主要审定工作。

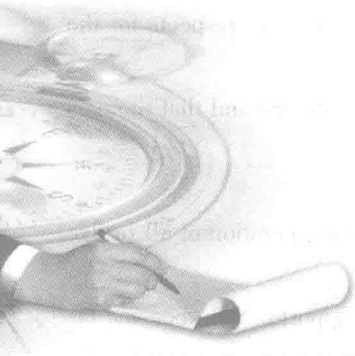
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编者
2012年5月



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Unit 1

Masters' Responsibilities and Nautical Publications

Lesson 1 Masters' Responsibilities

I Warming-up

Questions for discussion:

1. *What qualities do you think are essential to a Master?*
2. *How much do you know about the responsibilities of a Master?*

Read the following passage and check your answer.

II Text

Responsibilities of Master

a) Safe Navigation

The Master must understand that nothing contained in this chapter is to be construed in any way to relieve him of his full responsibility for the safe navigation of his ship and the efficient organisation on board.

The Master has overall responsibility for the safe operation of his vessel in accordance with flag state laws and international regulations. Under no circumstances is commercial pressure to justify the taking of an unnecessary risk. The Company will support a decision taken by a Master in good faith and in the interests of safety.





The Master is fully responsible for:

The safety of life on board and for the ship, her cargo and the environment. Ensuring that before proceeding to sea the ship is fully equipped and in a seaworthy condition in all respects for the entire voyage.

Ensuring that stability, trim and stress are adequate for all stages of the voyage and that the cargo is properly and safely stowed.

Ensuring that a berth-to-berth passage plan is prepared.

Ensuring that all Bridge Personnel are fully familiar with the location and operation of all bridge controls and equipment before they assume responsibility for bridge watch.

Ensuring that all personnel joining the vessel have sufficient time and opportunity to become familiar with the shipboard equipment, operating procedures, and other arrangements required for the proper performance of their duties.

Ensuring that the draught of the ship is readily available to the officer of the watch throughout the voyage.

Ensuring that the bridge is properly manned for the prevailing conditions.

Ensuring that all Bridge Navigation Officers reporting aboard Company vessels are aware of the requirements of this chapter and of any relevant Fleet Letters, Circular Letters, checklists, etc.

Ensuring that all navigational equipment is maintained in a satisfactory working condition and that any breakdown or malfunction of navigational equipment is immediately reported to the Fleet Superintendent in order that corrective and remedial action can be immediately instigated.

Responsible for conducting and recording at the required intervals a navigational procedures audit in order to ensure that all officers are complying with the necessary procedures.

b) Company & Master's Standing Orders

On taking over command, the Master is to record his own Standing Orders, which are to be written with regard to the contents of this section. The Master is entitled to vary responsibilities and duties on board to meet any exceptional circumstances. These Standing Orders are to be kept with the Company Standing Orders in a permanent place on the Bridge. These orders are to be signed by all Watchkeeping Officers.

The Master must include in his standing orders his requirements for the minimum acceptable "closest point of approach (CPA)". Standing orders must stipulate that in the event of a 'give-way' vessel not complying with the collision regulations that appropriate action is to be taken to prevent collision.

Standing orders must also clearly specify and leave no doubt on:

Calling the Master.

Reducing speed in the event of restricted visibility or other circumstances (distances should be specified).

Posting lookout(s).

Manning the wheel.



The use of bridge equipment and navigational aids.

The provision of additional watchkeeping personnel in special circumstances, e. g. heavy traffic, narrow passages, restricted visibility, heavy weather or navigating in ice.

Radio watchkeeping and GMDSS procedures.

c) International Regulations for the Prevention of Collision at Sea

All traffic is to be given a wide and safe berth as laid down in the International Regulations for the Prevention of Collision at Sea. These regulations are amended from time to time and the Master, along with his navigation officers, must be aware of the latest amendments.

Masters are to also ensure that all watch officers are aware of the handling characteristics of their vessel with special emphasis being made to turning circles and stopping distances. The vessels turning circles and stopping distances are to be prominently displayed on the bridge.

d) Master's Daily Bridge Orders

The Master is to prepare daily bridge orders and write them in the Bridge Order Book. Such orders are to be initialed by each Officer of the Watch. Orders are to include the course to be steered, with errors allowed, distance to be maintained off the land and such other instructions, as the Master considers necessary.

e) Accident, Collision and Salvage

The Master must appreciate the seriousness of the responsibilities imposed upon him by the existing statutes of the applicable flag state. This requires the Master of each vessel involved in a collision as long as he can do so without danger to own vessel, crew and passengers to:

Render to the other Vessel, her Master, Crew and Passengers assistance as may be practicable and necessary to save them from danger caused by the collision, and to stay by the other vessel until it has been ascertained that no further assistance is required.

Provide to the Master of the other vessel the name of own vessel, port of registry and names of ports from which the vessel has come and to which she is bound.

In the event of a collision or casualty or of salvage or other services being rendered to or by his ship, the Master must immediately after the occurrence inform the Company by the quickest means possible, i. e. Telephone when available. Brief details are to be passed in this way and he must back up this report with a full written report. If a collision occurs the Master must also communicate with the Master of the other ship, by the most practical means available in the circumstances, holding him and his Owners responsible for the accident. He must endeavour to obtain at least an acknowledgement for this.

In the event of an accident or breakdown, the Master's first priority is the preservation of life and the Master has the absolute authority to engage any assistance necessary to protect the vessel, her crew, cargo and the environment. In situations of danger, where immediate assistance is required, such help should be obtained, where possible, by agreement to Lloyd's Standard Form of Salvage Agreement. A copy of this form must be carried onboard.

In the event that potential Salvors are unwilling to accept this form, the Master has authority to





agree any basis of assistance necessary to avert immediate danger.

In some situations contracts may exist with salvage and towing companies. If this is the case appropriate vessels will have been advised in advance. Typical examples are vessels with OPA 90 Vessel Response Plans where a Salvor for US waters will be identified or in some port areas where Owners have contracts with towing companies that include a clause for vessels in distress or experiencing difficulties.

If time and circumstances permit, reference shall be made to the Company, providing always that this does not delay the taking of such immediate action.

An entry must be recorded in the Official Log Book concerning any such agreement made.

Depositions before any Governmental Official following a casualty or accident need great care to ensure that no material facts are omitted, nor anything incorrectly stated. In these cases lawyers will be appointed and wherever possible statements should not be provided until the lawyer attends. The Company will confirm the name of the firm of the lawyer attending on the Owner's behalf as soon as known.

In all cases where the ship encounters heavy weather or suffers an accident of any kind, no matter how minor, the Master is to note Protest and submit a detailed report to the Company. Where there is reason to suppose that the ship or cargo has sustained damage, he is to send certified copies of the notation to the Company.

In all cases where damage has occurred (or is thought to have occurred) to the ship's structure or machinery, the Master is to ensure in conjunction with the Chief Engineer Officer and the Chief Officer, that a full assessment is made of the situation, including a diver's survey (if necessary).

The incident or damage is to be thoroughly investigated and a full and accurate report submitted to the Company.

f) Assistance to Ships in Distress

By International Law, Master is required to give all possible assistance to save life. The Master must not overlook that his prime responsibility is the safety of his own ship and the lives on board and undue risks are not to be taken.

g) Use of Main Engine

The Master is responsible for providing the Chief Engineer Officer with adequate notice before Standby for manoeuvring. He must also keep the Chief Engineer Officer fully advised of the ship's itinerary to enable him to arrange the proper maintenance of machinery. It must be understood however that ship's engines remain at the disposal of the bridge team at all times.

The Master must liaise fully with the Chief Engineer regarding suitable periods for operating the main engine in the unmanned condition as well as ensuring that the relevant procedures in 4.2.3 of this manual are correctly implemented. The Master and Chief Engineer must also ensure that all deck and engineer officers are thoroughly familiar with the operation of the main propulsion control systems. See 3.7.14 of this manual.



h) Ship's Speed

At all times the ship's speed is to be controlled by the Master, except in circumstances where the OOW is required to alter speed in order to comply with the collision regulations, contingencies or weather conditions. Setting the vessels voyage speed must be in line with the voyage orders and in full consultation with the Chief Engineer. Reference is also to be made to 3.2.8 of this manual (collision avoidance).

i) Charts

The Master must ensure that he has all the charts and publications on board for the intended passage and that all charts are corrected to the latest Notices to Mariners available and Radio Navigational Warnings.

Occasionally voyage orders will change and charts may not be held on board for the new trading area. In such cases, the Master must obtain adequate charts of a large enough scale (i. e. having sufficient detail to navigate the area safely) before entering the area. The DPA must be contacted in such circumstances and advised of the facts, even if charts have been sourced locally. Note however, that this does not remove any responsibility from the Master for ensuring adequate charts are on board for the passage and not only limited to adequate scale charts but also properly surveyed charts. Therefore it is intended to bring to the attention of ship operators and masters the potential hazards of taking ships into poorly surveyed or unsurveyed areas. The information on a nautical chart is based on hydrographic surveys.

Hence on no account is a vessel to proceed to an area without adequate charts of a suitable scale. If necessary, the vessel will be stopped or deviated to obtain the correct charts before proceeding. Care and judgement should be exercised by Master when using such poorly surveyed charts if no other chart is available for the area, vessels must carry out complete risk assessment and keep management advised and remain on recognised routes and avoid short cuts. If vessel is to proceed on a voyage into remote areas, for emergency or operational reason, it is recommended that the chart is studied carefully to determine the level of risk and local information sought carrying out risk assessment and keeping management advised.

When notification is received that a chart is cancelled, the chart in question must be clearly and permanently marked "cancelled" on the face side. It should be stored away from the folios and, once the replacement chart is received on board, removed from the ship entirely.

j) Ship Handling

When circumstances permit, the Master is to provide opportunities for the Chief Officer and the other deck officers to gain experience in ship handling. In particular, this is to take place during coastal navigation and port approaches, under the direct supervision of the Master.

k) Watchkeeping to Assist the Chief Officer

Subject always to the overriding considerations of safety and STCW 95 requirements and where geographical and weather conditions allow, the Master is encouraged at his own discretion to take over some of the purely Watchkeeping duties of the Chief Officer. This will allow the Chief Officer to



devote more time to the overall supervision of the crew, particularly during periods of peak activity.

l) Margin of Safety

The Master must give clear instructions on the navigation aids to be in use and the required margins of safety on closing land or a navigational danger, which will include clearly marking the information on the charts in use, during any period he expects to be absent from the bridge. He must also indicate the frequency with which the position is to be fixed for each section of the passage. The Master must not be pressurised into making hasty judgements due to commercial pressures from any person.

m) Navigational Audits

In order to check that navigational practices and bridge procedures are correctly and consistently applied, the Master is to carry out audits at least every three months on his bridge team. A form (NVG 24) is to be used for this purpose. Should the answer to any question be in the negative, then suitable remarks along with corrective action is to be made and a copy sent to the management office. Supplementary questions may be added by the Master as necessary.

Visiting superintendents will also carry out navigational audits at least once per year as part of the vessel's internal audit programme.

III Vocabulary and Expressions

construe [kən'stru]

justify [ˈdʒʌstɪfaɪ]

seaworthy [ˈsi:wə:ðɪ]

stow [sto]

deposition [ˌdepə'zɪʃ(ə)n]

circular letters

remedial [ri'mi:diəl]

draught [dra:ft]

comply with

prevailing [prɪ'veɪlɪŋ]

instigate [ˈɪnstəˌgeɪt]

stipulate [ˈstɪpjəˌleɪt]

initial [ɪ'nɪʃəl]

render [ˈrɛndə]

ascertain [ˌæsə'teɪn]

salvage [ˈsælvɪdʒ]

avert [ə'vɜ:t]

liaise [li'eɪz]

v. 解释;理解为

v. 证明...是正当的;为...辩护

a. 适航的;经得起风浪的

vt. 堆装;装载

n. 免职

通函

n. 矫正,改正

n. 吃水

遵守

a. 主要的

v. 发起

v. 规定

v. 签姓名的首字母于(文件)

v. 给予,提供

v. 查明,确定

n. 救助,打捞

v. 防止,避免

v. 联络,联系上



contingency [kən'tɪndʒənsɪ]

n. 紧急事件

folio [ˈfɒliə]

n. 图夹

discretion [dɪ'skrɛʃən]

n. 自由酌情处理

margin [ˈmɑ:dʒɪn]

n. 余地, 差额

pressurize [ˈpreʃə,raɪz]

v. 使加压

audit [ˈɔ:ɪtɪ]

v. 审核, 检查

IV Notes

1. The Master must understand that nothing contained in this chapter is to be construed in any way to relieve him of his full responsibility for the safe navigation of his ship and the efficient organization on board.

参考译文: 船长须了解其对于船舶安全航行与有效管理负有全权职责。本章节任何内容都不可作为减轻其职责的解读。

2. Under no circumstances is commercial pressure to justify the taking of an unnecessary risk.

参考译文: 任何情况下, 商业压力不能成为无谓冒险的理由。

3. In all cases where damage has occurred (or is thought to have occurred) to the ship's structure or machinery, the Master is to ensure in conjunction with the Chief Engineer Officer and the Chief Officer, that a full assessment is made of the situation, including a diver's survey (if necessary).

参考译文: 在船体或设备发生损坏(或认为已经损坏)的情况下, 船长务必确保与轮机长及大副一起对损坏情况进行全面评估, 包括(如有必要)派潜水员下水勘察。

V Exercises

Task 1 Reading Comprehension

A. Answer the following questions according to the passage.

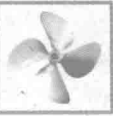
1. What safety measures should the Master take before proceeding to the sea?
2. What should the Master do with the cargo on board?
3. What requirements should the Master meet before the Bridge Personnel assume responsibility for bridge watch?
4. What if the breakdown or malfunction of navigational equipment is not immediately reported to the Fleet Superintendent?
5. What are included in the Master's Daily Bridge Orders?
6. What measures should the Master take to inform his company when there is a collision or casualty?



7. Why does the Master need great care to make depositions before any Governmental official?
8. When there are no adequate charts of a suitable scale, what are the necessary steps the ship should take

B. Multiple Choice

1. It is stated that the Master should be responsible for the following except _____.
A. the efficient organization on board B. the safe navigation of his ship
C. flag state laws D. the environment
2. _____ is not mentioned as the necessary steps that the Master should take before the vessel proceeds to the sea.
A. The ship equipment B. The seaworthy condition
C. The cargo's stowage D. The entire voyage
3. The Master should require that all _____ know well about the location and operation of all bridge controls and equipment.
A. the personnel on the vessel B. Bridge Personnel
C. navigation officers D. the owners of the vessel
4. The Master should ensure as well that the _____ of the ship is readily available to the officer of the watch throughout the voyage.
A. draught B. performance
C. arrangement D. equipment
5. The Master should ensure that any breakdown or malfunction of navigational equipment is reported at once in order to _____.
A. maintain the equipment B. take remedial action
C. keep the record D. assume responsibility
6. Which of the following statement is NOT right as far as the Master's standing orders are concerned?
A. The Master should record his own standing orders.
B. The Master is entitled to change these orders.
C. The orders should be kept with the Company Standing Orders on the Bridge.
D. These orders are to be signed by all Watchkeeping Officers.
7. The Master's standing orders must be specific and clear enough in the following situations except _____.
A. manning the wheel B. posting lookouts
C. radio watchkeeping D. restricting visibility
8. To prevent collision at sea, the involved personnel mentioned do not include _____.
A. the Master B. navigation officers
C. watch officers D. the pilots
9. As laid down in the International Regulations for Preventing Collision at Sea, the Master should know about _____.



- A. the latest amendments to the regulations
 B. the turning circles of his ship
 C. the stopping distances
 D. the given berth position
10. Which statement is NOT part of the requirements of the Master's Daily Bridge Orders?
 A. The Master should write the orders in the Bridge Order Book.
 B. The orders should be signed by each officer of the Watch.
 C. The orders should be amended from time to time.
 D. The orders should include instructions about steering, errors allowed.
11. In the event of a collision, the Master of each vessel is required _____.
 A. to be responsible for his own vessel, crew and passengers
 B. to stay with the other vessel until assistance is required
 C. to render assistance as may be practicable and necessary
 D. to appreciate the seriousness of the responsibilities imposed upon him
12. In case of a collision or casualty, the Company requires that the Master should _____.
 A. inform the company right after the accident
 B. telephone the company when available
 C. pass the brief details later
 D. protect the vessel
13. The Master should keep the Chief Engineer Officer advised of the ship's itinerary in order to _____.
 A. standby for manoeuvring
 B. make him able to arrange the proper maintenance of machinery
 C. keep the ship's engines at the disposal of the bridge team
 D. operate the main engine in the unmanned condition
14. Although the Master should control the ship's speed all the time, the speed decision may be changed according to _____.
 A. OOW's request
 B. collision regulations
 C. the Chief Engineer
 D. the Chief Officer
15. Sometimes voyage orders will change and charts may not be held on board for the new trading area. Then the least advisable step for the Master to do is to _____.
 A. obtain adequate charts of a large enough scale
 B. contact the DPA
 C. enter the area carefully
 D. source the charts locally
16. When using poorly surveyed charts, the Master is not advised to _____.
 A. exercise care and judgment
 B. carry out complete risk assessment
 C. remain on recognized routes
 D. take short cuts