

NAUTICAL ENGLISH

远洋航海英语

专业阅读

吴德懋 编著

- 进港指南 ● 航海通告 ● 航路指南
- 租船合同 ● 海难救助 ● GMDSS ● GPS
- ECDIS ● 气象定线 ● 国际海上避碰规则
- 航海通告 ● 航路指南 ● 租船合同
- 海难救助 ● GMDSS ● GPS
- ECDIS ● 气象定线 ● 国际海上避碰规则

大连海事大学出版社

NAUTICAL ENGLISH

远洋航海英语

专业阅读

吴德懋 编著

大连海事大学出版社

(辽)新登字 11 号

图书在版编目(CIP)数据

远洋航海英语专业阅读=NAUTICAL ENGLISH/吴德懋
编著·-大连:大连海事大学出版社,1994

ISBN 7-5632-0765-1

1. 远…

Ⅱ. 吴…

Ⅲ. 航海-英语-教材

N. H319.4 : U675.1

中国版本图书馆 CIP 数据核字(94)第 04275 号

大连海事大学出版社出版

(大 连)

大连海事大学印刷厂印刷 大连海事大学出版社发行

1994 年 7 月第 1 版 1995 年 9 月第 2 次印刷

开本:850×1168 毫米 1/32 印张:21.75

字数:546 千 印数:5001~10 000

定价:24.80 元

内 容 提 要

本书编写目的是培养远洋船舶驾驶人员阅读有关英文专业资料与书籍的能力。内容有《进港指南》、《航海通告》、《航路指南》、《国际海上避碰规则》、海难救助、全球海上遇险安全系统(GMDSS)、全球定位系统(GPS)、电子海图显示与信息系统(ECDIS)、气象定线、租船合同等。选材最新,如《进港指南》系1993—1994年版。

本书可用作高校教材,亦可用作远洋船舶驾驶人员的自学教材。为此,本书有另册参考书,内容有练习的全部答案与课文和练习中阅读部分的全部译文。

本书在编写过程中得到了众多专家的协助。其中：杨美楣教授对本书进行了全面审校；章承德高级船长与贾传荧教授分别对参考书的大部分译文以及 GMDSS、GPS 和 ECDIS 三课的译文进行了审校。夏国忠教授、任茂东副教授、刘正江副教授、王建平副教授、郭子瑞船长等均对本书的编写提出过指导性意见。

编者在此谨向他们致谢。

编写说明

一、本书编写目标是培养学员具备独立阅读与远洋船舶驾驶有关的英文专业资料与书籍的能力。内容选自最新航海资料及有关论文与书刊,选材注意少而精,突出本专业英语语言特点。

二、本书内容重点为进港指南和航海通告,其它内容包括航路指南,避碰规则,海难救助,全球海上遇险安全系统(GMDSS),全球定位系统(GPS),电子海图显示与信息系统(ECDIS),气象定线,租船合同等等。

三、授课学时总数为 80,如基础较差,则为 120。课程共分为 20 单元,每 4 学时或 6 学时一单元。

四、每教学单元分课文与练习两大部分。课文部分包括详细的词汇短语注译与语言难点注释,以利学员自学。

练习部分是为巩固所学内容的教材重要组成部分,学员通过练习可判定掌握程度。练习着重对课文语言的分析归纳,分别编入当课与后继课程的“EXERCISES”中。练习分为(a)选择理解;(b)词汇,短语,句型;(c)语法结构;(d)英译汉为主的翻译以及(e)与课文内容相当的段落或文章阅读。前三部分为纯复习性练习,无扩展性内容;后两部分则兼起复习巩固与扩展语言知识的作用。

五、为便于教师授课与学员自学,教学参考书中包括课文与每课最后阅读练习的全部译文与练习的全部答案。

六、学时不足或水平不够的培训教学,可视具体情况作下述两种选择:

(a)每课授课时数增至 6 或 8;

(b)按下述两种方式减少教学内容:

(i)删去练习中的阅读部分。考虑到这种可能性,课文选注词汇自成一体,不受阅读练习中选注词汇的影响。

(ii)删去部分教学内容。一般应由后向前视情况删去3课,7课,9课或10课。教材编写已将这一因素考虑在内。

对于删去部分,学员可在课程之后利用《参考书》自学。

七、本书最后附有课文与练习中阅读部分的全部词汇(含短语)供学习使用。

编 者

1994年4月

CONTENTS

Lesson

1. GUIDE TO PORT ENTRY 1993-94;
 Pilotage (1)
2. GUIDE TO PORT ENTRY 1993-94;
 Suez Canal—Rules of Navigation (33)
3. GUIDE TO PORT ENTRY 1993-94;
 Harbour Facilities (67)
4. GUIDE TO PORT ENTRY 1993-94;
 Safety and Pollution (96)
5. GUIDE TO PORT ENTRY 1993-94;
 Restrictions & Others (126)
6. GUIDE TO PORT ENTRY 1993-94;
 Quarantine & Others (155)
7. ADMIRALTY NOTICES TO MARINERS;
 General Information (193)
8. ADMIRALTY NOTICES TO MARINERS;
 Corrections to Charts(1) (225)
9. ADMIRALTY NOTICES TO MARINERS;
 Corrections to Charts(2) (259)
10. ADMIRALTY NOTICES TO MARINERS;
 Navigational Warnings (289)
11. SAILING DIRECTIONS, SINGAPORE STRAIT
 AND APPROACHES (323)

12. INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA(1)	(359)
13. INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA(2)	(383)
14. PERILS OF THE SEA	(409)
15. GLOBAL MARITIME DISTRESS & SAFETY SYSTEM (GMDSS)	(436)
16. THE GLOBAL POSITIONING SYSTEM(GPS)	(462)
17. ELECTRONIC CHART DISPLAY & INFORMATION SYSTEM(ECDIS)	(484)
18. WEATHER ROUTING OF SHIPS	(507)
19. CONTRACTS OF CARRIAGE	(534)
20. ARRIVAL IN A FOREIGN PORT	(563)
GLOSSARY	(590)

Lesson 1

GUIDE TO PORT ENTRY 1993-94

Pilotage

I

PILOTAGE:

Compulsory Pilotage Area: Lines drawn from Latitude $51^{\circ}37' \text{ N.}$, Longitude $00^{\circ}57.32' \text{ E.}$ (Foulness Point in the County of Essex) to Latitude $51^{\circ}46.08' \text{ N.}$, Longitude $01^{\circ}20.53' \text{ E.}$ (Gunfleet Old Lighthouse), thence to Latitude $51^{\circ}48' \text{ N.}$, Longitude $01^{\circ}40' \text{ E.}$ (Long Sand Head), thence to Latitude $51^{\circ}36' \text{ N.}$, Longitude $01^{\circ}23.08' \text{ E.}$, thence to Latitude $51^{\circ}26.6' \text{ N.}$, Longitude $01^{\circ}25.5' \text{ E.}$ and thence to Latitude $51^{\circ}24.92' \text{ N.}$, Longitude $00^{\circ}54.35' \text{ E.}$ (Warden Point in the County of Kent).

① The Port of London Authority, (a competent harbour authority under the Pilotage Act 1987), in exercise of their powers under Section 7 of that Act, direct that pilotage shall be compulsory for all ships of 50m. or more in length overall when navigating between Putney Bridge and the Seaward Limits of the Port of London.

A ship which is being navigated in the compulsory area and in circumstances in which pilotage is compulsory for it, must be under the pilotage of;

(a) an authorised pilot, or

(b) a person who is bona fide the Master or First Mate of the

ship and possesses a Pilotage Exemption Certificate granted by the Port of London Authority in respect of the area (or a specified part thereof) and ship.

2. PROCEDURE FOR OBTAINING THE SERVICES OF AN AUTHORISED PILOT

It is imperative that²² good notice is given of the requirement for the services of a pilot. To comply with the compulsory procedure, an order for a pilot must relate to the time that the pilot is required at the Boarding Point,²³ whether inward bound or departing from the Port. If the pilot service is unable to supply a pilot, due to stress of weather or other unforeseen circumstances, due allowance will be made. Ships' Owners or Masters who fail to provide the proper information in a timely manner may be liable to a surcharge and may cause a delay to the ship.

2.2 ETAs for Inward Bound Ships;

Ships requiring the services of an authorised pilot at the N. E. Spit, Sunk, Warps or Gravesend Pilot Stations must make a provisional notification of arrival to the Thames Navigation Service, at Gravesend, *24 hours in advance*, stating the ETA at the appropriate boarding/landing station, GRT/GT, length overall, draft and destination (name of berth or anchorage). This notification may be in the form of a provisional order and will not incur surcharge penalties.

Confirmation of the above information must be given to the Thames Navigation Service *not later than 8 hours in advance*. (This constitutes the COMPULSORY NOTICE after which time a surcharge may be imposed).

Up to 4 hours in advance, any change in ETA must be notified to the Thames Navigation Service. Thereafter, any further changes and the final confirmation of ETA must be given when the ship is in VHF radio contact with the appropriate Pilot Station.

Ships engaged in short sea voyages may give notice of the Compulsory ETA at the time of leaving the previous port, where this is less than the above Compulsory Notice.

^a Should the services of an authorised pilot be cancelled within 4 hours of the confirmed ETA, a cancellation charge will be made.

2. 3 ETDs for Outward Bound Ships, Ships Proceeding from One Berth to Another or Ships Moving from an Anchorage;

Ships requiring the services of an authorised pilot to depart from a berth, buoy or pier, in the Port of London, move from one berth to another, or to move from an anchorage, must notify the Thames Navigation Service *24 hours in advance*, giving their ETD from the berth, buoy, pier or anchorage, GRT/GT, length overall, draft, destination and landing point. This notification may be in the form of a provisional order and will not incur surcharge penalties.

Confirmation must be given to the Thames Navigation Service *not later than 4 hours in advance* (this constitutes the COMPULSORY NOTICE, after which time a surcharge may be imposed). Thereafter, changes to the ETD must be notified to the Thames Navigation Service until 2 hours before sailing when contact should be made direct to the Gravesend Pilot Station by VHF radio or telephone.

Should the services of an authorised pilot be cancelled within 3 hours of the confirmed ETD, a cancellation charge will be made.

2. 4 Ships Anchoring in the Port of London;

Ships required to anchor before proceeding to their berth, must confirm with the Duty Pilot at the Gravesend Pilot Station by VHF radio, that the pilot may remain on board until the ship is required to get underway. No arrangement may be made with any individual pilots.

Under normal circumstances, when a ship anchors for an extended period, the pilot will disembark and be replaced by another pilot when the ship proceeds.

Inward or outward bound ships required to anchor and which have used the services of an authorised pilot must, ⁶ as soon as is practicable, advise the Gravesend Pilot Station on VHF radio of their ETA at the anchorage in order to land the pilot. When a pilot is required to move from the anchorage, the ship must comply with the requirements of paragraph 2. 3 above.

(p. 2,002)

II

ADVANCE APPLICATIONS: Passenger ships and large vessels using mooring facilities must submit applications for use of facilities to port managers (the Port and Harbour Bureau of Tokyo Metropolitan Government) through shipping firms or Agents 3 days before entry into port so that they may have berths designated.

When they want to use anchorage facilities, they must submit applications for use of anchorage areas to Tokyo-Yokohama Port Director (the Port and Harbour Section of the Tokyo Maritime Safety Agency) to have anchorage sites designated. Small vessels of less than 300 gross tons do not need to submit anchorage application.

When ships of over 500 gross tons want to enter port at night

(from sunset to sunrise).⁶ must submit applications in advance to Port Director and receive permission. Copy of written permission⁷ given to captain of ship when ship had entered port.

A ship carrying explosives or any other dangerous cargo must submit 2 copies of application in advance for permission to use port to Port Director.⁸ Such ships required to stay outside port in No. 3 Area. However, they will be allowed to enter port when Port Director considers it allowable.

(p. 1,144)

III

PILOTAGE: Request made through Agent. Contact can be made through VHF Channels 14 (156. 7MHz) or 16 (156. 8 MHz). Call; KEB 260 Los Angeles Pilots. Tel:519-3805. Not less than 1 hour's notice of arrival or departure. 1 long and 1 short blast on ship's whistle or siren or international signal. Pilot will board⁹ in vicinity of sea-buoy ("LA" entrance buoy,lighted bell buoy "L. A." ¹⁰ red and white vertical stripes Radar reflector).

Under normal weather conditions, the pilot ladder should be on the starboard side 1 m. above water.

Arriving vessels should keep to Eastward of Los Angeles Sea-Buoy.

Departing vessels should keep to Westward of Los Angeles Sea Buoy.

Masters or Agents are requested to advise the pilot station whenever there is a change in the arrival or sailing time.

Note: Ships arriving can usually make good VHF radio contact except between Point Vicente and Point Fermin.

APPROACHES: Vessels approaching the ports of Long Beach/Los Angeles should use the prescribed traffic separation scheme.³¹ Be advised that the traffic separation scheme has been temporarily modified, pending adoption of permanent changes by the Maritime Safety Committee. The modification reconfigures the Western approach to the Los Angeles/Long Beach precautionary area in the following manner: a portion of the TSS separation is reduced from 2 miles to 1 mile in width and merges with the existing separation zone at a slightly adjusted turn point; the outbound lane has been shifted 1 mile South of its present charted location; and the precautionary area is reduced in size on its Eastern side. Vessel charts should be corrected³² as per most recent Notice to Mariners for geographical positions of these changes. Large tankers should pick up the Pilot 1 to 2 miles South of the sea buoy and Pilots should have the opportunity³³ to board without excessive way on the vessel so as to have her under control before entering the breakwater area. All vessels entering the port should pass Eastward of the respective sea buoy and vessels outbound shall pass Westward of the sea buoy. The Master should use extreme caution in the Precautionary Area due to proximity of outbound traffic and numerous small craft, when at night, their lights are not easily distinguishable in and around breakwaters or³⁴ against the background of harbour lights. Outbound vessels should avoid setting course before clearing South of the sea buoys and adjoining anchorages and be alert for crossing traffic. (p. 2.138)

Notes

①The Port of London Authority, (a competent harbour authority under the Pilotage Act 1987), in exercise of their powers under Section 7 of that Act, direct that pilotage shall be compulsory for all ships of 50m. or more in length overall when navigating between Putney Bridge and the Seaward Limits of the Port of London.

伦敦港务当局(符合1987年领航法规定的港口权力当局)根据领航法第七章行使其权限,规定行驶于Putney桥与伦敦港海面界线之间全长为50米或50米以上的所有船舶的领航为强制。

(1)主语 the Port of London Authority 中的修饰关系是 the Port of London 修饰 Authority。

(2)谓语 direct 后未加 s 并非错误,因主语 authority = group holding power 可视为复数。

(3)pilotage shall be compulsory...中的 shall 是法规中习惯用词。

②good notice is given of...中,good 意为充分、明确;注意主谓被动结构来源于动词词组 to give notice of(注意)。

③whether inward bound or departing from the Port. = whether the ship is inward bound or she is departing from the Port.

④Should the services of an authorised pilot be cancelled within 4 hours of the confirmed ETA, a cancellation charge will be made.

若在已经确认的预计抵达时间前4小时内取消正式领航员领航,则要付撤消费。

Should... be cancelled = If ...should be cancelled 为虚拟语气条件从句;而主句 will be made 为真实语气,整句为混合语气。make a charge 为收取费用。

⑤as soon as is practicable 一当实际可行。可视为在 is 前省去 it。

⑥must submit 前少了 they。

⑦given to...前面省了 must be。

⑧Such ships required to...应为 Such ships are required to...

在这类书籍中,这种省略出现较多。

⑨in vicinity of...(在...附近)。一般应为 in the vicinity of...

⑩red and white vertical stripes Radar reflector=with red and white vertical stripes, equipped with radar reflector(红白两色竖条纹,带有雷达反射器)。

⑪Be advised that the traffic separation scheme has been temporarily modified, pending adoption of permanent changes by the Maritime Safety Committee.

应通知船舶,在海上安全委员会采纳永久性变更之前,分道通航制做了临时性变更。

Be advised that...相当于 Vessels should be advised that...。

pending=until,是介词。

⑫as per most recent Notice of Mariners 按照最近的航海通告, as per=according to,现代一般语言中极少使用。

⑬to board without excessive way on the vessel...

于就近(不走过多的路)登船。

⑭against the background of harbour lights 后面是海港的灯光。

Words, Phrases and Expressions

Guide to Port Entry	《进港指南》
pilotage ['pailətidʒ] <i>n.</i>	领航
compulsory [kəm'pʌlsəri] <i>a.</i>	强制的
latitude ['lætɪtjʊd] <i>n.</i>	纬度
longitude ['lɒndʒɪtjʊd] <i>n.</i>	经度
point [pɔɪnt] <i>n.</i>	(低)角
lighthouse ['laɪthaus] <i>n.</i>	灯塔
thence [ðens] <i>ad.</i>	从此地,由此,因此
authority [ɔ:'θɒrɪti] <i>n.</i>	主管机构,当局,权力, 权威
competent ['kɒmpɪtənt] <i>a.</i>	合格的,有能力的
Pilotage Act 1987	领航法 1987(年)