

中远集团船员英语
适岗考试系列教材

高级航海英语阅读

Advanced English Reading for Navigation

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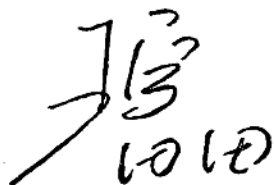
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序

看到船员英语适岗考试系列教材出版,我十分高兴。这标志着我们的船员英语培训工作又向前推进了一大步。

在日益激烈的国际市场竞争中,中远集团越来越清醒地认识到——英语作为一种国际间的交流工具,已经成为衡量企业和船员素质高低的重要标尺。航运业是一种国际性行业,远洋船员是一种国际性职业。中远作为特大跨国航运企业,若想进一步加快发展的步伐,就必须使船员学会驾御英语这门语言工具。集团于1995年提出对船员实施英语适岗考试制度,以适应国际海事组织STCW78/95公约和我国海事局九七规则对船员的要求。英语适岗考试正式实施的三年间,取得了良好的效果,对提高广大船员的英语水平发挥了重要作用,为建立企业的职业岗位资格证书制度提供了有益的借鉴。船员英语适岗考试系列教材的及时出版,正是适应了集团对英语培训新的发展需要,将会对船员英语适岗考试起到良好的推动作用。同时,这套教材具有较强的针对性、实用性,能够较好地提高船员学习英语的积极性。

为此,我向为该系列教材的出版付出辛勤劳动的教师及有关人员表示衷心的感谢!我们也期待着,该系列教材能够经受实践的检验,为全面提高中远船员英语水平发挥更重要的作用。

A handwritten signature in black ink, consisting of stylized Chinese characters, likely 'J. Li'.

前 言

为全面提高船员的英语水平,以适应 STCW78/95 公约和开拓外派劳务市场的需要,中远集团自 1996 年开始对全集团船员实施英语适岗考试。为配合船员英语适岗考试的顺利实施,成立了中远集团船员英语适岗考试系列教材编写委员会,组织系列教材的编写工作。

本系列教材根据《中远集团船员英语适岗标准》的规定,密切配合中远集团船员的实际工作,由青岛远洋船员学院、大连海运学校、广州海员学校、天津海员学校和上海远洋运输公司教育中心合作编写。系列教材共分十册:其中《水手英语》由广州海员学校编写,《机工英语》由天津海员学校编写,分别供参加航海与轮机 1~2 级适岗考试的船员使用;《航海英语阅读》、《航海英语口语》由青岛远洋船员学院和大连海运学校编写,供航海 3~4 级的船员使用;《轮机英语阅读》、《轮机英语口语》由青岛远洋船员学院和大连海运学校编写,供轮机 3~4 级的船员使用;《高级航海英语阅读》、《高级航海英语口语》和《高级轮机英语阅读》、《高级轮机英语口语》由青岛远洋船员学院和上海远洋运输公司培训中心编写,分别供参加航海和轮机 5~6 级适岗考试的船员使用。

航海专业英语的五册教材和轮机专业英语的五册教材根据各个岗级的岗位工作特点自成体系,又相互配合,形成整体,以适应船员参加英语适岗考试的笔试、听力和口试的考试要求。教材内容在选材与编写上紧紧围绕各级岗位的实际工作需要,同时考虑到国际海事组织 STCW78/95 公约和我国海事局船员适任考试和评估大纲对船员英语的要求以及远洋船舶在新技术上的发展和对船舶管理水平的要求。

中远集团船员英语适岗考试系列教材编写委员会

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Unit One

Port State Control

Text

Introduction

The International Maritime Organization (IMO) adopted on 23rd, November 1995 Assembly Resolution A. 787(19) on 'Procedures for Port State Control'. The resolution came in force 1st, January 1996. Owners and other interested parties are advised to be familiar with this resolution.

In order to concentrate their efforts on possible substandard ships, Port States often implement a targeting system based on owner, flag, class, ship's age and type as well as PSC records. Targeted ships are subjected to more frequent and detailed inspections by Port States. Deficient ships are registered in databases and reported to next port and to other ports in the region for follow-up.

Most of the reported deficiencies and detentions can be attributed to lack of proper maintenance and handling of the ship. Items related to safety equipment, such as fire fighting, life saving and navigation, account for about half of the total reported PSC deficiencies are related to:

1. Fire dampers
2. Lifeboats
3. Fire pumps, especially emergency fire pumps
4. Fixed fire extinguishing installations
5. Fire fighting equipment
6. Lifebuoys
7. Lifeboat inventory
8. Nautical publications
9. Ventilators & air pipes
10. Engine room, including cleanliness

I. IDENTIFICATION OF A SUBSTANDARD SHIP

In general, a ship is regarded as substandard if the hull, machinery, equipment, or operational safety is substantially below the standards required by the relevant conventions or whose

crew is not in conformance with the safe manning document, owing to, *inter alia*

1. the absence of principal equipment or arrangement required by the conventions;
2. non-compliance of equipment or arrangement with relevant specifications of the conventions;
3. substantial deterioration of the ship or its equipment because of, for example, poor maintenance;
4. insufficiency of operational proficiency, or unfamiliarity of essential operational procedures by the crew; and
5. insufficiency of manning or insufficiency of certification of seafarers.

II. DETAINABLE DEFICIENCIES

1. Area under the SOLAS Convention

- (1) Failure of proper operation of propulsion and other essential machinery, as well as electrical installation.
- (2) Insufficient cleanliness of engine room, excess amount of oily-water mixture in bilge, insulation of piping including exhaust pipes in engine room contaminated by oil, and improper operation of bilge pumping arrangements.
- (3) Failure of the proper operation of emergency generator, lighting, batteries and switches.
- (4) Failure of proper operation of the main and auxiliary steering gear.
- (5) Absence, insufficient capacity or serious deterioration of personal life-saving appliances, survival craft and launching arrangements.
- (6) Absence, non-compliance or substantial deterioration to the extent that it can not comply with its intended use of fire detection system, fire alarms, fire-fighting equipment, fixed fire extinguishing installation, ventilation, ventilation valves, fire dampers, and quick-closing devices.
- (7) Absence, substantial deterioration or failure of proper operation of the cargo deck area fire protection on tankers.
- (8) Absence, non-compliance or serious deterioration of lights, shapes or sound signals.
- (9) Absence or failure of the proper operation of the radio equipment for distress and safety communication.
- (10) Absence or failure of the proper operation of navigation equipment, taking the relevant provisions of SOLAS regulation V/12(o) into account.
- (11) Absence of corrected navigational charts, and/or all other relevant nautical publications necessary for the intended voyage, taking into account that electronic charts may be used as a substitute for the charts.
- (12) Absence of non-sparking exhaust ventilation for cargo pump rooms.
- (13) Serious deficiency in the operational requirement of Muster List, communication, fire

and abandon ship drills, damage control plan and shipboard oil pollution emergency plan (SOPEP), fire control plan, bridge operation, cargo operation, operation of the machinery, manuals, instructions, oil and oily mixtures from machinery spaces, loading/unloading and cleaning procedures for cargo spaces of tanker, dangerous goods and harmful substances in packaged form, and garbage.

- (14) Number, composition or certification of crew not corresponding with safe manning document.

2. Area under the IBC Code

- (1) Transport of a substance not mentioned in the Certificate of Fitness or missing cargo information.
- (2) Missing or damaged high pressure safety device.
- (3) electrical installations not intrinsically safe or not corresponding to the code requirements.
- (4) Source of ignition in hazardous locations.
- (5) Contravention of special requirements.
- (6) Exceeding of maximum allowable cargo quantity per tank.
- (7) Insufficient heat protection for sensitive products.

3. Area under IGC Code

- (1) Transport of a substance not mentioned in the Certificate of Fitness or missing cargo information.
- (2) Missing closing devices for accommodations or service spaces.
- (3) Bulkhead not gastight.
- (4) Defective air locks.
- (5) Missing or defective quick-closing valves.
- (6) Missing or defective safety valves.
- (7) Electrical installations not intrinsically safe or not corresponding to the code requirements.
- (8) Ventilators in cargo area not operable.
- (9) Pressure alarms for cargo tanks not operable.
- (10) Gas detection plant and/or toxic gas detection plant defective.
- (11) Transport of substances to be inhibited without valid inhibitor certificate.

4. Area under the Load Lines Convention

- (1) Significant areas of damage or corrosion, or pitting of plating and associated stiffening in decks and hull effecting seaworthiness or strength to take local loads, unless properly authorized temporary repairs for a voyage to a port for permanent repairs have been carried out.

- (2) A recognized case of insufficient stability.
- (3) ¹ The absence of sufficient and reliable information, in an approved form, which by rapid and simple means, enable the master to arrange for the loading and ballasting of the ship in such a way that a safe margin of stability is maintained at all stages and at varying conditions of the voyage, and that the creation of any unacceptable stress in the ship's structure are avoided.
- (4) Absence, substantial deterioration or defective closing devices, hatch closing arrangements and watertight/weathertight doors.
- (5) Overloading.
- (6) Absence of, or impossibility to read, draught marks and/or Load Line marks.

5. Area under MARPOL Convention, Annex I

- (1) Absence serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements.
- (2) Remaining capacity of slop and/or sludge tank insufficient for the intended voyage.
- (3) Oil Record Book not available.
- (4) Unauthorized discharge bypass fitted.

6. Area under the MARPOL Convention, Annex II

- (1) Absence of P and A manual.
- (2) Cargo is not categorized.
- (3) No Cargo Record Book available.
- (4) Transport of² oil-like substances without satisfying the requirements.
- (5) Unauthorized discharge bypass fitted.

7. Area under the STCW Convention

- (1) Failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Administration.
- (2) Failure to comply with the applicable safe manning requirements of the Administration.
- (3) Failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by Administration.
- (4) Absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radio communications or the prevention of marine pollution.
- (5) ³ Inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and otherwise fit for duty.

Recently, upon the analyses of the deficiencies of detention cases in PSC inspection, most deficiencies are closely related to on-board maintenance. How to reduce the number of detention during the PSC inspection has become a problem, which owners, classification societies and flag administrations are concerned about very much. To solve the problem, firstly, ships should conform to the standards required by the international conventions, and secondly, on-board maintenance should be improved.

New Words and Expressions

assembly	/ə'sembli/	n.	大会
substandard	/'sʌb'stændəd/	a.	低于标准的; 不够标准的
implement	/'impliment/	vt.	贯彻; 履行(契约、诺言等)
target	/'tɑ:ɡɪt/	n.	目标; 指标
deficient	/di'fɪʃənt/	a.	不足的; 有缺陷的
follow up			跟踪; 随动
detention	/di'tenʃən/	n.	扣留; 滞留
account	/ə'kaʊnt/	n.	原因
substantially	/səb'stænfəli/	ad.	实质地; 实际上地
inter alia	/,ɪntə 'eɪliə/		特别; 除了其他事物以外
deterioration	/di tiəriə'reɪʃən/	n.	恶化; 变坏
insufficiency	/,ɪnsə'fɪʃənsi/	n.	不足; 不充分
insulation	/,ɪnsju'leɪʃən/	n.	绝缘; 隔离
contaminate	/kən'tæmineɪt/	vt.	污染; 损害
impediment	/'ɪmpedɪmənt/	n.	障碍
composition	/,kɒmpə'zɪʃən/	n.	组合; 成分
intrinsically	/'ɪn'trɪnsɪkəli/	ad.	实质上地
inhibit	/'ɪn'hɪbɪt/	vt.	防止; 制止
sludge	/'slʌdʒ/	n.	淤渣
bypass	/'baɪpɑ:s/	n.	旁管; 分路
society	/sə'saɪəti/	n.	社会; 协会

classification society	船级社
to come in force	生效
interested parties	有关方
to be familiar with	对……熟悉
to concentrate on	全神贯注于……
to be subject to	易遭受
to be attributed to	把……归因于……
account for	是……的原因

to be regarded as	被认为是……
in conformance with	与……一致
to comply with	遵守……
to take…into account	考虑某事
Certificate of Fitness	适装证书
to carry out	进行;开展
to be fit for	适合……

SOLAS=International Convention for the Safety of Life at Sea

国际海上人命安全公约

IBC Code=International Bulk Chemical Code

国际散(装)化(学品)规则

IGC Code=International General Cargo Code

国际杂货规则

MARPOL=International Convention for the Prevention of Pollution from Ships, 1973

1973年防止船舶污染国际公约

P & A Manual(PAM)=Procedures and Arrangements Manual

程序与配置手册

STCW=International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

1978年海员培训、发证和值班标准国际公约

Notes

1. The absence of sufficient and reliable information, in an approved form, which by rapid and simple means, enables the master to arrange for… are avoided.

缺乏足够和可靠的填写在认可的表格内的资料,该资料使船长借助于快速而简便的方式进行船舶的装载和压载,保证船舶在各种航行状态和各个阶段都具有安全的稳性幅度,从而防止船舶结构出现不允许的应力。

该段为名词性说明,不是完整的句子。which 引导的非限制性定语从句修饰 information,在从句中 by rapid and simple means 为方式状语, enables 是从句中的谓语动词。in such a way that…是强调句式结构,意为:如此……以致于……,that 引出的是结果状语从句。

2. oil-like substances

像油一样的物质

like 可作为后缀,附在名词后构成形容词或副词,表示“像……的(或地)”,如:

child-like 孩子般天真的;诚实的

life-like 逼真的;栩栩如生的

3. Inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and otherwise fit for duty.

没有能力安排得到充分的休息以及没有合适的值班人员值开航时的第一次班以及随后的交接班。

该段为一个带有动词不定式短语作后置定语的名词短语。who 引导的定语从句修饰 persons; otherwise 意为: 换句话说; fit for 适合, fit 是形容词, 例如:

He is fit for the job. 他能胜任这项工作。

It is fit for the standard. 合乎标准。

Reading Materials

I

AMSA PORT STATE CONTROL INSPECTION

Masters are required to ensure that the following main items are checked and prepared before the Australian Maritime Safety Authority (AMSA) Port State Control (PSC) inspection.

- A) Certificates; make sure all certificates are up to date.**
- 1 Cargo Ship Safety Equipment Certificate
 - 2 Cargo Ship Safety Construction Certificate
 - 3 Safety Radio Certificate
 - 4 Loadline Certificate
 - 5 Oil Pollution Certificate (IOPP)
 - 6 Document of compliance dangerous goods (Certificate of Fitness to Carry Dangerous)
 - 7 Ship's logbooks, all entries up to date
 - 8 If you have any other certificates not listed above, please make sure they are up to date.
- B) Crew Certificates; make sure all officers have the correct certificate for their rank.**
- C) ACCOMMODATION**
- 1 Make sure all crew cabins are clean.
 - 2 Make sure all crew toilets and showers are clean and water supply working.
 - 3 Make sure all public toilets are clean and water supply to toilet working.
 - 4 Make sure all passageways are clean.
 - 5 Make sure galley is very clean and ventilation filters above cooking area is clean.
- D) Lifeboats**
- 1 Lifeboat engine must be able to start quickly.
 - 2 Lifeboat engine fuel tank must be fueled.
 - 3 Lifeboat engine clutch and ahead/astern pitch for propeller must be able to work.

- 4 Check lifeboat drinking water is full.
- 5 Check lifeboat food (rations) are full and check the expiry date is good.
- 6 Check lifeboat oars are in good condition and wood is not rotten.
- 7 Check lifeboat masts are in good condition and wood is not rotten.
- 8 If the lifeboat has a fire extinguisher, check that the service date is still good.
- 9 Check the lifeboat bilge pump is in good condition. Make sure handle is in good condition.
- 10 Check ALL ropes on the lifeboat are in good condition. Renew any rope that is rotten.
- 11 Check steel brackets around lifeboat hooks are in good condition and not rusty.
- 12 If the lifeboat has any wooden planks on the floor, check to make sure wood is not rotten.
- 13 Check that the lifeboat has a canvas cover and cover frames. Make sure these are in good condition.
- 14 If you have time before arriving in Australia, lower the port lifeboat down to the water to check that the lifeboat can be launched quickly.
- 15 Check the lights on the lifeboat deck are working (including emergency light).
- 16 Check the rope ladder for boarding the lifeboat is in good condition. Make sure the rope and wood is not rotten.

E) LIFERAFTS

- 1 check that all liferafts are secured properly. Make sure the hydrostatic quick release is in good condition.
- 2 check the service date on the liferafts. This MUST be up to date.

F) LIFEJACKETS

Check all lifejacket lights and batteries are good. Check the date is still good. If date is expired, renew lights.

G) LIFEBOUYS

- 1 Make sure all lifebuoys are in good condition. Make sure the ropes are not rotten.
- 2 Lifebuoys fitted with lights and smoke indicators must be checked for service date. If date has passed, renew urgently.
- 3 Test lifebuoy lights are working.

H) Distress flares Throwing Gun

Check service date on all flares. If the date has passed, they must be renewed urgently.

I) EPPRB & EMERGENCY RADIO FOR LIFEBOATS AND LIFERAFTS

Make sure this is available for the Surveyor to see and that they are in good operating condi-

tion. Check the service date has not passed.

J) EMERGENCY FIRE PUMP

- 1 Test emergency fire pump. Make sure the pump can be started quickly and water supplied to the fire main pipelines quickly.
- 2 Make sure the discharge pressure from the emergency fire pump is good.
- 3 If the fire pump has a diesel engine make sure the fire pump engine fuel tank is always full of fuel.
- 4 Check priming pump is in good working order.
- 5 The pump discharge valve is a non-return valve. Make sure no water runs back into the pump when the pump is stopped.

FIREMAIN PIPELINES

Start fire pump and check fire main pipeline is not leaking anywhere.

MAINFIRE PUMPS (In engine room)

- 1 Test all main fire pumps.
- 2 Check the pump discharge pressure is good.

K) FIRE HOSES (On deck and in engine room)

- 1 Make sure all fire hose boxes are in good condition. Make sure doors close properly.
- 2 Check sure each fire hose box has a nozzle inside. Make sure nozzles have rubber seal ring.
- 3 Make sure spanner for nozzle is inside fire box.
- 4 Test and check fire hoses have NO water leaks. Hoses must be in good condition.

L) FIRE ISOLATING VALVES

Check to make sure these valves can be opened and closed quickly. These valves should be checked and greased regularly. THIS IS VERY IMPORTANT.

M) INTERNATIONAL SHORE CONNECTION

Make sure International Shore Connection is in the correct location.

N) FIRE EXTINGUISHERS (on deck and in the engine room)

- 1 Make sure all fire extinguishers are in position. Make sure there are no missing fire extinguishers.
- 2 Check the service date on each fire extinguisher. Fire extinguishers must be serviced before they become overdue.
- 3 Check the pressure gauge on the fire extinguisher is good.

- 4 Check condition of each fire extinguisher to make sure there is no damage, broken part, or corrosion.

O) CO₂ SYSTEM FOR ENGINE ROOM

- 1 Test the CO₂ alarm in engine room. When the door to the CO₂ control box is opened, the CO₂ alarm must alarm in the engine room so that everyone can hear it. All CO₂ alarms in the engine room must be working.
- 2 Check all CO₂ bottles inside the CO₂ room are in good condition. There should be no damage or corrosion.
- 3 Check the CO₂ pipeline for damage.
- 4 Check the main CO₂ valve inside the CO₂ room is in good condition.

P) FIREMAN'S SUIT

- 1 Check that fireman's suit is in good condition.
- 2 Check all equipment is present: boots, rope, torch (flashlight).

Q) BREATHING APPARATUS (OXYGEN BREATHING SETS)

- 1 Check oxygen bottles are all full. Check the pressure gauge is full.
- 2 Make sure face mask is in good condition. Check air pipe from oxygen bottle to face mask is in good condition.
- 3 Check spare oxygen bottles are full (only if ship carries spares.)

R) E/R FUNNEL FIRE DAMPERS (FUNNEL VENTILLATOR FLAPS)

- 1 Check to make sure all funnel flaps can be opened and closed quickly. Make sure wires are in good condition and grease if necessary.
- 2 When the E/R vent is in the closed position, confirm by checking inside the E/R that the vent flap is shut.
- 3 The ventillator flap must be in good condition. No corrosion.

S) FIRE ALARMS

Test accommodation and engine room fire alarms to check that they will work.

T) EMERGENCY BATTERIES-EMERGENCY POWER SUPPLY

Check to make sure all batteries are in good condition. Check battery water level and check output voltage.

U) Emergency remote operating quick closing valves for engine room oil tanks (for lubricating oil tank outlet, fuel oil tank outlet)

- 1 If these are operated by compressed air. Make sure the air pressure in the air tank is

fuel.

- 2 Check all quick closing valves in the engine room. Make sure no valve is tied open (with wire or rope) by crew member.

V) EMERGENCY REMOTE STOPS FOR ENGINE ROOM PUMPS

- 1 Make sure each stop is clearly marked.
- 2 If possible, test remote stop to check that pump can stop.

W) IN THE ENGINE ROOM

1 CLEAN

- a) Clean all dirty areas in the engine room.
- c) Clean around fuel oil purifiers including fuel heater area.
- b) All leaking oil should be stopped and cleaned.

2 ENGINE ROOM DOORS

- a) All doors to the engine room should be kept shut.
- b) Some doors are self-closing. Make sure these doors can close automatically.

3 E/R EMERGENCY ESCAPE

- a) Make sure all exits are clear. (The doors must not be blocked).
- b) Make sure all lights are on and broken lights replaced with new lights.

4 DOUBLE BOTTOM TANKS-SELF CLOSING COCKS (for sounding pipes)

- a) Make sure all self-closing cocks for double bottom tanks can close automatically. If there are any self-closing cocks missing, make sure a cap (cover) is screwed to the sounding pipe.

5 OILY WATER SEPARATOR (OWS)

- a) Test the oily water separator can operate to separate oily water to 15 PPM.
- b) Check the oily water separator ALARM works when 15 PPM is passed through the OWS.
- c) Make sure the OIL RECORD BOOK is correct. This book must be signed by the duty engineer, Chief Engineer and Master.

6 E/R EMERGENCY BILGE SUCTION VALVE

- a) Check that this valve can be opened and closed quickly.
- b) This valve is a non-return valve. Make sure no water leaks into the E/R.

7 BOILER

- a) Make sure boiler is clean and no leaking oil or water.
- b) Make sure gauge glass cocks are in good condition and not broken.

X) ON DECK

1 BALLAST TANK VENTS

- a) Make sure all guard covers are fitted to the vents. (If the guard cover is missing, the

AMSA surveyor can test if the vent is working.) Make sure all guard covers are fitted to the vent. If any guards are missing, make sure the valve float can move quickly up and down (test by hand).

- b) Make sure the valve float is in good condition. The float should not be broken. The float should not be cracked. Replace if broken or cracked. The valve float can be checked by opening the top cover on the ventilator.
- c) Make sure the guard covers are not corroded (rust).
- d) Some ventilators have ball floats. These must be able to move freely. The ball should not be cracked or broken.

2 FUEL TANK VENTS

- a) Make sure all guard covers are fitted to the vents. If the guard cover is missing, the AMSA surveyor can test if the vent is working. Make sure all guard covers are fitted to the vent. If any guards are missing, make sure the valve can move quickly up and down (test by hand).
- b) Make sure the guard covers are not corroded (rust).

3 CRACKS ON DECK, CRACKS AROUND CARGO HOLDS

- a) Check for any cracks on the deck. If found, they must be repaired as soon as possible.
- b) Check for any cracks around cargo holds. If found, they must be repaired as soon as possible.

4 DECK VENTILATORS

- a) All ventilators must be able to open and close quickly. Make sure these are greased regularly.
- b) Engine room ventilation doors must be able to open and close quickly.
- c) engine room ventilation doors must be able to close properly. The door seals must be in good condition.
- d) **IMPORTANKT**: Make sure vent flap or damper is not corroded. Must be in good condition.

5 DOORS

- a) Make sure all doors into the accommodation are in good condition. There should be no bad corrosion. The door seal must be in good condition.
- b) Some doors are self-closing doors. These doors must be able to close automatically.

6 PAINT THE HULL

- a) If time is available, please try to paint the hull to remove rust.
- b) If time is available, paint the outside of the accommodation.
- c) If time is available, paint the decks.

AMSA WILL BE CHECKING TO MAKE SURE:

- * ALL FIRE FIGHTING EQUIPMENT WORKS