

船 员 实 用 英 语 系 列 丛 书

# 港口国监控实用英语

沈国华 张晓峰 编著



PRACTICAL PSC ENGLISH  
FOR SEAFARERS & PSC OFFICERS



大连海事大学出版社  
DALIAN MARITIME UNIVERSITY PRESS

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## 图书在版编目 (CIP) 数据

港口国监控实用英语=Practical PSC English for Seafarers & PSC Officers/沈国华, 张晓峰编著. —大连: 大连海事大学出版社, 2001. 3  
(船员实用英语系列丛书)  
ISBN 7-5632-1467-4

I. 港… II. ①沈…②张… III. 港口-安全监督-英语  
IV. H31

中国版本图书馆 CIP 数据核字 (2001) 第 08786 号

### 大连海事大学出版社出版

(大连市凌水桥 邮编: 116026 电话: 4728394 传真: 4727996)

(<http://www.dmupress.com> E-mail: cbs@dmupress.com)

大连理工大学印刷厂印装 大连海事大学出版社发行

2001 年 4 月第 1 版 2001 年 4 月第 1 次印刷

开本: 850 mm × 1168 mm 1/32 印张: 10

字数: 250 千 印数: 0001-3000 册

责任编辑: 杨子江 封面设计: 王艳

定价: 18.00

# 前 言

自 1997 年先后做过“远洋船员如何适应现代的英语要求”、“航海院校英语教学如何适应 STCW”、“对我国远洋船员英语语言能力评估”等课题之后，我们发现在评估过程中大多数船员有一个共同愿望是，航海院校的英语教师或专业教师能不能在最短的时间内搞出一套适应船员特点的实用性很强的教材和参考书系列，以满足船员对英语提高的需要。于是自 1998 年起我们先后撰写了《船舶驾驶员实用英语口语》、《船员应对船东面试指南》、《实用航运业务英语函电》等书籍，以满足广大船员的需要。

此后有不少船员同志来信或来电希望我们进一步扩展领域，形成一套能为船员所用的系列性的、有参考价值的船员英语方面的丛书，以更好地满足航海人员在日益激烈的船员劳务市场上立足的需要。为此，我们与许多业内专家合作，准备在今后的一两年内陆续出版《船员实用英语系列丛书》，以给读者一个满意的答卷。

该丛书以英语语言为载体来传递最新的航海科技、技能、信息，强调“实用性、专业性、知识性”，主要涉及到目前航海英语教学和专业教学相重合的知识点，而且该知识点又是近年来的热点，如 PSC、ISM 等等。该丛书力求以英语语言为支点、以专业知识为杠杆、以船员和现实需要为契机，使之成为学习专业英语的有较高实用价值的丛书。

该丛书希望打破传统的英语学习和教学模式，“学为所用、学有所用”。期望船员在短期内在专业和英语两方面都有很大的提高，以适应国外船东面试和外派的需要。

**张晓峰**

2001 年春于大连

## 编者的话

港口国监控是近年来航运界船舶管理的热点问题。我国船舶近几年在国外港口的滞留率并不低，究其原因，除了船况较差和重视不够外，缺乏一定的应对策略和技巧也是一个不可回避的原因。而体现船员应对能力的语言问题尤为重要。如在国外某港口检查厨房时，发现厨房脏、乱、差，而厨师因语言表达能力的局限，无法用较简单的语言表达因为带缆而没有时间整理，而将本是常规卫生检查的此条扩展为卫生不合格和船舶不符合最低配员标准两条。由此而来继续扩展检查而导致该船因严重缺陷而被滞留。语言的问题是大问题，因为每艘船都可能有缺陷项，甚至会有严重的不合格项，沟通得好就会得到 PSC 官员的认可，而处事能力较差往往会被滞留。有感于此，笔者收集了国内船舶在国外被 PSC 官员检查成功和失败的经历以及相关的文件和资料，改编成书，希望以此能对有关人员的工作给予一定的帮助。本书可作为船员应对 PSC 检查的教材，也可以供 PSC 检查官员工作参考。

在本书编写过程中，李智、李继朗、徐长俊、王思涛、卜凡义、高吉全及薛连栋等船长，娄天文轮机长给予了热情指导，并参与了部分内容的编写。常永涛参与了救生一课的编写，张卓船长提供了部分资料，在此一并表示感谢。

由于编者水平和经历有限，书中可能会有一些错误和不足之处，对此，恳请同行、PSC 官员及广大船员提出宝贵意见和建议。

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编者

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## Preface

## 绪 言

Port State Control (PSC) is the inspection of foreign ships in national ports for the purpose of verifying that the condition of the ship and its equipment comply with the requirements of international conventions and that the ship is manned and operated in compliance with applicable international laws. The primary responsibility for ensuring that a ship maintains a standard at least equivalent to that specified in international conventions rests with the flag State, and if all flag States performed their duties satisfactorily there would be no need for Port State Control. Unfortunately, this is not the case, as evidenced by the many marine accidents around the world, hence the need for additional control.

The authority for exercising PSC is the national law based on relevant conventions. It is therefore necessary for a port State to be Party to those conventions and to have promulgated the necessary legislation before exercising PSC. In accordance with the provisions of the applicable conventions, Parties may conduct inspections of foreign ships in their ports through Port State Control Officers (PSCOs).

Such inspections may be undertaken on the basis of:

- ◇ the initiative of the Party;
- ◇ the request of, or on the basis of, information regarding a ship



provided by another Party; or

- ◇ information regarding a ship provided by a member of the crew, a professional body, an association, a trade union or any other individual with an interest in the safety of the ship, its crew and passengers, or the protection of the marine environment.

Whereas Parties may entrust surveys and inspections of ships entitled to fly their own flag either to surveyors nominated for this purpose or to recognized organizations, they should be aware that under the applicable conventions, foreign ships are subject to Port State Control, including boarding, inspection, remedial action, and possible detention, only by officers duly authorized by the port State. The authorization of these PSCOs may be a general grant of authority or may be specific on a case-by-case basis.

All possible efforts should be made to avoid a ship being unduly detained or delayed. If a ship is unduly detained or delayed, it should be entitled to compensation for any loss or damage suffered.

### Provisions for Port State Control

IMO conventions place the responsibility for technically and environmentally safe ships primarily on the flag State. However, it is recognized that a port State can make a useful contribution to these aims, and many conventions, therefore, contain provisions that permit Port State Control. These include:

- ◇ *SOLAS 74, Regulation I/19, regulation IX/6 and Regulation XI/4;*
- ◇ *Load Lines 66, Article 21;*
- ◇ *MARPOL 73/78, Articles 5 and 6, Regulation 8A of Annex I, regulation 15 of Annex II, Regulation 8. of Annex III and Regulation 8 of Annex V;*
- ◇ *STCW 78, article X and regulation I/4;*
- ◇ *Tonnage 69, article 12.*

### Amendments to procedures for Port State Control (resolution A. 787(19))

Since its twelfth session in 1981, the IMO Assembly has adopted various resolutions and circulars relating to *PSC. Resolution A. 787(19)*, Procedures for Port State Control, adopted by the 19th Assembly in November 1995, amalgamated and harmonized the resolutions and circulars adopted by then.

The 21st Assembly, in November 1999, adopted *Resolution A.882(21)*, Amendments to the Procedures for Port State Control, updating the 1995 Resolution. The amendments include a new section on PSC relating to the *ISM Code*, which entered into force on 1 July 1998.

### Regional co-operation on Port State Control

While national PSC alone will already enhance the safety of ships and the protection of the marine environment, only a regional approach will

ensure that sub-standard ships and sub-standard operators have fewer places left to hide.

Unless a regional approach is adopted, operators will just divert their ships to ports in the region where no or less stringent PSC inspections are conducted. This may seriously hamper the economic situation of the ports of those countries that do conduct proper inspections. To remedy this and to generally improve the effectiveness of inspections, many regions of the world have already entered or are beginning to enter into regional agreements on PSC.

In the first instance, such an agreement covers the exchange of information about ships, their records and the results of inspections carried out. This information is important as it enables subsequent ports of call to target only ships that have not been recently inspected. In general, ships inspected within the previous six months are not re-inspected unless there are clear grounds to do so.

Another reason for co-operating with other ports in the regions is to ensure that identified sub-standard ships are effectively monitored. This applies especially to ships that have been allowed to sail with certain minor deficiencies on the condition that these are rectified in the next port of call. Such ships can only be monitored by a constant exchange of information between ports.

The most important benefit from co-operation, however, is ensuring that port State inspections are carried out in a uniform manner in all

countries, and ultimately regions, and that similar standards are applied with regards to the detention of ships and the training standards of PSCOs. To achieve this, it is common practice of many existing agreements to conduct joint seminars for PSCOs in order to harmonize procedures.

### Existing regional agreements on Port State Control

At present there are eight regional PSC agreements in operation:

- ❖ the Paris Memorandum of Understanding on Port State Control (Paris MOU), adopted in Paris (France) on 1 July 1982;
- ❖ the Acuerdo de Viña del Mar (Viña del Mar or Latin–America Agreement), signed in Viña del Mar (Chile) on 5 November 1992;
- ❖ the Memorandum of Understanding on Port State Control in the Asia–Pacific Region (Tokyo MOU), signed in Tokyo (Japan) on 2 December 1993;
- ❖ the Memorandum of Understanding on Port State Control in the Caribbean Region (Caribbean MOU), signed in Christchurch (Barbados) on 9 February 1996;
- ❖ the Memorandum of Understanding on Port State Control in the Mediterranean Region (Mediterranean MOU), signed in Valletta (Malta) on 11 July 1997;
- ❖ the Indian Ocean Memorandum of Understanding on Port State Control (Indian Ocean MOU), signed in Pretoria (South Africa) on 5 June 1998; and

- ◇ the Memorandum of Understanding for the West and Central African Region (Abuja MOU), signed in Abuja (Nigeria) on 22 October 1999.
- ◇ the Memorandum of Understanding on Port State Control for the Black Sea (the Black Sea MOU), signed in Istanbul (Turkey) on 7 April 2000.

### Technical assistance by IMO

In November 1991, IMO's 17th Assembly Adopted *Resolution A.682(17)*, Regional co-operation in the control of ships and discharges, which was aimed at the eradication of sub-standard ships and proposed the establishment of PSC regimes around the world, following the pattern adopted by the European region through the Paris MOU in 1982.

The resolution invited the authorities participating in the Paris MOU and any other countries participating in PSC to assist, wherever possible, in the conclusion of regional agreements elsewhere in the world and to study matters of inter-regional co-operation with a view to compatibility of information systems and exchange of PSC information.

Since then, IMO has been very actively engaged in assisting Member States in their efforts to eradicate substandard shipping and has co-operated in the preparation and conclusion of the various regional PSC agreements over the past few years. It is now hoped that this process

can be taken further by encouraging these regional systems to effectively implement the terms of the agreements, co-operate among themselves and, in particular, to formalize the transfer of information.

The need for support from within and outside the regions is evident, especially for the newly established PSC agreements, in which the majority of members are developing countries. From within the regions, the active participation of all members is crucial in the implementation of the agreements. From outside the regions, support is required on the one hand from other well established and functioning regional agreements by way of providing expertise and general guidance and on the other hand, from donors to provide financing for the conduct of training courses for inspectors.

IMO has developed a global project to assist regional PSC agreements in the harmonization of their operations, the development of their human resources capabilities and in the co-operation and exchange of information amongst each other. As experience is gained through implementation and interaction between agreements on a range of common problems, over time enhanced global co-operation will take place.

### PSC—the future

The establishment of world-wide regional PSC is only a beginning.

The prospect of global PSC, with exchange of information and

harmonization of procedures and training, has even more exciting implications. As more and more statistics and data are gathered and exchanged by the different PSC secretariats, this will result in a huge increase in knowledge about substandard shipping.

This knowledge is not only useful in itself, it will also provide the maritime community with the opportunity to better analyse the causes of incidents and casualties and to ascertain, more accurately than ever before, how they can be prevented from occurring again.

Armed with the information made available as a result of regional co-operation in PSC, we can work towards a change of attitude within the shipping industry, where a long tradition of secrecy has too often resulted in problems being hidden and ignored rather than revealed and solved.

The development of PSC gives us a chance to challenge that culture and replace secrecy with transparency and openness.

IMO recognizes that the task ahead will be arduous, and although efforts to improve flag State performance remain a top priority, effective regional agreements, including harmonized inspection and detention procedures, inter-nationally approved qualifications of surveyors/inspectors and transparency through increased information within regions and inter-regionally, will eventually impact upon both flag and port State responsibilities.

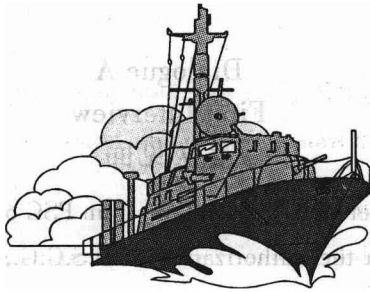
The process already set in motion to increase regional controls and to

strive for improved and effective implementation by flag States themselves is the only way forward.

Written by Dr. Heike Hoppe  
Technical Officer, Maritime Safety Division

International Maritime Organization

From *IMO NEWS, Number 1: 2000*





## Unit 1

### Reception of PSCO

#### 接待检查官员

接待检查官员是船上必须做的工作之一,因此一定要做到“细致、耐心、周到”。如船长的房间应该摆放香烟、糖果、饮料、啤酒、葡萄酒、茶、咖啡、瓜子、冰块等等。一般有经验的船长为了表示对 PSC 检查的重视,还派专人(英语最好的)陪同 PSC 检查官员(以下简称 PSCO)检查,同时要求检查到哪位船员的职责范围内,哪位船员也必须陪同,发现问题必须及时汇报,能立即纠正的必须马上纠正,无法马上解决的必须报告 PSCO 解决的时间。这样一来 PSCO 会在心理上得到“平衡”,并赞扬船方对 PSC 的重视。

#### Dialogue A

##### First Interview

##### 首次见面

PSCO: Nice to meet you, Mr. Captain. I am PSC officer from U.S. Coast Guard. On the authorization of U.S.C.G., I am executing PSC inspection.

Captain: Nice to meet you, Mr. Officer. May I have your certificate and your name, please?

PSCO: My name is Jack Field. Here is my official card.

Captain: Welcome, Mr. Field. I am ready for your inspection.

#### Notes

一般检查人员都有证件,如果在某些缺乏信誉的港口,你对