

# 航政管理专业英语

张钦良 主编

SPECIALISED ENGLISH FOR MARITIME ADMINISTRATION

大连海事大学出版社

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MARITIME ADMINISTRATION**

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## 内 容 提 要

本书选编了有关航政管理、航标管理和水上交通安全管理专业英语阅读材料。全书共 26 课,包括与航政有关的国际组织、国际公约、国内法规、IMO 决议、指南、建议案、手册、学术论文等;内容涉及船舶与船员管理、港口国管理、危险品运输、船舶防污染、船舶避碰、海事报告、船舶报告制度、海上搜救、全球海上遇险与安全系统、船舶交通服务、助航设施、全球定位系统等。

本书适用于航政管理(包括航标管理和水上交通安全管理)专业学生学习,也适合于从事航政(港航)管理、航标管理和水上交通安全管理的工作人员自学参考。

## 前 言

随着改革开放政策的深入发展,航政管理工作将不断提高水平,与国际接轨。专业英语作为航政管理工作的一种工具越来越体现其重要性。

为了满足航政管理专业培养未来有坚实英语基础的航政管理工作人员的教学需要,于1989年曾编写了《航政专业英语阅读材料》。经过四届航政管理专业本科生的教学实践,以及在职航政管理人员和函授生的使用,有必要对原教材进行修订和更新大部分内容,以扩大使用范围,使新教材不仅适用于航政管理、航标管理、水上交通安全管理专业学员教学用书,还便于以上各专业管理人员的自学,以满足实际工作的需要。

本书选材新,体例全。既反映国际航政管理的最新成就,又包括叙述文章、公约原文、国内法规(英译文)、IMO 决议、指南、建议案、手册、学术论文等。

本书内容广泛,涉及航政管理各个领域。有关人员可重点选读与本职工作密切相关的课文。本书专业词汇量丰富,并从专业角度进行注解,便于自学理解。

为了使学习和练习相结合,便于复习巩固提高,每篇课文后附有练习题,并在书后附有参考答案。

本书以大学英语考试(CET)四级作为起点,但对四级英语词汇表中具有专业释义的词汇也做了注解。其他一般词汇可参照《英语考试词汇手册》。

课文后附有阅读材料,提供有用的参考资料,扩大学员的知识面。阅读材料不包括在80学时的教学学时数内,由学员按需独立阅读。

书后附录还列出了按字母顺序(不计冠词)排列的总词汇表,并注明课文序数;练习参考答案;课文选译(课文中以黑体字排版的疑难段落的中译文),供读者参考。

本书由张钦良教授主编,吴兆麟教授主审。参加编写工作的有张钦良(1—5课,8—10课)、雷孝平(6,7课)、袁林新(11,17,18课)、郑中义(12,13课)、傅玉慧(14课)、朱玉柱(15,16课)、高志明(19,20课)、武力平(21课)、王英志(22—24课)、林毅伟(25,26课)。

鉴于编者水平有限,时间仓促,书中不当和不足之处在所难免,恳请读者和专家批评指正。

编 者

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# Lesson One

## The International Maritime Organization

### Words and Expressions

International Maritime Organization (IMO)		国际海事组织
maritime ['mærɪtaɪm]	a.	海(上、事、运、洋)的, 靠(近、沿、航)海的
convene [kən'veɪn]	v.	召集(会议), 集会(合)
enter into force		生效
inaugurate [ɪ'nə:ɡjʊreɪt]	v.	举行(展览会、学校等)开幕典礼, (教授、校长、官员等)就职典礼
session ['seʃən]	n.	(一届)会议, 一段时间, 上课时间
amendment [ə'mendmənt]	n.	修正案, 修正(改)
shipping ['ʃɪpɪŋ]	n.	航(海)运, 航运业, (运输)船舶, 发货
facilitate [fə'sɪlɪteɪt]	vt.	便利, 便于, 简化, 促(推)进
adoption [ə'dɒpʃən]	n.	接受, 正式通过, 采(选、沿)用
empower [ɪm'paʊə]	vt.	授权给, 准许
administrative [əd'mɪnɪstrətɪv]	a.	管理的, 行政(管理)的
inter alia [ɪntə æliə] (拉丁语)	ad.	尤其, 特别
budget ['bʌdʒɪt]	n.	预算, 堆(存)积, 聚集
criterion [kraɪ'tɪərɪən] (pl. -ria)	n.	标准, 规范
seaborne ['si:bɔ:n]	a.	海运(船)的, 来自海上的
co-ordinate [kou'ɔ:dɪnɪt]	v.	使协调, 调整, 整理
Secretary-General	n.	秘书长
subject (a. ) to		须经, 易遭(受, 发生), 以……为条件, 受……的支配
relationship [rɪ'leɪʃənʃɪp]	n.	(相互)关系, 共同性, 联系
Maritime Safety Committee (MSC)		海上安全委员会(海安会)
aids to navigation		导航设备、航标
manning	n.	配(备人)员
procedure [prə'sɪdʒə]	n.	程(工、顺)序, 步骤, 手续, (生产)过程



hydrographic [haidrou'græfik]	<i>a.</i>	水文(地理)的,水路的
log-book		航海日志
salvage ['sælvidʒ]	<i>n., vt.</i>	(海上)打捞,救捞,抢救
guideline	<i>n.</i>	导则,指南
sub-committee	<i>n.</i>	分委员会
bulk chemicals		散装化学品
life-saving	<i>n.</i>	救生
radicommunications	<i>n.</i>	无线电通信
Load Lines		载重线
Flag State Implementation(FSI)		船旗国履约(分委员会)
watchkeep	<i>n.</i>	值班
subsidiary [səb'sidjəri]	<i>a.</i>	副的,次要的,附属的
aftermath ['ɑ:ftəmæθ]	<i>n.</i>	后(结、恶)果,余波
Torry Canyon		(船名)托瑞·卡尼翁
Marine Environment Protection Committee(MEPC)		海洋环境保护委员会(环保会)
institutionalize	<i>vt.</i>	使制度化,使一成不变
[insti'tu:ʃənəlaiz]		
Facilitation Committee		便利运输委员会
formality [fɔ:'mæliti]	<i>n.</i>	(正式)手续
"red tape"		繁文缛节,官样文章
secretariate [sekɾə'tɔəriət]	<i>n.</i>	秘书处
formulation [fɔ:mju'leiʃən]	<i>n.</i>	制订,列出,阐述,订出
envisage [in'vizidʒ]	<i>vt.</i>	预计,设想,注(正,重)视
ageing ['eidʒiŋ]	<i>n.</i>	老(龄)化问题
"safety gap"		安全缺口(断层)
port State control		港口国管理
ro-ros	<i>n.</i>	(roll-on roll-off ships 的简写)滚装船
MARPOL 73/78 (International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto)		经1978年修订的1973年国际防止船舶造成 污染公约之简称,73/78防污公约
GMDSS		"全球海上遇险与安全系统"(Global Mar- itime Distress and Safety System)的缩略 语
phase-in		(分阶段)引入,逐步采用
search and rescue		搜寻与救助
trace ['treis]	<i>n.</i>	踪迹,痕迹



assess [ə'ses]	vt.	估价, 评定
goodwill [gud'wil]	n.	信誉, 商誉, 友好
forum ['fɔ:rəm] (pl. forums or fora)	n.	论坛, 讨论会
endeavour [in'devə]	n., v.	努力, 尽力, 力图

## Text

The Convention establishing the International Maritime Organization was adopted on 6 March 1948 by the United Nations Maritime Conference which was convened in Geneva on 19 February 1948. The Convention, then known as the Convention on the Inter-Governmental Maritime Consultative Organization, entered into force on 17 March 1958. The new Organization was inaugurated on 6 January 1959 when the Assembly held its first session.

The name of the Organization was changed to the International Maritime Organization in accordance with an amendment to the Convention which entered into force on 22 May 1982.

The purposes of the Organization, as summarized by Article 1(a) of the Convention, are "to provide machinery for co-operation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning the maritime safety, efficiency of navigation and prevention and control of marine pollution from ships". The Organization is also empowered to deal with administrative and legal matters related to these purposes.

The Organization is based at 4 Albert Embankment, London, and is the only United Nations' specialized agency to have its headquarters in Britain.

The Organization consists of an Assembly, a Council and five main Committees. There are also a number of Sub-Committees of the main technical committees.

The Assembly is the highest Governing body of the Organization. It consists of all Member States. IMO has 150 Members plus two Associate Members. It meets once every two years in regular sessions; but may also meet in extraordinary session if necessary. The Assembly is responsible, inter alia, for approving the work programme, to vote the budget and determine the financial arrangements of the Organization and to perform the functions of the Organization. The Assembly also elects the Members to be represented on the Council.

The Council is composed of 32 Member States elected by the Assembly for two-year terms beginning after each regular session of the Assembly. The Convention of the Organization provides that in electing the Members of the Council the Assembly shall observe the following criteria:

"(a) Eight shall be States with the largest interest in providing international shipping services;

(b) Eight shall be other States with the largest interest in international seaborne trade;

(c) Sixteen shall be States not elected under (a) or (b) above which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world”.

The Council is the Executive Organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly the Council performs all the functions of the Assembly, except the function of making recommendations to Governments on maritime safety and pollution prevention which is reserved for the Assembly by Article 15(j) of the Convention. Other functions of the Council are to:

(a) co-ordinate the activities of the organs of the Organization;

(b) consider the draft work programme and budget estimates of the Organization and submit them to the Assembly;

(c) receive reports and proposals of the Committees and other organs and submit them to the Assembly and Member States, with comments and recommendations as appropriate;

(d) appoint the Secretary-General, subject to the approval of the Assembly;

(e) enter into agreements or arrangements concerning the relationship of the Organization with other organizations, subject to approval by the Assembly.

The members of the Council elected by the 18th Assembly in 1993 for 1994-1995 are as follows:

(a) China, Greece, Italy, Japan, Norway, Russian Federation, United Kingdom and United States.

(b) Argentina, Brazil, Canada, France, Germany, India, Netherlands and Sweden.

(c) Algeria, Australia, Bahamas, Cyprus, Egypt, Indonesia, Iran (Islamic Republic of), Kuwait, Mexico, Morocco, Nigeria, Poland, Republic of Korea, Saudi Arabia, Singapore and Spain.

The Maritime Safety Committee (MSC) is the highest technical body of the Organization. It consists of all Member States. The functions of the Maritime Safety Committee are to “consider any matter within the scope of the Organization concerned with aids to navigation, construction and equipment of vessels, manning from a safety standpoint, rules for the prevention of collisions, handling of dangerous cargoes, maritime safety procedures and requirements, hydrographic information, log-books and navigational records, marine casualty investigation, salvage and rescue, and any other matters directly affecting maritime safety”.

The Committee is also required to provide machinery for performing any duties assigned to it by the IMO Convention or any duty within its scope of work which may be assigned to it by or under any international instrument and accepted by the Organization. It also has the responsibility for considering and submitting recommendations and guidelines on safety for possible adoption by the Assembly.

The MSC operates with the assistance of 11 Sub-Committees. These are:

1. Bulk Chemicals

2. Carriage of Dangerous Goods

3. Containers and Cargoes
4. Fire Protection
5. Flag State Implementation
6. Life-saving, Search and Rescue
7. Radiocommunications
8. Safety of Navigation
9. Ship Design and Equipment
10. Stability and Load Lines and Fishing Vessel Safety
11. Standards of Training and Watchkeeping

The legal Committee is empowered to deal with any legal matters within the scope of the Organization. The Committee consists of all Member States of IMO. It was established in 1967 as a subsidiary body to deal with legal questions which arose in the aftermath of the Torrey Canyon disaster.

The legal Committee is also empowered to perform any duties within its scope which may be assigned by or under any other international instrument and accepted by the Organization.

The Marine Environment Protection Committee (MEPC), which consists of all Member States, is empowered to consider any matter within the scope of the Organization concerned with prevention and control of pollution from ships. In particular it is concerned with the adoption and amendment of conventions and other regulations and measures to ensure their enforcement.

The Sub-Committees on Bulk Chemicals and Flag State Implementation are also the subsidiary bodies of the MEPC as far as pollution aspects are concerned.

The MEPC was first established as a subsidiary body of the Assembly and raised to full constitutional status in 1985.

The Technical Co-operation Committee is required to consider any matter within the scope of the Organization concerned with the implementation of technical co-operation agency and any other matters related to the Organization's activities in the technical co-operation field.

The Technical Co-operation Committee consists of all member States of IMO, was established in 1972 as a subsidiary body of the Council, and was institutionalized by means of an amendment to the Convention which entered into force in 1984.

The Facilitation Committee was established in May 1972 and deals with IMO's work in elimination unnecessary formalities and "red tape" in international shipping. Participation in the Facilitation Committee is open to all Member States of IMO. At present the Facilitation Committee is a subsidiary body of the Council, but in resolution A. 724(17) the Assembly adopted amendments to the IMO Convention which will institutionalize the Committee.

The Secretariat of IMO consists of the Secretary-General and nearly 300 personnel based at the headquarters of the Organization.

The Secretary-General of the Organization is Mr. W. A. O'Neil of Canada who was appointed to the position with effect from 1 January 1990. He was re-elected in 1993 for another four-year term beginning on 1 January 1994.

Over the years, IMO has continually evolved to meet changing conditions and requirements. In its early years it was primarily concerned with the formulation of international conventions and codes. Today that work has largely been completed. Very few conventions are envisaged for the future, although the work of review and amendment will continue.

However, the world of shipping is changing very rapidly and new challenges are likely to emerge in the next few years. One matter of concern is the ageing of the world fleet; older ships tend to have more accidents than new ones and this could result in a gradual rise in the maritime casualty rate. Some Governments are concerned that this could also lead to a widening "safety gap" growing between new and existing ships. These Governments would like to see many measures which are now limited to new ships extended to existing ships as well.

There is a growing determination to ensure that IMO measures are not only implemented as widely as possible but as effectively as possible. Regional co-operation in carrying out port State control of foreign-flag ships is being encouraged.

IMO is also concerned about increased losses of bulk carriers and further improvements are planned to the safety of passenger ships, including ro-ros.

On the environmental side, IMO is considering to add a new chapter to MARPOL 73/78 dealing with air pollution from ships and tanker, changes are being planned to the design of both new and existing tankers.

Throughout the present decade the GMDSS will be phased-in. It will greatly assist the search and rescue operations and make it virtually impossible for ships to vanish without trace, as still sometimes happens today.

It is impossible to assess very precisely the effectiveness of the numerous safety and anti-pollution measures which have been adopted by IMO since 1959. The shipping industry has altered so much that no valid comparison can be made. Nevertheless, the international maritime community recognizes the contribution IMO has made towards maritime safety and the prevention of marine pollution.

But there is no question that there is still an enormous amount of work to be done, and the role of IMO as the forum for the international shipping community is, if anything, even more important today than it has been in the past.

The success achieved to date through the goodwill and determined efforts of the international community, using IMO as a forum and a platform, merely demonstrates that the past three decades in the struggle for safer shipping and cleaner oceans are indeed only the first stage in a continuing endeavour.

## Exercises

I. Make a choice by choosing corresponding letter and filling in the blanks underlined:

1. The IMCO came into being on \_\_\_\_\_.

(A) 6 March 1948

(B) 19 February 1948

- (C)17 March 1958 (D)6 January 1959
2. The highest governing body of IMO is \_\_\_\_\_.  
 (A)secretariate (B)Council  
 (C)Assembly (D)MSC
3. The Council is composed of \_\_\_\_\_ Member States elected by the Assembly for two-year terms.  
 (A)40 (B)32 (C)16 (D)8
4. The MEPC operates with the assistance of \_\_\_\_\_ sub-committees.  
 (A)two (B)four (C)ten (D)eleven
5. On the environmental side, IMO is considering to add a new Annex to MARPOL 73/78 dealing with \_\_\_\_\_ from ships.  
 (A)bulk solid cargoes (B)tanker design  
 (C)air pollution (D)"safety gap"

## II. Answer the following questions:

1. When and where was the IMCO inaugurated?
2. What is the purpose of the Organization?
3. Up to now, how many Member States does the Organization have?
4. Make a sketch of the IMO's bodies.
5. How many Members are there of the Council? How are they divided into three groups?
6. Which Sub-Committees are the subsidiary bodies both of MSC and MEPC?
7. Who is now the Secretary-General of the Organization? How many staff members are there of the Secretariat?
8. Comment the IMO's works in brief.

## Reading Materials

### IMO Member States, with year of joining

Albania	1993	Algeria	1963
Angola	1977	Antigua and Barbuda	1986
Argentina	1953	Australia	1952
Austria	1975	Bahamas	1976
Bahrain	1976	Bangladesh	1976
Barbados	1970	Belgium	1951
Belize	1990	Benin	1980
Bolivia	1987	Bosnia and Herzegovina	1993
Brazil	1963	Brunei Darussalam	1984
Bulgaria	1960	Cambodia	1961

Cameroon	1961	Canada	1948
Cape Verde	1976	Chile	1972
China	1973	Colombia	1974
Congo	1975	Costa Rica	1981
Cote d'Ivoire	1960	Croatia	1992
Cuba	1966	Cyprus	1973
Czech Republic	1993	Democratic People's Republic of Korea	1986
Denmark	1959	Djibouti	1979
Dominica	1979	Dominican Republic	1953
Ecuador	1956	Egypt	1958
El Salvador	1981	Equatorial Guinea	1972
Eritrea	1993	Estonia	1992
Ethiopia	1975	Fiji	1983
Finland	1959	France	1952
Gabon	1976	Gambia	1979
Georgia	1993	Germany	1959
Ghana	1959	Greece	1958
Guatemala	1983	Guinea	1975
Guinea-Bissau	1977	Guyana	1980
Haiti	1953	Honduras	1954
Hungary	1970	Iceland	1960
India	1959	Indonesia	1961
Iran (Islamic Republic of)	1958	Iraq	1973
Ireland	1951	Israel	1952
Italy	1957	Jamaica	1976
Japan	1958	Jordan	1973
Kazakhstan	1994	Kenya	1973
Kuwait	1960	Latvia	1993
Lebanon	1966	Liberia	1959
Libyan Arab Jamahiriya	1970	Luxembourg	1991
Madagascar	1961	Malawi	1988
Malaysia	1971	Maldives	1967
Malta	1966	Mauritania	1961
Mauritius	1978	Mexico	1954
Monaco	1989	Morocco	1962
Mozambique	1979	Myanmar	1951
Namibia	1994	Nepal	1979

Netherlands	1949	New Zealand	1960
Nicaragua	1982	Nigeria	1962
Norway	1958	Oman	1974
Pakistan	1958	Panama	1958
Papua New Guinea	1976	Paraguay	1993
Peru	1968	Philippines	1964
Poland	1960	Portugal	1976
Qatar	1977	Republic of Korea	1962
Romania	1965	Russian Federation	1958
Saint Lucia	1980	Saint Vincent and the Grenadines	1981
Sao Tome and Principe	1990	Saudi Arabia	1969
Senegal	1960	Seychelles	1978
Sierra Leone	1973	Singapore	1966
Slovak Republic	1993	Slovenia	1993
Solomon Islands	1988	Somalia	1978
Spain	1962	Sri Lanka	1972
Sudan	1974	Suriname	1976
Sweden	1959	Switzerland	1955
Syrian Arab Republic	1963	Thailand	1973
The former Yugoslav Republic of Macedo- nia	1993	Togo	1983
Trinidad and Tobago	1965	Tunisia	1963
Turkey	1958	Turkmenistan	1993
Ukraine	1994	United Arab Emirates	1980
United Kingdom of Great Britain and Northern Ireland	1949	United Republic of Tanzania	1974
United States of Ameri- ca	1950	Uruguay	1968
Vanuatu	1986	Venezuela	1975
Viet Nam	1984	Yemen	1979
Yugoslavia	1960	Zaire	1973
Associate Members:			
Hong Kong	1967	Macau	1990

### World Maritime Day:

World Maritime Day is celebrated at the end of September (the exact date is decided upon by



individual Member States) and enables attention to be focused on a particular aspect of IMO's work. The themes have been:

1978—Safety, Welfare and Training of Seafarers

1979—Safer Shipping and Cleaner Oceans

1980—Maritime training for safer shipping and cleaner oceans

1981—Effective global implementation of IMO's technical standards for the promotion of safer shipping and cleaner oceans

1982—Global co-operation for the prevention and control of marine pollution from ships

1983—Maritime telecommunications for safety, efficiency and seafarers' welfare

1984—Global co-operation for the training of maritime personnel

1985—Maritime search and rescue

1986—Global co-operation for safety at sea and the protection of the marine environment

1987—Maritime legislation for safer shipping and cleaner oceans

1988—Shipboard management for maritime safety and pollution prevention

1989—IMO; the first thirty years

1990—Cleaner oceans; the role of IMO in the 1990s

1991—Passenger and crew safety on board ship

1992—Marine environment and development; the IMO's role

1993—Implementation of IMO standards—the key to success

1994—Better standards, training and certification—IMO's response to human error

# Lesson Two

## International Conventions

### Words and Expressions

upsurge	['ʌpsə:dʒ]	<i>n.</i>	高涨, 高潮
tonnage measurement			吨位丈量
collision	[kə'liʒən]	<i>n.</i>	(车、船等的)碰撞, (利益, 意见等的)冲突
put into effect			开始生效, 开始实行
come into existence			成立, 产生, 开始存在
coincide	[kəuin'said]	<i>v. (with)</i>	和……一致, 相符, 相同
keep pace with			(跟……)齐步前进, (和……)并驾齐驱
protocol	['proutəkəl]	<i>n.</i>	议定书
footing	['futiŋ]	<i>n.</i>	地位, 立足点
signatory	['signətəri]	<i>n.</i>	(协议、条约等的)签署者, 签约国
ratify	['rætɪfaɪ]	<i>vt.</i>	批准
accede	[æk'si:d]	<i>vt. (to)</i>	加入
come into force			生效
stipulate	['stɪpjuleɪt]	<i>vt.</i>	规定, 订定
stringent	['strɪndʒənt]	<i>a.</i>	严格的, 严厉的
gross tonnage			总吨位(缩写为 g. t. or GT)
a period of grace			宽容期
Convention Relating to Civil Liability in the Field of Maritime Carriage of Nuclear Material, 1971			1971年海上运输核材料方面的民事责任公约
Special Trade Passenger Ships Agreement, 1971			1971年特殊贸易客船协议
enact	['ɪnækt]	<i>vt.</i>	制定(法律), 颁布, 通过(法律等)
inspectorate	[ɪn'spektətərɪt]	<i>n.</i>	(总称)检查人员, 监察人员
verge	[və:dʒ]	<i>n.</i>	边缘, 界限
shipowner		<i>n.</i>	船舶所有人, 船东
shipbuilder		<i>n.</i>	造船技师, 造船工人, 船舶建造者