

海船船员适任考试培训用书



中华人民共和国辽宁海事局、大连海事大学组织编写

# 航海英语

(中册：大副适用)

王建平 李新江 吕弘 编著



大连海事大学出版社

# 海船船员适任考试培训用书

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## 内容提要

本书收录和详释了《海船船员适任考试和评估大纲》关于无限航区和近洋航区船舶大副《航海英语》所要求的船舶修理业务、货运业务与单证、危险品和特种货物运输、大副批注、英文业务函电、提单、海上人命安全公约和租船合同等内容。本书是大副英语考试的培训教材,也可作为港航企事业各级管理人员、航海院校师生自学航海英语的参考书。本书对从事航海实践的管理级工作的广大船员具有一定的实用价值。

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## 序

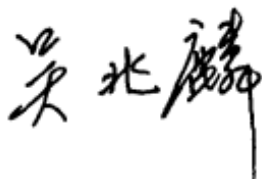
在辽宁海事局和大连海事大学的精心组织下,“海船船员适任考试(驾驶)培训用书”出版发行了,这是航运界的一件大事,我表示衷心地祝贺。

回顾过去,根据中华人民共和国港务监督局《1988年海船船长、驾驶员考试大纲》的要求,大连海运学院和大连海上安全监督局等单位于1992年7月组织编写了“高级船员适任证书考试用航海培训教材”,出版后受到全国各地海员的热烈欢迎,一印再印,长销不衰。在驾驶人员考证培训、自学提高及考试发证机关命题参考等方面,发挥了重要作用。

为了满足《STCW 78/95公约》和中华人民共和国海事局1998年颁布的《海船船员适任考试和评估大纲》的要求,1999年5月,辽宁海事局和大连海事大学又不失时机地组建了船舶驾驶专业海船船员适任考试培训用书编写委员会,选聘有丰富教学经验和航海实践经验的船长、教授和专家担任各书主编,精编严审,高质量地完成了“海船船员适任考试(驾驶)培训用书”的编写工作。编写中注意理论与实践相结合,具有较强的针对性、适用性和系统性。可以说,这套系列培训用书,是新形势下,在总结过去的基础上原培训教材的继续和发展,它一定会像从前一样受到广大海员的欢迎,成为良师益友。

我相信,该系列培训用书的出版,对海员适任考试、培训,提高我国海员整体素质,更好地履行国际公约,从而保证海上人命和财产的安全,一定会发挥重要作用。

大连海事大学校长



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# 前 言

为满足《1978年海员培训、发证和值班标准国际公约》1995年修正案(STCW78/95公约)和中华人民共和国海事局1998年颁布的《海船船员适任考试和评估大纲》的要求,辽宁海事局和大连海事大学共同组建了船舶驾驶专业海船船员适任考试培训用书编写委员会,选聘有丰富教学经验和航海实践经验的船长、教授和专家为各书的主编。编委会对各书的编写大纲进行了审定。

这套海船船员考试培训用书符合1998年《海船船员适任考试和评估大纲》的要求,具有较强的针对性和适用性,取材切题,简明扼要,理论联系实际,适用于海船船舶驾驶人员适任考试和培训,也可作为航海从业人员的业务参考书。

这套丛书共分十册:航海学、船舶值班与避碰、航海气象与海洋学、船舶操纵、海上货物运输、船舶结构与设备、船舶管理、船长业务、航海英语和水手业务。

本书的出版得到了海事局、各航运企业、大连海事大学出版社等单位的关心和支持,特致谢意。

**海船船员适任考试(驾驶)培训用书编写委员会**

## 编者的话

本书根据中华人民共和国港务监督局《海船船员适任考试和评估大纲》关于无限航区和近洋航区船舶大副《航海英语》的要求编写而成。

本书在编写过程中考虑到了如下几个方面的问题:

1. 我国船员的航海英语水平亟待提高。本书在编写中力图从航海英语的阅读理解、英译汉、汉译英等方面提高船员的英语水平。

2. 严格执行《海船船员适任考试和评估大纲》关于无限航区和近洋航区船舶大副《航海英语》的培训与考试要求。书中的章节和大纲的顺序略有不同,但所讲述的内容则几乎与大纲完全一致。

3. 作者力图使本书能成为船员在航海生产中的伙伴。书中的内容除主要突出考试要求外,还适当考虑到了船员在生产中的应用需要。

本书是在 1993/1994 年大连海事大学出版社出版的《航海英语》上册和下册的基础上编写而成的。前两册书 6 年来发行约 2 万册,得到广大船员的肯定,但我们也收到了一些批评意见。在本次编写中,我们基本上克服了有关不足。

本书的主要作者十几年来一直从事航海英语的教学与培训工作,积累了相当多的经验。我们力图将这些经验和航海生产要求及船员考试要求结合起来。但由于水平有限,错漏之处难免,恳请广大船员、有关教师及时指正。

**编著者**

2001 年 10 月于大连



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# 第一章 船舶修理业务

## § 1-1 船舶结构

### 1 船舶

Merchant vessels can operate in the following three basic ways.

They can operate as liners. These are employed on regular routes on a fixed timetable. A list of their arrival and departure dates is published in advance and they sail whether full or not. Liners can be classed as either deep-sea liners or short-sea liners. The former carry mainly containerized cargo across the oceans of the world; the later carry containerized or conventional cargo on shorter routes. Ferries are also classed as liners. These offer a daily or weekly service for passengers and vehicles across channels and narrow seas. A few ships are still employed as passenger liners. They carry not only passengers but also some cargo on routes from Europe to North America and to the Far East. Nowadays the passenger trade is very small and passenger liners usually operate as cruise ships for part of the year.

Merchant ships also operate as tramps. These vessels do not sail on regular routes or keep to a fixed timetable, but are employed where there is cargo for them to carry. Tramps can be classed as deep-sea tramps or short-sea tramps. A number are classed as coasters. These ply on coastal routes and up rivers to inland ports. The traditional tramp cargoes are dry bulk cargoes, but some are designed to carry general cargoes.

A large number of merchant ships operate as specialized vessels. These are designed to carry a particular type of cargo. There are several types of specialized vessel. The most common are oil tankers. They are owned by the major oil companies or by independent operators. Two other types of liquid bulk carrier of growing importance are chemical carriers and liquefied natural gas (LNG) carriers.

Ships cost a lot of money to build. A general cargo vessel costs several million pounds and a giant tanker can cost over 40 million pounds. One reason for this is the high cost of steel and other materials used in shipbuilding. Another reason is the high cost of labour.

A modern shipyard is designed for building ships as cheaply and quickly as possible. Many of the old processes have disappeared or been combined into one fully mechanized process. Machines are now used instead of men. Today, ships can be built in about sixteen months and costs can be kept to a minimum.

Who designs ships? Ships are designed by naval architects. The largest shipping companies have their own naval architects. In Europe and Japan, shipyards employ naval architects to design a ship for a customer, or offer basic designs which can be varied to suit the customer's needs. Shipowners may also go to independent firms of shipping consultants and ask their naval architects to design a ship for them.

When shipowners decide to order a new ship, they tell the naval architect the cargo they want the ship to carry. They also tell him what routes the ship will ply and the desired speed. They put limits on the ship's dimensions and on the price that they are prepared to pay. The ship must also comply with the rules of the classification society and international regulations. Economic, engineering and safety factors all govern the design of a ship.

The building of a ship follows a well-ordered sequence of events. After the vessel has been ordered, the plans are completed in the drawing-office. Next, the final plans must be approved by a classification society such as Lloyds Register of Shipping. This is necessary if the owner wants his ship to be classed. While the ship is being built, constant checks are made to make sure she is being built to the standards of the society. Classification will show that the ship is seaworthy and able to carry the cargo she has been designed to carry.

Nowadays a shipyard is organized so that each stage in the building of a ship is done in a continuous chain of shops. Each shop is linked by conveyor rollers and moving cranes on rails. First of all, steel plates and bars are taken from the stockyard to the preparation shop. Here they are cleaned by shot blasting. Then, they are coated with a primer paint to prevent corrosion. Later, they are cut and shaped automatically by machines. Cutting is done by gas torches and shaping by giant presses. After that, the pieces are welded together in prefabrication sheds to form sections. Welding is now used instead of riveting for joining pieces of metal together. Riveting uses more steel than welding and was therefore more expensive. It also increases the weight of the ship without increasing the strength. The prefabricated sections are then transferred to the building berth. Eventually, they are lifted into position by giant cranes.

When a ship is ready, she is launched. Some ships are built on a slipway and slide into the water. Others are built in a dry dock. The dock is then flooded with water and the ship is floated out. After being launched, she is towed to the fitting out basin by tugs and completed.

A completed ship goes for sea trials before she is handed over to her new owners. During these the ship and her equipment are thoroughly tested.

[注释]

liners 班轮

merchant ships 商船

ship 常指客船、客货船、货船等各类船  
船, 而 vessel 则主要指货船

deep-sea liners 远洋班轮

short-sea liners 近海班轮

ferries 渡船

passenger liners 客运班轮

cruise ships 巡游船

tramps 不定期船

deep-sea tramps 远洋不定期船

short-sea tramps 近海不定期船

coasters 沿海航行船	preparation shop 预备车间
ply 努力工作, 艰难航行	shot blasting 喷砂
<u>OBO-ship</u> ore / bulk / oil ship 矿石 / 散货 / 石油运输船	<u>primer paint</u> 底漆
<u>dairy produce</u> 奶制品	gas torches 气割机
<u>naval architects</u> 造船专家	prefabrication sheds 预成型车间
<u>drawing-office</u> 绘图室	<u>welding</u> 焊接
<u>final plans</u> 最终图纸, 施工图纸	riveting 铆接
classification society 船级社	slipway (造船的) 滑道
conveyor rollers 运送车	dry dock 干船坞
<u>shops</u> 车间	<u>sea trials</u> 海上试航

## 2 船舶主要参数

### 2.1 Description of MV Yu Long

Delivery:	Dec. 1988
Owner:	Dalian Maritime University
Port of registry:	Dalian
Classification:	★ZCA ICE CLASS B / ★ZCM AUT-1
Tonnage:	GT 9,019 / NT 3,568
Displacement:	14,700 t
Light displacement:	4,870 t
Deadweight:	9,830 t
Length o. a.:	139.8 m
Length b. p.:	126.0 m
Moulded breadth:	20.8 m
Depth to maindeck:	11.4 m
Draught:	8.0 m
Speed:	16.1 kn
Complement:	152 P
Main engine:	1 SULZER diesel, type 6RTA48, 6,529 kW at 154 r/min
Auxiliary engines:	3 diesels, type M200L-ST, 440 kW at 750 r/min, each 3 generators, type FE450-8, 440 kW at 750 r/min, each
Emergency generator:	type SPS901FX-00 1 diesel, type 6135ZD3, 121.54 kW at 1,500 r/min 1 generator, type T <sub>2</sub> H <sub>1</sub> XV-90-4, 90 kW at 1,500 r/min
Equipment:	2 cranes, type B5 / 18-20, 5 t / 20 m, each 1 crane, type B15 / 20-22, 15 t / 22 m
Cargo capacity:	grain capacity 14,240 m <sup>3</sup> or bale capacity 12,887 m <sup>3</sup>

## [译文]

交船日期:	1988年12月
船舶所有人:	大连海运学院
登记港:	大连
船级:	★ZCA ICE CLASS B / ★ZCM AUT-1
登记吨位:	总吨位: 9 019 / 净吨位: 3 568
排水量:	14 700 t
空船排水量:	4 870 t
总载重量:	9 830 t
总长:	139.8 m
两柱间长:	126.0 m
型宽:	20.8 m
主甲板深度:	11.4 m
吃水:	8.0 m
航速:	16.1 kn
定员:	152 人
主机:	1 台 SULZER 6RTA48 型柴油机, 额定功率 6 529 kW, 154 r/min
柴油发电机组:	3 台 M200L-ST 型柴油机, 最大持续功率各 440 kW, 750 r/min 3 台 FE450-8 型发电机, 功率各 440 kW, 750 r/min
应急发电机组:	SPS901FX-00 1 台 6135ZD3 型柴油机, 功率 121.54 kW, 1 500 r/min 1 台 T <sub>2</sub> H <sub>1</sub> XV-90-4 型发电机, 最大持续功率 90 kW, 1 500 r/min
设备:	2 台 5 t / 20 m 甲板吊机 1 台 15 t / 22 m 甲板吊机
货舱容积:	散装 14 240 m <sup>3</sup> , 或包装 12 887 m <sup>3</sup>

**2.2 20,000 dwt multi-purpose cargo ship MV Le Rong**

Owner:	China Ocean Shipping (Group) Company
Classification:	★CSA 5 / 5 SHC, ICB, SMS, CHS, LC+S\GVI ★CSM AUT-0, PMS
Deadweight:	20,000 t
Length o. a.:	169.0 m
Length b. p.:	158.0 m
Moulded breadth:	25.2 m
Depth to maindeck:	14.1 m
Draught:	9.5 m
Speed:	16.5 kn
Complement:	32 P
Main engine:	1 MAN-B&W diesel, type 6S50 mC SMCR 7,550 kW at 116 r/min,

	CSR 6,800 kW at 112 r/min
Auxiliary engines:	3 diesels, type 4L20, 540 kW at 900 r/min, each 3 generators, type 1FC6, 500 kW at 900 r/min, each
Equipment:	2 electr. cranes, 15 t / 23 m, each 1 electr. crane, 40 t / 29 m
<b>[译文]</b>	
船舶所有人:	中国远洋运输(集团)总公司
船级:	★CSA 5 / 5 SHC, ICB, SMS, CHS, LC+S\GVI ★CSM AUT-0, PMS
总载重量:	20 000 t
总长:	169.0 m
两柱间长:	158.0 m
型宽:	25.2 m
型深:	14.1 m
设计吃水:	9.5 m
航速:	16.5 kn
定员:	32 人
主机:	MAN-B&W 6S50 mC 柴油机 SMCR 7 550 kW, 116 r/min; CSR 功率 6 800 kW, 112 r/min
副机:	3 台柴油机组, 型号 4L20, 功率各 540 kW, 900 r/min 3 台发电机组, 型号 1FC6, 功率各 500 kW, 900 r/min
设备:	2 台电动克令吊, 各 15 t / 23 m 1 台电动克令吊, 40 t / 29 m

### 2.3 MV Liu He

5,800 dwt P/O tanker

Delivery:	Mar. 1996
Owner:	Singapore FONDA Oil Co., Ltd.
Classification:	LR+100A1 OIL TANKER ESP F.P.<60°C
Tonnage:	T 4,597
Cargo oil at designed draft:	5,000 t
Length o. a. :	118.80 m
Length b. p. :	110.00 m
Moulded breadth:	17.60 m
Depth to maindeck:	8.40 m
Draught:	6.00 m
Service speed:	13.5 kn
Complement:	28 P
Main engine:	1 HU DONG-MAN B&W diesel, type 5L35 mC MARK MCR

	3,250 kW at 210 r/min
Auxiliary engines:	3 diesels, type 6DS-18A, 405 kW at 750 r/min, each 3 generators, type 1FC <sub>5</sub> 454-8TA42, 312 kW at 750 r/min each
Emergency generator:	1 MAN diesel, type DO226 mTE, 85 kW at 1 500 r/min 1 generator, type STANFORD UCM274D, 75 kW at 1,500 r/min

## 【译文】

5 800 t 成品油船

交付:	1996 年 3 月
船舶所有人:	新加坡泛达石油公司
船级:	LR+100A1 OIL TANKER ESP F.P.<60°C
登记吨位:	总吨位: 4 597
载油量:	5 000 t
总长:	118.80 m
两柱间长:	110.00 m
型宽:	17.60 m
型深:	8.40 m
吃水:	6.00 m
航速:	13.5 kn
定员:	28 人
主机:	1 台 HU DONG-MAN B&W, 型号 5L35 mC MARK 柴油机, MCR 3 250 kW, 210 r/min
副机:	3 台柴油机, 型号 6DS-18A, 各 405 kW, 750 r/min 3 台发电机, 型号 1FC <sub>5</sub> 454-8TA42, 各 312 kW, 750 r/min
应急柴油发电机组:	柴油机型号 MAN DO226 mTE, 85 kW, 1 500 r/min 发电机型号 STANFORD UCM274D, 75 kW, 1 500 r/min

#### 2.4 Description of MV Atlantic

The ship is designed for unrestricted, worldwide, fast container service. Below-deck containers are stowed in fixed cell guides, and a portable lashing system is provided for above-deck containers.

Holds are closed by weathertight pontoon hatches which are designed for stacking on adjacent covers. The container mix is readily adaptable to suit individual owner requirements. At the design draft of 34'-6", container capacity is 1,650 TEU, or 1,400 TEU plus 125 Forty-Foot Auto Frames (FAFs). The ship's stability characteristics permit a maximum of 1,910 TEUs (or 1,650 TEUs plus 130 FAFs), which is achieved through 4-tier on-deck container stacking. Receptacles for refrigerated containers are provided in holds and on deck in 5 of the 16 container rows.

##### Principal Characteristics

Class:	ABS ✕A1 Container Carrier, ✕AMS, ✕ACCU
Length Overall:	713'-6"
Length Between Perpendiculars:	673'-1"



Breadth:	105'-8"
Depth to Upper Deck:	66'-6"
Draft (design) :	34'-6"
Deadweight at Design Draft:	21,500 L. Tons
Speed at 90% MCR:	22.5 Knots
Machinery Plant	
Main Engine:	B&W 8180 mC Slow Speed Diesel, Single Screw, 33,680 BHP
Additional Equipment:	Three 2,000 kW Ship's Service Diesel Generators, one 500 kW Emergency Diesel Generator, two Turbochargers, Exhaust Economizer, Electro-hydraulic Bow Thruster, and Electro-hydraulic Steering Gear.
Navigation Equipment:	Radar / collision avoidance system Gyro-compass and autopilot Echo depth sounder Doppler speed log Satellite navigation system Loran C Radio direction finder Radio Equipment 1,000 watt 410-515 kHz main transmitter VHF radio telephone Inmarsat satellite communication terminal HF teletype Remote Control and Monitoring Remote control from engine control room. Propulsion machinery can also be remotely controlled from the bridge.
Fire Extinguishing:	Water fire extinguishing system covering deck and accommodations. CO <sub>2</sub> fire extinguishing system in all cargo spaces and machinery spaces.
Complement:	21 crew plus 6 riding crew and owner's cabin.

## 【注释】

fixed cell guides 固定导轨	ABS American Bureau of Shipping, 美国船级社
portable lashing system 便携式系固系统	MCR maximum continuous rating, 最大持续功率
weathertight pontoon 风雨密的箱型舱盖	BHP brake horse power, 制动马力
TEU twenty-foot equivalent unit, 20 ft 标准箱	ship's service diesel generators 船用柴油发电机
FAF forty-foot auto frame, 40 ft 汽车框架箱	emergency diesel generator 应急柴油发
container mix 多种集装箱	