



HOW TO BE SAFE ON BOARD A SHIP

(For Marine Engineers)

轮机安全管理实用英语

主编 刘 宁 张延涛

主审 黄丽萍



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前 言

《轮机安全管理实用英语》是依据项目导向、任务驱动而编写的教材,其内容大多是船上工作的实际场景,与船上的实际工作联系紧密,针对性和实用性很强,使学习者在学习时犹如置身于真实的工作场景之中。全书共有 16 个模块,着重介绍了机舱工作人员安全操作方面和应急情况下的用语,内容涵盖船上防止人员伤亡、医疗和急救、机舱安全操作、安全加油操作、消防、各种应急情况、防海盗、船上演练、PSC 检查以及国际公约等。每个模块都有重点内容提示,并配有辅助学生掌握教学内容的练习。

本教材可用于航运院校轮机管理专业的学生使用,也可用于航运公司轮机部门人员派船前的英语版的船舶安全生产教育培训。通过培训,使学习者熟练掌握与工作岗位安全管理方面相关的英语,能够听懂并且理解,并能在相关的工作场景下用英语进行有效的沟通和交流,从而杜绝由于沟通不畅引起的生产和安全隐患,增强安全意识,达到 STCW 公约马尼拉修正案等的有关要求,满足企业的要求。

本教材的编写得到了青岛远洋船员学院同仁和朋友以及大连海事大学出版社的领导和编辑老师的大力支持,在此一并表示衷心的感谢!

由于编著水平有限,书中难免有不当之处,恳请读者谅解并给予指正。

编 者

2014 年 9 月



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Module 1

Joining a Ship

◆ *Instructional Objectives*

1. Be able to make a self-introduction;
2. Be able to use proper English to communicate with the other staff on a ship;
3. Be able to identify the major places on a ship.

◆ *Learning Focus*

1. Communications on joining a ship;
2. Familiarization with places on a ship.

Task 1

Arriving on a Ship



Text

As a junior engineer when you join a ship for the first time, you will be surrounded by doubts, confusions, and even fears. For this reason, senior engineers in the engine room keep themselves a bit lenient and give you space and time to absorb and learn things. However, you shouldn't expect unlimited time to learn and grasp things. After the very first month, or probably after 15 days, you would be expected to carry out your duties independently without making mistakes. It is therefore important that a junior engineer, though officially on a training period should know and learn as fast as he can.

When you join a mixed crew ship you will have to meet the captain or the chief officer. You should be able to introduce yourself in English.

Short Dialogue

Dialogue 1

Captain: Good morning! I am captain William Claude. Nice to meet you.

Motorman: Good morning, sir! My name is Li Ming. I am a motorman.

Captain: Where are you from?

Motorman: I am from China.

Captain: Do you have a seaman's book and passport?



Motorman: Yes, here you are, sir.

Captain: Have you signed a contract and a labor agreement?

Motorman: Yes, I have.

Captain: How long have you been a motorman?

Motorman: About 2 years. I have to say I am not quite an experienced seaman.

Captain: Have you already seen our ship?

Motorman: No, not yet. It's my first visit on such a ship, sir.

Captain: I hope you'll like it here and will practice your English. I'm sure your stay will be pleasant and useful.

Motorman: Thank you, sir.

Dialogue 2

Seaman: Excuse me, sir. Can I help you?

Cadet: Yes. I want to see the captain please. Where can I see him?

Seaman: I think he should be in his office. But he must be very busy. What's your name, please?

Cadet: My name is Huang Ming. I am from China.

Seaman: Are you the new cadet?

Cadet: Yes, I am.

Seaman: Hi, Mr. Huang. We heard that you would arrive today. Welcome on board.

Cadet: Thank you. Nice to meet you, sir.

Seaman: Nice to meet you, too. Could you please show me your ID card and seaman's book?

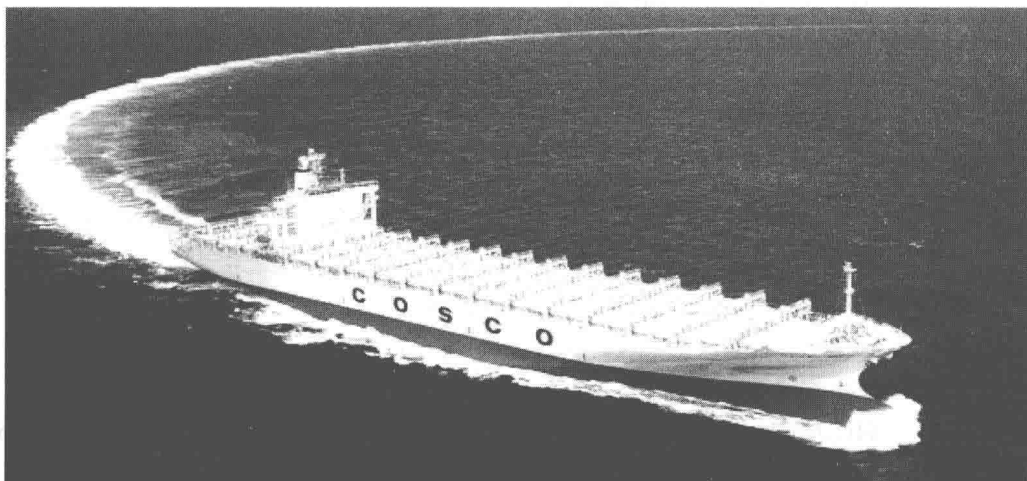
Cadet: Sure, here you are.

Seaman: OK. Good. Wait a moment please. I will report to the Captain.

Cadet: OK. Thank you.

Task 2

Joining a Ship



Text

The life of a marine engineer on board a ship is adventurous, exciting, and extremely rewarding. He travels around the world, visits beautiful places, and meets interesting people. This is true for marine engineers working on any type of ship or vessel irrespective of the people he is working for. The job of a marine engineer is definitely stimulating and rewarding, it is tough for sure, and no one knows it better than the one who works on board.

Here is a typical day for a marine engineer on a normal commercial vessel and this could be different based on the type of ship, automation of the engine room and so forth. Basically modern ships have Unmanned Machinery Spaces (UMS for short) where a marine engineer usually works from 9 a. m. to 5 p. m. But since there are hundreds of types of machineries which are running continuously, an engineer is in charge for the night. He does not have to be present physically in the engine room all the night but only comes down whenever a fault occurs in any of the systems which is notified to the engineer's cabin via an automated alarm system. In the older ships or even in the modern ships under certain circumstances such as navigation in close waters, there is another watchkeeping system where each engineer gives four hours of duty and then gets 8 hours of rest in the 4 On, 8 Off manner.



However in practice if you are planning to be a marine engineer do not expect such exact schedules, for these watch or duty hours often get extended due to some reason or the other. Moreover there is difference in the type and nature of duties depending on your rank on the ship.

■ Short Dialogue

Dialogue 1

Chief officer: Good morning! Welcome on board!

Seaman: Good morning, sir. Here is my seaman's book.

Chief officer: Thank you. Have you passed medical examinations for fitness, hearing and eyesight within last 12 months?

Seaman: Yes, I have. Here is my medical record.

Chief officer: Have you been vaccinated against yellow fever, typhus and cholera?

Seaman: Yes, sir. Here is my medical certificate.

Chief officer: Have you been fully briefed on the company's drug and alcohol policy when you were signing your contract?

Seaman: Yes, I have read the instruction and had a talk with an agent.

Chief officer: Have you read and signed the vessel's Safety Manual in your messroom?

Seaman: No, not yet. I arrived this morning, sir.

Chief officer: Contact the duty officer to know where everything is. Enjoy your stay.

Seaman: Thank you for your help, sir.

Chief officer: You are welcome.

Dialogue 2

Seaman: Good morning, sir. Nice to meet you. These are my certificates.

Captain: Nice to meet you. Welcome on board.

Seaman: Thank you.

Captain: OK. Let me check. Well, the seaman's book, the health certificate, your passport, the service record book, and your professional training certificate. Good. Thank you.

Seaman: Thank you, sir.

Captain: Nice weather today, isn't it?

Seaman: Yes, it is.

Captain: How was the journey?

Seaman: It was OK, sir.

Captain: Is this the first time for you to come to America?

Seaman: Yes, sir. It was also my first travel by air.

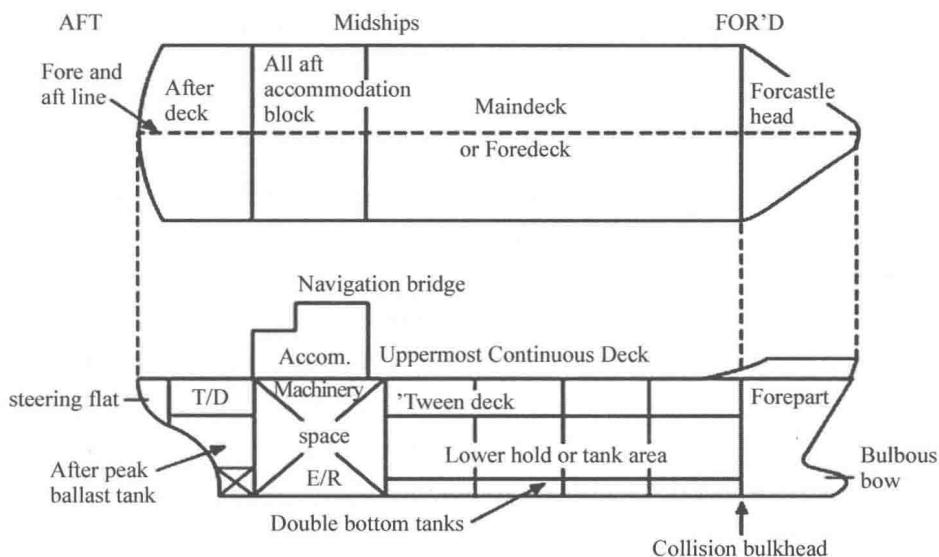
Captain: It is lucky for you to start your sailing career on board this ship. She is beauti-

ful.

Seaman: Yes, thank you, sir.

Task 3

Familiarization with Places on a Ship



Text

On bulk carriers and on multi-purpose vessels, the superstructure usually lies towards the stern of the ship. The superstructure is built up in a number of decks. On the 1st deck there are the dining rooms for the crew and the officers called “the mess” and the ship’s galley. On this same deck are the dayroom for the crew, where the seamen get together during free hours, and a lounge or dayroom for the officers. Other recreation space for the crew includes a sauna and a gym. On the 2nd deck we find the accommodation or living quarters for the crew including engineers and electricians. On the 3rd deck is the accommodation for the officers—on the starboard side the first officer’s cabin and office; on the port side living quarters for the second and third mate. Amidships on the 3rd deck are the Conference Room and the Ship’s Office. On the 4th deck are the captain’s day room and bedroom and aft of these on the starboard side are the chief officer’s cabin and office.



On top is the navigation bridge (in the past often called the Wheel House). A modern navigation bridge is an integrated work space which includes workstations for navigating and conning the ship, a Chart Desk and a Communication Workstation (earlier called the Radio Room). On the side are the so called Bridge Wings to improve visibility from the bridge.

When you arrive on board you will have to know where everything is. You may ask any crewmember or a duty officer.

■ Short Dialogue

Dialogue 1

Duty officer: OK, I'll take you up to your cabin. Just follow me. We are on the first deck now. Your cabin is two decks above. Let's take the elevator.

Seaman: Is the elevator in service all the time?

Duty officer: Except during an emergency. Here we are. This is your cabin.

Seaman: Thank you.

Duty officer: The next cabin is chief mate's. And second engineer, second and third mate's cabins are also on this deck.

Seaman: Is the captain's cabin on the third deck?

Duty officer: No, it isn't. It's on the fourth deck.

Seaman: And where is the chief engineer's cabin?

Duty officer: It's next to the captain's cabin.

Seaman: I really appreciate your help. Goodbye.

Dialogue 2

Seaman: Excuse me, can you help me, please?

Crewmember: Yes. What is it?

Seaman: Where is the store room?

Crewmember: It's on the first deck. You will also find the galley on the first deck. There is a laundry next to the galley. The steward will show you how to use the washing machines.

Seaman: Thank you. Is the engine room far from here?

Crewmember: It's below the galley.

Seaman: Thank you for your help.

Crewmember: Time for lunch. You'll find the messroom next to the hospital. That's on the second deck, remember. Enjoy your first lunch. I'll see you back here in an hour.

New words and expressions

arrival	[ə'raɪvəl]	n. 到来, 到达
captain	['kæptɪn]	n. 船长
chief officer		n. 大副
passport	['pɑ:spɔ:t]	n. 护照
motorman	['məʊtəmæn]	n. 机工
fitness	['fɪtnɪs]	n. 健康, 结实
vaccinate	['væksineɪt]	v. 进行预防接种
typhus	['taɪfəs]	n. 斑疹伤寒症
cholera	['kɒləərə]	n. 霍乱
messroom	['mesru:m]	n. 船上食堂
bulk carrier		n. 散货轮
stern	[stɜ:n]	n. 船尾
galley	['gæli]	n. 船上厨房
recreation	[rekri'eɪʃən]	n. 娱乐, 消遣
accommodation	[ə,kəmə'deɪʃən]	n. 住处, 膳宿
starboard	['stɑ:bəd]	n. 右舷
conference	['kɒnfərəns]	n. 会议
navigation	[ˌnævi'geɪʃən]	n. 航海
chart	[tʃɑ:t]	n. 海图, 图表
emergency	[ɪ'mɜ:dʒnsɪ]	n. 紧急情况, 突然事件
deck	[dek]	n. 甲板
laundry	['ləʊndri]	n. 洗衣房, 要洗的衣服
steward	['stjuəd]	n. (轮船或飞机上的)服务员

Exercises

I. Give Chinese equivalents to the following.

- | | |
|-------------------------------------|------------------------|
| 1. a mixed crew | 8. typhus and cholera |
| 2. a seaman's book and passport | 9. medical certificate |
| 3. a labor agreement | 10. Safety Manual |
| 4. medical examinations for fitness | 11. messroom |
| 5. medical record | 12. laundry |
| 6. to be vaccinated against | 13. storeroom |
| 7. yellow fever | 14. galley |

**II. Answer the following questions.**

1. Could you introduce yourself?
2. Where did you graduate from?
3. How long have you worked on board?
4. What certificate (license) do you hold now?
5. How long do you have the certificate of C/E(2nd/E,3rd/E...)?
6. What kinds of ship have you worked on?
7. Where was your last vessel's trading area? Which ports have you called at?
8. Have you served UMS?
9. What kinds of main engine and generator engine have you worked on?
10. What type of engine did you have on your last ship?

III. Try to make up a dialogue with your partner according to the information given below.

You are the third engineer. When arriving at the ship, you introduce yourself to the Captain, and show all your papers to him about your seagoing experience. Be ready to answer all his questions.

Reading Materials**Passage 1**

There are so many types of ships navigating in the seas. There are 3 major families of vessels, namely military ships (ships of war), civilian ships, and specialized ships. The military ships include submarines, destroyers, cruisers, aircraft carriers, etc. There are many types of civilian ships. For example, merchant ships and passenger ships, to name two. The merchant ships include general cargo ships, bulk carriers (VLBC, ULBC, OBO), container ships (reefer container ships), oil tankers (crude oil carriers, product oil carriers, VLCC, ULCC), high speed craft, chemical ships, LNG, LPG, etc. The specialized ships include tugs, icebreakers, fire-fighting ships, traffic boats, ferries, survey vessels, fishing vessels, etc.

Passage 2

In general, a ship includes a forecastle deck, a main deck and a poop deck. From the shapes, ships may be divided into a sheer or a camber one. The sheer means the forecastle and poop decks are higher than the main deck whereas the camber means any point in the centre line of the deck is higher than both points in the port and starboard sides. Normally, the accommodations are arranged aft, so they are called as living quarters. Most of those parts are above main decks, so they are called superstructure as well. The engine rooms are arranged at the bottom. Most of the engines managed by the engine department are located there. The galley and laundry are arranged on the second level in most ships and the saloons,

recreation rooms, stores cabins as well as messrooms are liable to be arranged on the main deck level. The ratings' cabins are arranged in this area. In addition, the officers' cabins are arranged on one level above the ratings' cabins. Bridge, chart room, radio room are arranged on the top level. Antennae or flags to be hoisted are above the bridge, so we call those decks the compass deck.