

大学英语拓展系列教程

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航运英语

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海军出版社

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海洋出版社

2016年·北京

内 容 简 介

本书是浙江海洋大学大学英语拓展教程系列教材之一,是为船舶与海洋工程类专业学生学习完通用大学英语之后、学习专业英语之前的英语拓展学习而编写的教材。

主要内容: 主要面向航运类专业本、专科学生而编写。教材内容涉及航运业的各个领域,主要包括:航运业简介、提单、货运服务、商务合同、商业信函写作、港口国监督、航海日志、进出港、货物装卸、应急救援、甲板安全、海上通信等。

本书特色: 选材广泛,文章来源于多个英语国家专业航运期刊;涉及航运专业各个领域、方向的重点知识;对重点词汇进行了特别讲解。

适用范围: 主要适用于高等院校航运专业的教学用书。

图书在版编目(CIP)数据

航运英语/陶军海主编. —北京:海洋出版社, 2016.1

ISBN 978-7-5027-9330-2

I. ①航… II. ①陶… III. ①航运—英语—高等学校—教材 IV. ①H31

中国版本图书馆 CIP 数据核字 (2015) 第 298267 号

责任编辑:张鹤凌 张翌嫫

责任校对:肖新民

责任印制:赵麟苏

排版:晓阳

出版发行:海洋出版社

地址:北京市海淀区大慧寺路8号(716房间)开
100081

经销:新华书店

技术支持:(010) 62100057

本书如有印、装质量问题可与发行部调换

本社教材出版中心诚征教材选题及优秀作者,邮件发至 hyjccb@sina.com

发行部:(010) 62132549 (010) 68038093

总编室:(010) 62114335

网址:www.oceanpress.com.cn

承印:北京朝阳印刷厂有限责任公司

版次:2016年8月第1版

2016年8月第1次印刷

本:787mm×1092mm 1/16

印张:16

字数:300千字

定价:44.00元

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总 序

语言是交流的工具、信息的载体。众多语言中，英语无疑是人类生活各个领域中使用最广泛的语言，其重要性在社会生活信息化和经济全球化的过程中日显突出。许多国家都把英语教育纳入了基础教育发展战略，成为公民素质教育的重要组成部分，中国也不例外。在中国，英语被列为基础教育的一门主要课程，与语文数学并列，是一门伴随有志者一生的课程。中高考英语分数比重很高，考研、考博英语必考，托福雅思英语成为出国留学的通行证。而大学英语的学习具有承前启后的衔接功能。学生学好了大学英语，就掌握了通向考研、考博和出国留学的钥匙，从而有机会实现多元学习与价值的目标。

教育部高等学校大学外语教学指导委员会于2015年半年出台了《大学英语教学指南》(征求意见稿)(以下简称《指南》)。它是高校教学改革不断深入的产物，在《指南》中，大学英语课程设定了三级目标体系：基础目标、高级目标和发展目标。“基础目标”是英语入学水平较低的学生应达到的基本要求，“提高目标”是大多数大学生应达到的目标要求，“发展目标”是针对各高校人才培养计划的特殊需要以及学生的能力、需求和兴趣

而提出的多元目标要求。《指南》提出,大学英语课程根据教学内容可分为通用英语(English for General Purposes)、专门用途英语(English for Specific Purposes)和通识教育类英语(English for General Education)三个类别。大学英语教学应实行多模块教学,在教学通用英语(听说读写译)的基础上,增加专门用途英语(学术英语、职业英语或行业英语等)以及人文英语(跨文化交际)等模块,以适合不同专业和不同个体的需求。

大学英语因其涉及面广,影响大,历来是高校教学改革浪潮中的先锋。随着高校教学改革的深化、创新机制的提高,社会对大学英语人才培养也给予新的期待,特色和多元已经成为各高校办学的一种趋势。为了适应高校教学新趋势,响应《指南》提出的大学英语教学要求,我们编写了这套大学英语拓展教程系列,包括《水产英语》《船舶与海洋工程英语》《航运英语》和《人文英语》等四种,以满足海洋类高校不同专业学生拓展英语知识的需要,以期实现学生的“发展目标”。本系列教材旨在突显海洋类高校的办学特色,让学生通过英语拓展课程的学习,顺利过渡到专业英语的学习。因此,我们这套系列教材可以视为通用英语与专业英语的“衔接体”。

《水产英语》是为水产类专业学生完成通用大学英语学习之后,深入专业英语学习之前编写的英语学习教材。本教材内容涉及水产行业各个领域,主要包括:水产史、渔业资源、渔具、渔业环境、水产养殖、海洋生物、鱼病防治、渔业法规、渔业科学和渔业管理与发展等话题,让学生畅游在英语世界里学习水产知识。《船舶与海洋工程英语》是为船舶与海工类专业学生在通用大学英语学习结束之后、深入学习专业英语之前的英语拓展而编写的教材。本教材内容主要包括:船舶与海洋工程专

业简介、船舶史、船舶类型、船舶设计、船舶制造、船舶结构、船舶安全、船员、船舶下海和近海结构等话题。《航运英语》主要面向航运类专业本、专科学生而编写。教材内容涉及航运业的各个领域,主要包括:航运业简介、提单、货运服务、商务合同、商业信函写作、港口国监督、航海日志、进出港、货物装卸、应急救援、甲板安全、海上通信等。《人文英语》主要是为人文社科专业的学生学完了通用大学英语之后而编写的人文英语教程。本教材涉及 12 个单元主题,包括节气、中国传统节日、茶文化、中国著名的旅游景点、体育运动、中国古代人民的时尚生活和服装演变、中国古代教育的演变和科举考试制度、中国的汉字与文房四宝、唐诗宋词的英译学习、古代士大夫的琴棋书画生活、酒文化和中医养生等。

在新形势下,大学英语的教学如果仅仅停留在通用英语上而不与专业有机衔接,是不能适应国家的发展和高校办学国际化趋势的。要使语言发挥其工具性作用,有必要将其与专业结合起来,从而体现语言的载体功能。我们编写这套大学英语拓展教程系列,就是为了海洋类高校各专业学生在完成了通用大学英语学习之后,学习与专业相关的英语科普知识,不仅能巩固和进一步提高英语语言技能,也能在学习语言的同时,增加学生专业知识,可谓“一石二鸟”之功。因此,本教程系列教材的学习有助于促进学生增强实际使用英语的能力。

本教程系列教材兼顾了英语学习的统一性与多样性、自主性与联合性。采用统一的体例,统一的单元数,统一的目的要求,充分体现了海洋类高校的办学特色,将英语的工具性和人文性有机地结合在一起,同时又兼顾通用性。

我们希望学生通过本教程系列教材的学习，在英语的海洋中获取各自所需的更多专业知识，同时又能用英语表达各自的专业知识，让自己的知识水平更高，人生更丰富，世界更精彩，视野更开阔，融入这个全球化的现代社会，使自己真正成为具有国际视野的崭新一代。

大学英语拓展教程系列总主编

陆国飞

2016.4

前 言

随着高校教学改革的深化、创新机制的提高，社会对大学英语人才培养也给予了新的期待，特色和多元已经成为各高校办学的一种趋势。中学英语教学水平的提高和高考英语的改革让 90 后的英语学习者在认知习惯上起了很大的变化。大学英语的教学如果仅仅停留在通用英语上而不与专业有机衔接，是不能适应新形势下国家的发展和高校办学国际化趋势的。为此，我们编写大学英语拓展系列教材，旨在突显海洋类高校的办学特色，让学生通过英语拓展课程的学习，顺利过渡到专业英语的学习。因此，我们的这套系列教材可以视为通用英语与专业英语的“中间体”。

《航运英语》是浙江海洋大学大学英语拓展系列课程之一，主要面向航运类专业本、专科学生而编写。该教材有效地结合了基础英语与专业英语的特点，即将英语基础知识训练与专业英语学习融合在了一起。课文大多节选自航运类相关文章，具有一定的专业性和代表性，课后练习沿袭了基础英语阶段的训练题型，延续了基础阶段英语语法的学习。学生在学完通用大学英语之后，学习专业英语之前使用本教程，可以为将来专业英语的学习打下良好的基础。

本教材共 12 个单元，每单元由两篇主体课文和练习组成。编写的体例如下：

1. 单元标题
2. Text A
3. Text A 课文注释
4. Text A 课文词汇表
5. Text A 课文练习

6. Text B

7. Text B 课文注释

8. Text B 课文词汇表

9. Text B 课文练习

课文之后的词汇表中的单词按其在课文中出现的先后顺序排列,方便学生阅读或做练习时查阅,Text A 的练习设计旨在帮助学生巩固本课词汇和内容知识,包括:1)正误判别;2)话题讨论;3)词语填空;4)英汉汉英单句翻译;5)专业词汇巩固练习;6)写作训练等。Text B 的练习设计旨在培养学生阅读理解能力,主要包括:1)正误判别;2)选词填空;2)选择题等。

本书的编撰工作由浙江海洋大学外国语学院的老师合力完成。主编:陶军海;具体单元编写分工如下:第一单元由陶军海负责;第二、三单元由庄碧芸负责;第四、五单元由肖敏负责;第六单元由徐艳负责;第七、八单元由刘志维负责;第十、十一单元由王黎黎负责;第九、十二单元由田海鹰负责。

本教材课文材料主要选自英语国家的专题网站并经过编者的改写而成,少部分材料节选自航海类相关教材,语言通俗,内容涉及航运业的各个领域,主要包括:航运业简介、提单、货运服务、商务合同、商业信函写作、港口国监督、航海日志、进出港、货物装卸、应急救援、甲板安全、海上通信等。

在本教材的编写过程中,我们得到了浙江海洋大学校领导和教务处以及海洋出版社领导与编辑的指导与关心,在此,我们谨向他们表示由衷的感谢!我们也要特别致谢同意我们使用文章的作者和出版社,以及由于种种原因而无法联系上的作者。

由于时间仓促,加上水平有限,本教材难免存在这样那样的问题,我们真诚希望同行专家和广大师生批评指正。

编者

2016年4月

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Unit One Navigation and Shipping Industry

Text A What Is Navigation

“Navigare necesse est, vivere non est necesse” is latin for: to sail is vital, to live is not.¹ This phrase tells us that both sailing and the “conditio” of positioning are highly intertwined.² Indeed, the art of navigation enables you to set a course and sail to your destination by using only **nautical** charts, a compass and your common sense.

According to Webster’s Encyclopedic Unabridged Dictionary,³ the word “navigate” means: 1. to traverse (the sea, a river, country, etc.) in a vessel or aircraft. 2. To direct or manage (a ship, aircraft, or guided missile) on its course; 3. to ascertain or plot and control the course or position of (a ship, aircraft, etc.); 4. to pass over (the sea or other body of water), as a ship does.

Shipping has played an important role for hundreds of years. Initially, the development of ships enabled new worlds to be discovered and trade to be established. Today ships are still the most efficient **vehicles** for the carriage of information, people and goods around the world. Approximately 90% of world trade is carried at sea.

A great range of specialist ship types have evolved to deal with the variety of work in ports and at sea. Some of the main **categories** are described below.

General Cargo Ships were once the **predominant** type of merchant ship (Fig1.1) Generally small to medium size ships, they are equipped with their own **cranes** or **derricks** for the purpose of handling their cargoes, which makes them **versatile** in terms of the cargo they can carry and the ports in which they are able to work. A disadvantage of this versatility is that it can make cargo work relatively slow and

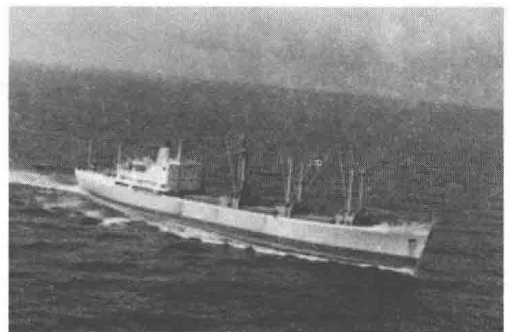


Fig.1.1

may limit the possibility for the economies of scale enjoyed by many specialist vessels.

Bulk Carriers carry unpackaged dry cargoes, such as coal, which are poured directly into the ships' holds. They may be equipped with their own cargo handling cranes, but often rely on shore conveyors and cranes to work cargo. The primary hazard in these ships is loose material underfoot, and large grabs operating overhead in way of **hatches** (Fig 1.2).

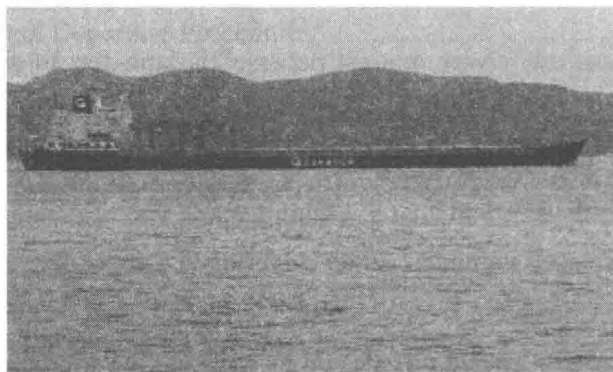


Fig 1.2 Bulk Carriers

Container ships are designed to carry standard size freight containers. These ships are, usually recognized by the **stacks** of containers on deck. They are usually modern, fast and efficient which mean that their stays in port are normally short(Fig.1.3).

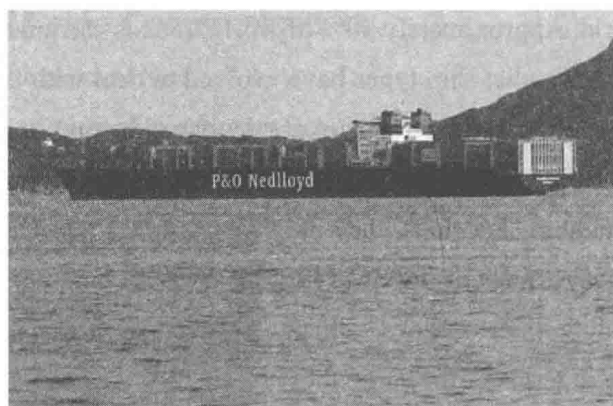


Fig.1.3 Container Ship

Roll-on/roll-off ships are vessels designed to carry wheeled cargo such as automobiles, trucks, trailers that are driven on and off the ship on their own wheels. The

great advantage of this system is that no cargo handling equipment is required. The loaded vehicles are driven aboard via **ramps** (Fig 1.4).

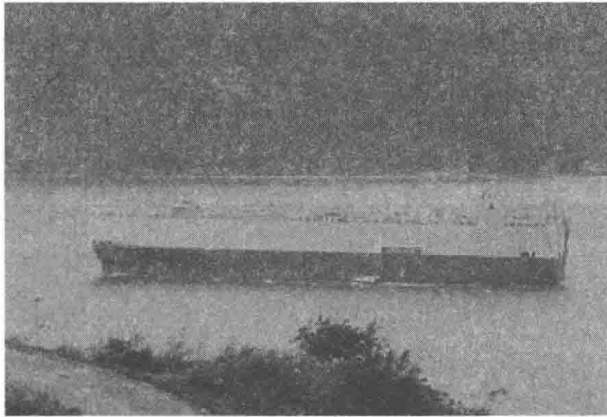


Fig.1.4 Roll-on/Roll-off ship

Tankers are ships designed to carry bulk liquids. Oil Tankers carry oil or oil products in bulk. The cargoes are pumped directly into or out of the ship's tanks. Gas Tankers carry **liquefied** gas in bulk. They fall into two main categories and are designed to carry either liquefied petroleum gas (LPG) or liquefied natural gas (LNG). Chemical tankers are capable of carrying many different categories of chemicals in bulk and have individual tanks and cargo pipelines constructed from different material to cope with different cargoes (Fig 1.5).



Fig.1.5 Tanker

Ships whose primary function is to carry passengers are **passenger** ships. They often include ferries, ocean liners and cruise ships. Ferries are commonly used for transporting vehicles and passengers in short sea journeys, while the ocean liners carry people for longer sea passages. Cruise ships are used for pleasure voyages, and transport is not their prime purpose as cruise ships operate mostly on routes that return passengers to their originating port (Fig.1.6).



Fig.1.6 Passenger

Also, there are several types of ship working round ports and channels, which are designed to do special duties to help ships and shipping. One very useful type of such vessel is the **tug**. Tugs are built for towing ships. They can be divided into four basic types: river tugs, harbor tugs, coastal tugs and ocean-going tugs. These go out to assist ships in difficulty in different situations (Fig 1.7).



Fig.1.7 Tug

A rather noisy type of vessel is the **dredger**. Many ports and terminals have been constructed in areas where the natural water depth is inadequate for large vessels. Dredgers are therefore necessary to deepen the water so as to create channels for the passage of ships (Fig 1.8).

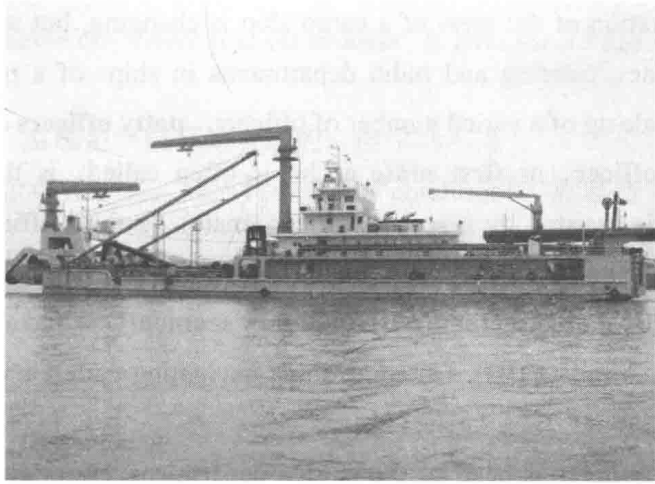


Fig 1.8 Dredger

Another type of special vessel is the **icebreaker**. Some areas of the world require icebreaking operation in winter in order to keep channels open for merchant marine ships. So icebreakers are important to shipping in northern ports and channels that frequently freeze up in winter.

An unusual type of vessel is the **lightship**. Lightships look like ordinary ships, but they do not have engines, because they are towed into position and then anchored there to mark an area of navigational danger or the entrance to a channel.

A very important type of boat is the lifeboat. Lifeboats are of different types. They are for use in emergency such as fire, or danger of foundering. On merchant ships, a specific number is required with international agreement. Lifeboats are especially seaworthy, and are fitted with buoyancy tanks and stocked with provisions.

Finally, there is the **pilot launch**. Pilot launches are motorboats used by pilots for embarking and disembarking in sheltered waters. They must be seaworthy as pilots go out in all weathers.