

IMO



IMO Standard Marine
Communication Phrases

国际海事组织 标准航海通信用语

(中英文对照)

中华人民共和国海事局组织翻译



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China Communications Press



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序

英语作为国际海事语言由来已久。然而,对海上事故人为因素的调查显示,三分之一事故源于交流问题,主要是由于海事英语运用能力不足。虽然大多数的事故是由于无线电通信中交流失败造成的,但也有一些是由面对面的交流不足引起的。因此,必须充分估计到海事英语教学对海上及港口安全的影响。

关于言语交流最关键的一点是 86% 以上的 SOLAS 履约船舶目前所配置的船员是英语为非母语的多民族人员,在许多情况下不能运用所需的海事英语能力。这会对人的生命造成威胁,对财产或环境造成损失和破坏,并使得船员在竞争激烈的全球化的航海事业中落后于他人。这些最终使得国际海事组织重新考虑如何通过适当的方法最大程度地减少海事英语的交流问题。组织最终采纳了标准航海通信用语,使其成为全世界所有培训院校驾驶员培训教育的必修部分。

这些用语提供了一种“生存包”,因为它们涵盖了所有需要口头英语能力的与安全有关的基本交流场景。通过培训标准航海通信用语,驾驶员在处理有关安全的情况、执行航行值班、组织监管货物作业时能减少交流困难——这样,结合有效的教育体系,标准航海通信用语将成为或已经成为一种有效的工作语言。通过设计任务把词语放到真实的情景中去教学等适当的教学方法,标准航海通信用语必将为未来驾驶员带来莫大的好处。

我曾许多次欣喜地感受到中国学生学习航海英语,包括标准航海通信用语的巨大热情,也意识到我尊敬的中国同行高水平的

教育。我相信《国际海事组织标准航海通信用语》的再版将为继续保持并提高中国海事院校的航海英语教育质量作出贡献,以实现国际海事组织的宗旨“航行更安全,海洋更清洁”。

在此我衷心祝愿勤奋的中国同行以及学生们成功掌握国际海事组织标准航海通信用语。

Peter Trenkner 博士、教授
国际海事教师协会海事英语委员会主席
《国际海事组织标准航海通信用语》作者

Personal Foreword to the Chinese Edition of the IMO Standard Marine Communication Phrases(SMCP)

English has long been accepted as the international maritime language. However, investigations into the human element regarding disasters at sea revealed that one third of accidents happen due to communication problems, primarily due to an insufficient command of Maritime English. Most of the accidents are caused by failures in radio communication even in routine conversations, but quite a few are also caused by face-to-face communication deficiencies. So the impact of proper Maritime English instruction upon safety at sea and in ports cannot be overestimated.

The most crucial point regarding verbal communication is that more than 86 % of all SOLAS vessels are presently crewed with multilingual personnel who do not have English as their mother tongue and in frequent cases are not able to render the Maritime English skills required thus risking lives, damage to property and the environment, and making them fall behind in the highly competitive globalized maritime industry. This eventually made IMO re-consider how to minimize Maritime English communication problems by appropriate means and the Organization adopted the SMCP which became a mandatory part of the education of officers at all training institutions worldwide.

The phrases provide a sort of survival kit as they include all es-

essential safety-related communicative events where spoken English is required. Being trained in the use of the SMCP, the officers will encounter less communication difficulties when managing safety-related situations, performing navigational duties, and organising or supervising cargo operations—in this way, combined with an efficient system of instruction, the SMCP will and have already become an efficient working language. By means of a well planned methodology of designing tasks for teaching the phrases in real-life situational contexts maximum profit from the SMCP may be drawn to the benefit of future officers.

On many occasions I had experienced with pleasure how eager Chinese students are to learn Maritime English and the SMCP as an essential part of it, and I recognized the high standard at which this is taught by my distinguished Chinese colleagues. I am convinced that the new edition of the IMO SMCP will contribute to maintain and even improve the quality of Maritime English instruction at MET institutions in PR China thus meeting the motto of the IMO “Safe, Secure and Efficient Shipping on Clean Oceans.”

Along these lines, I should like to wish my hardworking Chinese colleagues and their diligent students all success in mastering the IMO SMCP.

Prof. Dr. Peter Trenkner

Chairman of the Maritime English Committee of the International Maritime Lecturers' Association

Principal Author of the IMO-SMCP

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