

【名著双语读物·中文导读+英文原版】

凡尔纳科幻经典丛书



A Captain at Fifteen

十五岁的小船长

[法] 凡尔纳 著
刘军宇 等 编译



清华大学出版社

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内 容 简 介

《十五岁的小船长》是一部充满传奇、冒险的小说，刻画了一位机智、勇敢的少年英雄形象，同时生动地描述了非洲丛林的独特自然风光。一艘前往南极捕鲸的轮船漫游者号，在返航途中遇到了船主威尔顿的夫人、孩子等人。与此同时，一名奴隶贩子内哥洛假冒厨师混入了这艘船，一系列的悲惨事件由此而生。他们在途中救了一艘沉船上的五名黑人，而后来船长哈尔和一些水手为了捕杀一头鲸鱼而遭遇海难，漫游者的船舵落在了只有十五岁的见习水手蒂克的手里。由于内哥洛的种种捣乱和破坏行为，轮船在非洲西海岸搁浅，船上的人成为了奴隶贩子的俘虏。在遭遇重重危机之后，小船长蒂克带领大家克服了各种艰难险阻，最终返回了美国。故事情节跌宕起伏、引人入胜。

该书至今已译成世界上多种文字。书中所展现的神奇故事伴随了一代又一代人的美丽童年、少年直至成年。无论作为语言学习的课本，还是作为通俗的文学和科普读本，本书对当代中国的青少年都将产生积极的影响。为了使读者能够了解英文故事概况，进而提高阅读速度和阅读水平，在每章的开始部分增加了中文导读。同时，为了读者更好地理解故事内容，书中加入了大量插图。

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前言

儒勒·凡尔纳（Jules Verne，1828—1905），法国著名作家，现代科幻小说的奠基人，被誉为“世界科幻小说之父”、“科学时代的预言家”。他一生共创作了六十多部充满神奇与浪漫的科幻小说，代表作有《格兰特船长的儿女》、《海底两万里》和《神秘岛》等，这些小说被译成世界上几十种文字，并无数被搬上银幕，在世界上广为流传。

1828年2月8日，凡尔纳出生在法国西部海港南特。他自幼热爱海洋，向往远航探险。他的父亲是一位事业成功的律师，并希望凡尔纳日后也以律师作为职业。18岁时，他遵从父训到巴黎攻读法律。可是他对法律毫无兴趣，却爱上了文学和戏剧。1863年，他发表了第一部科幻小说《气球上的五星期》，之后又出版了使他获得巨大声誉的科幻小说三部曲：《格兰特船长的儿女》、《海底两万里》和《神秘岛》。凡尔纳的科幻小说是真实性与大胆幻想的结合：奇幻的故事情节、鲜明的人物形象、丰富而奇妙的想象、浓郁的浪漫主义风格和生活情趣，使之产生了巨大的艺术魅力，赢得了全世界各国读者，特别是青少年读者的喜爱。他的作品中所表现的自然科学方面的许多预言和假设，在他去世之后得以印证和实现，至今仍然启发着人们的想象力和创造力。

凡尔纳的科幻小说有两大特点。第一，他的作品是丰富的幻想和科学知识的结合。虽然凡尔纳笔下的幻想极为奇特、大胆，但其中有着坚实的科学基础，这些作品既是科学精神的幻想曲，也是富有幻想色彩的科学预言，他的许多科幻猜想最后变成了现实。例如，他不仅在小说《从地球到月球》中用大炮将探月飞行器送上太空，甚至还将发射场安排在了美国佛罗里达州，这正是“阿波罗登月计划”的发射场；他在小说《海底两万里》中虚构了“鹦鹉螺号”潜水艇，在该小说出版10年后，第一艘真正的潜水艇才下水；在《征服者罗比尔》中有一个类似直升飞机的飞行器，数十年后人类才将这一设想变成了现实。此外，他的小说中还出现了电视、霓



虹灯、导弹、坦克和太空飞船等科学技术应用概念，而这些后来都变成了现实。第二，他的作品中的主人公是一些鲜明、生动而富有进取心和正义感的人物，他们或是地理发现者、探险家、科学家、发明家，他们具有超人的智慧、坚强的毅力和执著不懈的精神；或是反对民族歧视、民族压迫的战士，反对社会不公的抗争者，追求自由的旅行家，在他们身上具有反压迫、反强权、反传统的战斗精神，他们热爱自由、热爱平等，维护人的尊严。凡尔纳所塑造的这些人物形象，他们远大的理想、坚强的性格、优秀的品质和高尚的情操已赢得了亿万读者的喜爱和尊敬，并一直成为人们向往的偶像和学习的榜样。

1900年，儒勒·凡尔纳的第一部中译本小说《八十天周游世界》（当时的中文译名是《八十日环游记》）被介绍给中国的读者，直至新中国成立之前，陆续又有梁启超、鲁迅等文化名人将凡尔纳的作品翻译出版。20世纪50年代后期，凡尔纳的科幻小说又开始为国内翻译界和出版界所关注。20世纪80年代，凡尔纳的作品再次受到读者的青睐，国内许多出版社相继翻译出版了凡尔纳的科幻小说，一时形成了“凡尔纳热”。时至今日，凡尔纳的科幻小说仍然显示出旺盛的生命力。基于以上原因，我们决定编译凡尔纳系列科幻小说中被公认的经典名篇，并采用中文导读英文版的形式出版。在中文导读中，我们尽力使其贴近原作的精髓，也尽可能保留原作的风格。我们希望能够编出为当代中国读者所喜爱的经典读本。读者在阅读英文故事之前，可以先阅读中文导读，这样有利于了解故事背景，从而加快阅读速度。同时，为了读者更好地理解故事内容，书中加入了大量插图。我们相信，这些经典著作的引进对加强当代中国读者，特别是青少年读者的科学素养和人文修养是非常有帮助的。

本书是中文导读英文名著系列丛书的一种，编写本系列丛书的另一个主要目的就是为准备参加英语国家留学考试的学生提供学习素材。对于留学考试，无论是SSAT、SAT，还是TOEFL、GRE，要取得好的成绩，就必须了解西方的社会、历史、文化、生活等方面的背景知识，而阅读西方原版名著是了解这些知识最重要的手段之一。

作为专门从事英语考试培训、留学规划和留学申请指导的教育机构，啄木鸟教育支持编写的这套中文导读英文原版名著系列图书，可以使读者在欣赏世界原版名著的同时，了解西方的历史、文化、传统、价值观等，并提高英语阅读速度、阅读水平和写作能力，从而在TOEFL、雅思、SSAT、SAT、GRE、GMAT等考试中取得好的成绩，进而帮助读者成功申请到更



好的国外学校。

本书中文导读内容由刘军宇编译。参加本书故事素材搜集整理及编译工作的还有王勋、纪飞、郑佳、刘乃亚、赵雪、左新杲、黄福成、冯洁、徐鑫、马启龙、王业伟、王旭敏、陈楠、王多多、邵舒丽、周丽萍、王晓旭、李永振、孟宪行、熊红华、胡国平、熊建国、徐平国、王小红等。限于我们的文学素养和英语水平，书中难免会有不当之处，衷心希望读者朋友批评指正。

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第 一 部

1. 双桅纵帆船漫游者号/ Chapter 1 The Brig-Schooner "Pilgrim"	2
2. 蒂克·桑得/ Chapter 2 Dick Sand	13
3. 沉船/ Chapter 3 The Wreck	22
4. 瓦尔德克号的生还者/ Chapter 4 The Survivors of The "Waldeck"	32
5. S.V./ Chapter 5 S. V.	40
6. 发现鲸鱼/ Chapter 6 A Whale In Sight	56
7. 准备工作/ Chapter 7 Preparations	67
8. 座头鲸/ Chapter 8 The Jubarte	76
9. 桑得船长/ Chapter 9 Captain Sand	87
10. 随后的四天/ Chapter 10 The Four Days Which Follow	96
11. 暴风雨/ Chapter 11 Tempest	109
12. 在地平线上/ Chapter 12 On The Horizon	121



13. 陆地! 陆地! /	
Chapter 13 Land! Land!	133
14. 该做什么/	
Chapter 14 The Best To Do	145
15. 哈利斯/	
Chapter 15 Harris	160
16. 在途中/	
Chapter 16 On The Way	175
17. 两天一百英里/	
Chapter 17 A Hundred Miles In Two Days	188
18. 可怕的词/	
Chapter 18 The Terrible Word	202

第 二 部

1. 奴隶交易/	
Chapter 1 The Slave Trade	216
2. 哈利斯和内哥洛/	
Chapter 2 Harris And Negoro	228
3. 行进中/	
Chapter 3 On The March	242
4. 安哥拉的艰难之路/	
Chapter 4 The Bad Roads of Angola	254
5. 白蚁和它们的巢穴/	
Chapter 5 Ants And Their Dwelling	265
6. 钟形潜水器/	
Chapter 6 The Diving-Bell	275
7. 考安扎河边的营地/	
Chapter 7 In Camp On The Banks Of The Coanza	287
8. 蒂克的一些记录/	
Chapter 8 Some Of Dick Sand's Notes	298
9. 卡扎德/	
Chapter 9 Kazounde	312
10. 大集市/	
Chapter 10 The Great Market Day	324



11. 为卡扎德酋长献宾治酒/ Chapter 11 The King Of Kazounde Is Offered A Punch.....	334
12. 王室的葬礼/ Chapter 12 A Royal Burial	345
13. 在代理店里/ Chapter 13 The Interior Of A Factory.....	356
14. 关于利文斯敦医生的消息/ Chapter 14 Some News Of Dr. Livingstone	367
15. 一只蝎狮虫引向的地方/ Chapter 15 Where A Manticore May Lead.....	379
16. 大巫师/ Chapter 16 A Magician.....	392
17. 漂流/ Chapter 17 Drifting.....	403
18. 种种遭遇/ Chapter 18 Various Incidents.....	413
19. S.V./ Chapter 19 S. V.....	423
20. 结局/ Chapter 20 Conclusion	435

第一部
Part 1

1. 双桅纵帆船漫游者号

Chapter 1 The Brig-Schooner "Pilgrim"



故事从一艘双桅纵帆船漫游者号开始。这艘船是加利福尼亚商人威尔顿的，由哈尔船长指挥。哈尔的船队主要是到高纬度海域捕鲸，漫游者号是船队中性能最好的船。哈尔的手下总共有五名海员和一个见习水手，而真正捕捞鲸鱼的人则是在靠近捕鲸海域的新西兰招募，这里有很多专业捕鲸的水手等着雇主的到来。

然而这一次，哈尔的船队基本上没有收获，因为捕鲸活动让鲸鱼的数量锐减，这在哈尔的航海生涯中是没有过的。哈尔将捕鲸雇员送回新西兰，然后返航。在这里的港口，哈尔遇到了老板的夫人，原来威尔顿提前离开了这里，而威尔顿夫人因为孩子生病，在这里停留了三个月。那个时候坐船从澳大利亚回美国还需要很费周折，正好遇上了哈尔船长的漫游者号，威尔顿夫人决定带着孩子杰科和表弟班尼迪克登上这艘船，一起回美国，同行的还有威尔顿夫人带大的老黑奴南恩。

哈尔船长为威尔顿夫人一行人安排好住处，但货船的简陋让船长很过意不去，而且漫游者号并非直接回美国，而是要先在智利的一个港口卸货。威尔顿夫人已经习惯了旅途的生活，并不介意路线的延长，而且威尔顿夫人的表弟班尼迪克也不会有意见的。

班尼迪克是一个营养不良的老年人，而且思维很简单，甚至连自己的生活都照顾不好。不过班尼迪克对于动植物却充满了热情和好奇。据说班

尼迪克的研究内容是自然史，实际上班尼迪克只是对昆虫感兴趣而已，但班尼迪克真正在意的也只是他昆虫中的一小部分，探索这些昆虫的奥秘成了班尼迪克生活的全部内容，这也是他此次新西兰之行的目的。

在漫游者号停泊的日子里，威尔顿夫人安顿好了一切事情。登船后，威尔顿夫人告诉船长自己并不介意船上不够舒适生活，让船长安心航行。这样，漫游者号起航了，但是三天之后却遭遇了逆向的东风，船长不得不做出调整。

人物事件词汇表

Pilgrim	漫游者号	故事主人公所在的航船
Weldon	威尔顿	漫游者号的所有者，一个商人
Hull	哈尔	漫游者号的船长
Jack	杰科	威尔顿的儿子
Benedict	班尼迪克	威尔顿夫人的表弟
Nan	南恩	威尔顿夫人的黑人女仆

On February 2, 1876, the schooner "Pilgrim" was in latitude 43° 57' south, and in longitude 165° 19' west of the meridian of Greenwich.

This vessel, of four hundred tons, fitted out at San Francisco for whale-fishing in the southern seas, belonged to James W. Weldon, a rich Californian ship-owner, who had for several years intrusted the command of it to Captain Hull.

The "Pilgrim" was one of the smallest, but one of the best of that flotilla, which James W. Weldon sent each season, not only beyond Behring Strait, as far as the northern seas, but also in the quarters of Tasmania or of Cape Horn, as far as the Antarctic Ocean. She sailed in a superior manner. Her very easily managed rigging permitted her to venture, with a few men, in sight of the

impenetrable fields of ice of the southern hemisphere. Captain Hull knew how to disentangle himself, as the sailors say, from among those icebergs, which, during the summer, drift by the way of New Zealand or the Cape of Good Hope, under a much lower latitude than that which they reach in the northern seas of the globe. It is true that only icebergs of small dimensions were found there; they were already worn by collisions, eaten away by the warm waters, and the greater number of them were going to melt in the Pacific or the Atlantic.

Under the command of Captain Hull, a good seaman, and also one of the most skilful harpooners of the flotilla, was a crew composed of five sailors and a novice. It was a small number for this whale-fishing, which requires a good many persons. Men are necessary as well for the management of the boats for the attack, as for the cutting up of the captured animals. But, following the example of certain ship-owners, James W. Weldon found it much more economical to embark at San Francisco only the number of sailors necessary for the management of the vessel. New Zealand did not lack harpooners, sailors of all nationalities, deserters or others, who sought to be hired for the season, and who followed skilfully the trade of fishermen. The busy period once over, they were paid, they were put on shore, and they waited till the whalers of the following year should come to claim their services again. There was obtained by this method better work from the disposable sailors, and a much larger profit derived by their co-operation.

They had worked in this way on board the "Pilgrim."

The schooner had just finished her season on the limit of the Antarctic Circle. But she had not her full number of barrels of oil, of coarse whalebones nor of fine. Even at that period, fishing was becoming difficult. The whales, pursued to excess, were becoming rare. The "right" whale, which bears the name of "North Caper," in the Northern Ocean, and that of "Sulphur Bottom," in the South Sea, was likely to disappear. The whalers had been obliged to fall back on the finback or jubarte, a gigantic mammifer, whose attacks are not without danger.

This is what Captain Hull had done during this cruise; but on his next

voyage he calculated on reaching a higher latitude, and, if necessary, going in sight of Clarie and Adelle Lands, whose discovery, contested by the American Wilkes, certainly belongs to the illustrious commander of the "Astrolabe" and the Zelee, to the Frenchman, Dumont d'Urville.

In fact, the season had not been favorable for the "Pilgrim." In the beginning of January, that is to say, toward the middle of the Southern summer, and even when the time for the whalers to return had not yet arrived Captain Hull had been obliged to abandon the fishing places. His additional crew—a collection of pretty sad subjects—gave him an excuse, as they say, and he determined to separate from them.

The "Pilgrim" then steered to the northwest, for New Zealand, which she sighted on the 15th of January. She arrived at Waitemata, port of Auckland, situated at the lowest end of the Gulf of Chouraki, on the east coast of the northern island, and landed the fishermen who had been engaged for the season.

The crew was not satisfied. The cargo of the "Pilgrim" was at least two hundred barrels of oil short. There had never been worse fishing. Captain Hull felt the disappointment of a hunter who, for the first time, returns as he went away—or nearly so. His self-love, greatly excited, was at stake, and he did not pardon those scoundrels whose insubordination had compromised the results of his cruise.

It was in vain that he endeavored to recruit a new fishing crew at Auckland. All the disposable seamen were embarked on the other whaling vessels. He was thus obliged to give up the hope of completing the "Pilgrim's" cargo, and Captain Hull was preparing to leave Auckland definitely, when a request for a passage was made which he could not refuse.

Mrs. Weldon, wife of the "Pilgrim's" owner, was then at Auckland with her young son Jack, aged about five years, and one of her relatives, her Cousin Benedict. James W. Weldon, whom his business operations sometimes obliged to visit New Zealand, had brought the three there, and intended to bring them back to San Francisco.

But, just as the whole family was going to depart, little Jack became seriously ill, and his father, imperatively recalled by his business, was obliged to leave Auckland, leaving his wife, his son, and Cousin Benedict there.

Three months had passed away—three long months of separation, which were extremely painful to Mrs. Weldon. Meanwhile her young child was restored to health, and she was at liberty to depart, when she was informed of the arrival of the “Pilgrim.”

Now, at that period, in order to return to San Francisco, Mrs. Weldon found herself under the necessity of going to Australia by one of the vessels of the Golden Age Trans-oceanic Company, which ply between Melbourne and the Isthmus of Panama by Papeiti. Then, once arrived at Panama, it would be necessary for her to await the departure of the American steamer, which establishes a regular communication between the Isthmus and California. Thence, delays, trans-shipments, always disagreeable for a woman and a child. It was just at this time that the “Pilgrim” came into port at Auckland. Mrs. Weldon did not hesitate, but asked Captain Hull to take her on board to bring her back to San Francisco—she, her son, Cousin Benedict, and Nan, an old negress who had served her since her infancy. Three thousand marine leagues to travel on a sailing vessel! But Captain Hull’s ship was so well managed, and the season still so fine on both sides of the Equator! Captain Hull consented, and immediately put his own cabin at the disposal of his passenger. He wished that, during a voyage which might last forty or fifty days, Mrs. Weldon should be installed as well as possible on board the whaler.

There were then certain advantages for Mrs. Weldon in making the voyage under these conditions. The only disadvantage was that this voyage would be necessarily prolonged in consequence of this circumstance—the “Pilgrim” would go to Valparaiso, in Chili, to effect her unloading. That done, there would be nothing but to ascend the American coast, with land breezes, which make these parts very agreeable.

Besides, Mrs. Weldon was a courageous woman, whom the sea did not frighten. Then thirty years of age, she was of robust health, being accustomed