

船舶信函

宣载书和通知书

1. 总载重量宣载书

DECLARATIONS DWC OF MV GLUCKAULF

本船当前
地址时间

PUERTO LIMON
COSTA RICA, CA
OCT. 14TH, 1999

收信人

PAN AMERICA MARINE FLEER CO.
PUERTO LIMON
COSTA RICA, CA

DEAR SIRS,

BE IT KNOWN THAT MV GLUCKAULF UNDER MY COMMAND HAS A DWC OF 12,431 M/T **ON SUMMER LOADLINE**, AND A BALE CAPACITY OF 18,439 CU.M. AND A GRAIN CAPACITY OF 19,941 **CU. M.**

TRULY YOURS

MASTER OF MV GLUCKAULF

C. CLIFFORD _____

DELIVERED AT: 1000H LT, OCT. 14TH, 1999, ACCEPTED AT: 1000H LT, OCT. 14TH, 1999
AGENT _____

净载重量宣载书

DECLARATIONS OF DWTC OF MV JULIAN

PORT OF PATRAS
GREECE
JUN. 25TH, 1999

MARINE MERCHANT GREEK CO., LTD
PATRAS

DEAR SIRS,

THIS IS TO DECLARE THAT MS JULIAN, UNDER MY COMMAND, HAS A DEADWEIGHT TONNAGE OF CARGO OF CARGO OF 23,876 M/T **SUMMER**, AND A BALE CAPACITY OF 31,897 CU.M. AND A BULK CAPACITY OF 33,124 CU.M.

YOURS TRULY

MASTER OF MS JULIAN : C. BAPTIST

DELIVERED AND ACCEPTED AT 0900H, JUN. 26TH, 1999
BY CARL BURY

装货准备就绪通知书

SALERNO
ITALY
JUN. 18, 1999

CHARTERERS
ACME PHOSPHATE CO.
GENTLEMEN,

PLEASE ACCEPT THIS AS NOTICE THAT MY *BLUE OCEAN* IS NOW BERTHED AT YOUR DOCKS AND IS IN ALL RESPECTS
READY TO LOAD HER CARGO AS PER TERMS OF THE CHARTER-PARTY DATED AT NEW YORK ON JUNE 10, 1999.

TRULY YEARS,
MASTER OF MV BLUE OCEAN J. E. JONES

ACCEPTED 0900 H LT, JUN. 18, 1999
M. D. ROSS FOR ACME PHOSPHATE CO.

卸货准备就绪通知书
NOTICE OF READINESS OF DISCHARGING

MV WATER WAY
SHEERNESS
U. K.

GREAT WHITE FLEET CO.
U. K.

DEAR SIRS,

THIS IS TO ADVISE YOU THAT MY WATER WAY ARRIVED AT SHEERNESS AT 1000 HOURS ON MAY 14TH AND THE
FORMALITIES FOR ENTERING THE PORT WERE PASSED AT 1040 HOURS ON THE SAME DAY. NOW SHE IS IN ALL RESPECTS
READY AND FIT TO DISCHARGE HER CARGO OF GRAIN IN BULK.

TRULY YOURS
MASTER OF MV WATER WAY J. K. ERIC

THIS NOTICE OF READINESS OF DISCHARGING TENDERED AT 1040H GMT ON MAY 14TH 1997
THIS NOTICE OF READINESS OF DISCHARGING ACCEPTED AT 1040H GMT ON MAY 14TH 1997
AGENT: J. T. SMITH

滞期通知书
THE NOTICE OF DEMURRAGE

MS SEA LAND

ANTWERP
BELGIUM
OCT. 12TH, 1991

CHARTERERS

GREEN BANANAS CO.

BELGIUM

DEAR SIRS,

THIS WILL SERVE TO REMIAND YOU THAT MS SEA LAND NOW LOADING HER GENERAL CARGO AT THIS PORT WILL REACH THE END OF HER LAYDAYS AT 1100 HOURS A. M. TOMORROW MORING. IN ACCORDANCE WITH CHARTER-PARTY , THE DEMAURRAGE WILL COMMENCE AT THAT TIME AS STIPULATED.

PLEASE KINDLY ACKNOWLEDGE THIS LETTER AND RETURN THE ATTACHED COPY WITH YOUR SIGNATURE.

YOURS TRULY

MASTER OF MS SEA LAND: W. T. LEADBETTER

THE NOTICE OF DEMURRAGE ON OCT. 12TH, 1991 FROM W. T. LEADBETTER, MASTER OF MS SEA LAND, IS FULLY ACKNOWLEDGED AND ACCEPTED. THE DEMURRAGE WILL COMMENCE AT 1100HOURS OCT. 13TH, AND CONTINUED UNTILL SHE IS WHOLLY LOADED.

REPRESENTITIVE OF CHARTERERS: K. MARTIN, FOR GREEN BANANAS CO.

航海状况申报书

I, THE UNDERSIGNED, MASTER OF MV ROSLYN,

1. CERTIFY THAT MY VESSEL SATISFIED THE CONDITIONS IN ARTICLE 18 AND 45 OF THE NAVIGATION REGULATIONS.

2. DECLARE THAT MY VESSEL HAS, AT PRESENT TIME, NO DEFECTS IN ENGINE AND STEERING GEAR.

3. STATE THAT MY VESSEL IS FITTED WITH A RUDDER ANGLE INDICATOR AND ENGINE REVOLUTION INDICATOR IN SUCH A POSITON THAT THE PILOT MAY READ BOTH WITHOUT HAVING TO MOVE AWAY FROM HIS STATION; AND BOTH INDIDATORS ARE IN GOOD WORING CONDITION.

I UNDERTAKE TO BRING TO THE NOTICE OF SUEZ CANAL AUTHORITY, BEFORE ENTERING THE CANNAL, ANY DEFECTS WHICH MAY APPEAR.

MASTER OF MY ROSLYN: L. FORCKE

MAY 15, 1991

爆炸品装载申报书

TO WHOM IT MAY CONERN

I, THE UNDERSIGNED, MASTER OF MV SALUDA CARRYING EXPLOSIVES AS CLSSIFIED IN IMDG CDFE FROM IMO, DO HEREBY DECLARE AND CERTIFY ON BEHALF OF THE OWNWERS OF THE VESSEL, AS FOLLOWS:

THE EXPLOSIVES WERE LOADED AT ANTWERP, PACKED AND STOWED IN ACCORDANCE WITH IMDG CODE.

THE EXPLOSIVES ARE IN HOLD NO. 2

THE EXPLOSIVES ARE SEPERATED FROM FLAMMABLES BY THE ENGINE ROOM.

THE PACKING AND STOWING HAS NOT BEEN DISTURBED SINCE LEAVING THE PORT OF ANTWERP.

MASTER OF MV SALUDA: J. OTWAY

MAY 25TH, 1999

装货工人超吊杆安全负荷通知

DEAR SIRS,

WITH REFERENCE TO THE SHIP' S CRANES WHICH HAVE A SWL OF TEN TONS, WE WOULD BE OBLIGED IF YOU COULD KINDLY INSTRUCT THE STEVEDORES THAT ON NO ACCOUNT ARE THEY TO EXCEED THE LIMIT.

DURING THE NIGHT OF 3RD/4TH AUGUST THE LIMIT WAS EXCEEDED AT HATCH NO. 4 ON A NUMBER OF OCCASIONS IN SPITE OF THE CHIEF OFFICER' S COMPLAINT TO THE FOEMAN.

IN ORDER TO AVOID ANY DAMAGE TO THE CRANES, WE WOULD PREFER TO KEEP THE LIMIT DOWN TO EIGHT TONS, AND IF WE FIND THIS EIGHT-TON LIMIT EXCEEDED, WE MAY BE OBLIGED TO STOP THE USE OF SHIP' S CRANES AND REQUEST TO LOAD WITH SHORE CRANES.

THANKING YOU FOR YOUR ATTENTION.

TRULY YOURS,

MASTER OF MS MING HAI: JIANG TAO

船长进港誓词

I, THE UNDERSIGNED, MASTER OF MV ROMEO, AT PORT OF NOW YORK ON OCT. 1ST, 1998, FORMALLY DECLARE THAT THE MANIFEST SUBSCRIBED IN MY NAME, AND DELIEVERED BY ME TO THE CUSTOMS OFFICER OF NEW YORK CUSTOMS, CONTAINS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, A JUST AND TRUE ACCOUNT OF ALL THE GOODS, WARES, AND MERCHANDISE, INCLUDING THE PACKAGES OF EVERY KIND AND NATURE WHATSOEVER, WHICH WERE LADEN OR TAKEN AT THE ABOVE-MENTIONED PORT ON BOARD THE SAID VESSEL, AND I FURTHER SWEAR THAT IF I SHALL HEREINAFTER DISCOVER OR KNOW OF ANY OTHER OR GREATER QUANTITY OF GOODS THAN ARE CONTAINED IN THIS MANIFEST, I WILL IMMEDIATELY AND WITHOUT DELAY MAKE DUE REPORT THEREOF TO SAID CUSTOMS.

SINCERELY YOURS,

MS ROMEO MASTER: K. DOWARD

航海英语信函的格式

1. 撰写原则 使用法律语言和技术术语 使用书面体语言（名词比相应的形容词书面体化，从句比分词和介词短语书面化，句子结构复杂书面化，长短搭配） 简要不失礼节
2. 采用国际规则的格式 本船船名 本船所在地，一般是所在港口的名称，港口小，后接国家，港口大，前要加泊位码头名称；地名，国家名，泊位和码头等专有名称的首字母大写，右对齐。日期，信函拟发之日；对方地址，先写小部门，后写大部门，中间用“，”，分隔，对方所在公司名称，公司地址，先写小地址，大地址在后，中间用“，”分隔，左对齐。

称呼, 不知对方姓名, 男士: SIR, SIRS, GENTLEMEN 女士: MADAM, MESDAMES, LADIES

已知对方姓名, 男士: MR. _____ DEAR MR. _____ MESSRS _____

女士未婚: MISS _____ MISSES _____

女士已婚: MRS _____ MMES _____

不论婚否: MS _____

不知发给何人: WHOM IT MAY CONCERN

一些职务前可加: MR. 一些职务可用作称呼, 可加 MR. 的只能用于有较高社会地位的职务, 较低的一般不应提及

人命后接“,”

正文可缩进若干字母, 也可顶格。

不使用“、”使用“,”

句号实心点, 不用空心圆

书名等用大写字母或斜体字

段落间用空行

每一句首字母要大写

高级船员和港口官员的职务姓名的首字母要大写

3. 致谢或盼望

THANK YOU IN ADVANCE FOR YOUR KIND ATTENTION TO THIS MATTER.

I AM LOOKING FORWARD TO HEARING FROM YOU AS SOON AS POSSIBLE.

YOUR PROMPT ATTENTION TO THIS MATTER WILL BE MUCH APPRECIATED.

4. 客套话

YOURS TRULY YOURS FAITHFULLY YOURS SINCERELY YOURS RESPECTFULLY

偶尔可见: GRATEFULLY YOURS, EXPECTANTLY YOURS, PATIENTLY, URGENTLY, REGRETFULLY

客套话后接“,”

5. 附件 ENCLOSED HEREWITH, ENCLOSURES.

6. 兹通知: PLEASE BE ADVISED THAT I BEG TO GIVE YOU NOTICE THAT

一些声明和通知

1. DECLARATION OF DWC

I HEREBY DECLARE THAT MV VOYGER HAS A DEADWEIGHT CAPACITY SUMMER OF 14, 400 M/T AND/OR A BALE CAPACITY OF 861, 386 CU. FT AND/OR GRAIN CAPACITY OF 893, 474 CU. FT ON A DRAFT OF 27' 13" . YOU ARE REQUESTED TO GET READY THE ABOVE AMOUNT OF CARGO AND BUNKERS ACCORDINGLY.

2. NOTICE OF READINESS FOR DISCHARGING

I BEG TO GIVE NOTICE THAT THE ABOVE-NAMED VESSEL ARRIVED IN THE RIVER MERSEY AT 0700 HOURS, FRIDAY, APRIL 17TH, 1997, AND BERTHED AT GLANDSTONE¹ 1, AT 1000 HOURS, FRIDAY, APRIL 17TH, 1997, AND IS NOW IN EVERY WAY READY TO COMMENCE DISCHARGING, AND TIME WILL COMMENCE TO COUNT IN ACCORDANCE WITH CHARTER PARTY.

3. NOTICE OF READINESS FOR LOADING

I HEREBY BEG TO BRING YOU NOTICE THAT MV OCEAN ISLAND IS NOW IN ALL REPECTS READY TO COMMENCE LOADING CARGO. LAY HOURS WILL COMMENCE UPON THE EXPIRATION OF SIX HOURS AFTER THE RECEIPT OF THIS NOTICE, OR WHEN CARGO LOADING IS COMMENCED, WHICHEVER COMES FIRST.

4. NOTICE OF READINESS SUPPLEMENTARY

PLEASE ACCEPT THIS AS NOTICE THAT THE MV UTOPIA, NOW LYING AT YOUR DOCK, IS NOW AND WAS READY IN ALL REPECTS TO LOAD CARGO AT 3:15 P. M. ON JUNE 15, 1981, AS PER TERMS OF THE CHARTER-PARTY DATED AT NEW YORK, JUNE 10, 1981.

THIS NOTICE WILL SUPPLEMENT BUT NOT CHANGE THE ONE SERVED ON YOU JUNE 15, 1981, AT 9:00 P. M. , AND , WHILE IT IS TRUE THE FIRST NOTICE WAS NOT SERVED ON YOU WITHIN THE TIME SPECIFIED IN THE CHARTER PARTY IT IS TAKEN FOR GRANTED THAT YOU ACCEPTED THE VESSELS AS PER THAT NOTICE DUE TO THE FACT THAT YOU STARTED LOADING HER AT THAT TIME.

5. NOTICE

MY VESSEL, THE MV BLUE CLIPPER, WAS TENDERED YOU ON THE 12TH INST. AT THIS PORT FOR LOADING: SHE, AT THAT TIME BEING IN ALL READINESS TO LOAD AND HAVING COMPLIED WITH ALL TERMS OF THE CHARTER-PARTY DATED AT NEW YORK, SEPTEMBER 12, 1987.

I HAVE TODAY RECEIVED FROM YOU A AVERBAL REFUSAL TO LOAD THE VESSEL IN ACCORDANCE WITH TERMS OF THE ABOVE MENTIONED CHARTER-PARTY; ADDED TO THE ABOVE YOUR NEGLECT TO COMMENCE LOADING TO DATE IS TAKEN AS CONFIRMING YOUR VERBAL REFUSAL. ALL OF THIS I TAKE TO INDICATE YOUR FIRM AND DEFINITE REFUSAL TO COMPLY WITH THE OBLIGATIONS IMPOSED UPON YOU BY THE CONTRACT EVIDENCED IN THE CHARTER-PARTY MENTIONED ABOVE.

IN VIEW OF THE ABOVE, ON BEHALF OF MY OWNERS AND OTHER PERSONS CONCERNED, I HERRBY SERVE NOTICE ON YOU THAT ALL NECESSARY MEASURES WILL BE TAKEN TO PROTECT THE INTERESTS OF MY VESSEL AND HER OWNERS UNDER THE CONTRACT.

6. NOTICE OF DEMURRAGE

THIS IS TO REMIND YOU THAT THE MV *AMEBA* NOW DISCHARGING PAPER PULP AT THE STATE PIER WILL HAVE REACHED THE END OF HER STIPULATED LAY-DAYS TOMORROW AT 10:00 A.M.

IN ACCORDANCE WITH THE CHARTER-PARTY, DEMURRAGE WILL COMMENCE AT THAT TIME AND CONTINUE UNTILL THE VESSEL IS WHOLLY DISCHARGED, AND WILL **IN THE SUM OF TWO HUNDRED AND TEN DOLLARS**, 210.00, PER DAY OR **FRACTION THEREOF**, **DATING FROM THE TIME DEMURRAGE STARTS**.

IT IS EXPECTED THAT YOU WILL PAY THE ABOVE MENTIONED SUM AS LONG AS THE SHIP REMAINS ON DEMURRAGE, AND I SHALL **CALL AT YOUR OFFICE** AT 3:00 P.M. EACH DAY TO RECEIVE PAYMENT.

7. DISCHARGE OF CARGO CERTIFICATE

THIS IS TO CERTIFY THAT ALL **INWARD CARGO INTENDED FOR THIS PORT** HAS NOW BEEN DISCHARGED. MY NEXT PORT OF CALL IS LONDON.

I REQUEST PERMISSION TO RETAIN ON BOARD THE STORES LISTED ON THE FORM ATTACHED HERewith, AND UNDERTAKE TO PRODUCE THEM TO THE PROPER OFFICER OF CUSTOMS AND EXCISE AT THAT, OR ANY OTHER PORT THIS VESSEL MAY VISIT, AND, ON DEMAND, TO **PAY DUTY ON ANY DEFICIENCY**.

8) DECLARATION

I DECLARE THAT THE PARTICULARS ON THESE FORMS **HERETO** ATTACHED TO BE A TRUE ACCOUNT OF ALL STORES, LIVESTOCK, CURRENCY AND GAMING MACHINES ON BOARD THIS SHIP. I UNDERSTAND THAT UNAUTHORIZED CONSUMPTION, LANDING OR DISPOSAL OF THE LISTED ARTICLES, OR OF ANY NEW STORES PLACED ON BOARD, IS AN OFFENCE AND MAY **RENDER ME LIABLE TO HEAVY PENALTIES**.

9) COMPLAINT BY C/O

I HAVE REMINDED YOU **ON MANY OCCASIONS** THAT ON NO ACCOUNT SHALL THE SWL OF MY DERRICKS BE EXCEEDED DURING THE CARGO OPERATIONS.

YOU ARE KINDLY REQUESTED TO INSTRUCT YOU STEVEDORE THAT THE CARGO WORK BE CARRIED OUT IN ACCORANCE WITH ALL NECESSARY REGULATIONS, OR I WILL BE OBLIGED TO STOP THE POWER FOR THE CARGO GEAR AND HOLD YOU RESPONSIBLE FOR ALL THE CONSEQUENCES **THEREOF**.

10) FORM OF SIGNING NONWITNESSES

WE, THE UNDERSIGNED, EACH ONE FOR HIMSELF, BY OUR INDIVIDUAL SIGNATURES, TESTIFY TO THE FOLLOWING STATEMENT:

I WAS EMPLOYED ON THE ABOVE NAMED VESSEL ON THE DATE, AND WAS IN THE PLACE INDICATED AFTER MY NAME ON THE 26TH. DAY OF JUNE, 1999, WHEN J. JONES, ABLE SEAMAN, WAS INJURED ON HIS RIGHT FOOT. I DID NOT **WITNESS** THE ACCIDENT, NOR HAVE I ANY PERSONAL KNOWLEDGE OF THE FACTS, CIRCUMSTANCES OR CONDITIONS **LEADING UP TO** OR **SURROUNDING THE CASE**.

11) STATEMENT

FOR YOUR INFORMATION, I HAVE, DURING THE PRESENT VOYAGE OF THIS VESSEL, **MADE EVERY REASONABLE EFFORT TO** SEE THAT ALL LAWS WERE COMPIED WITH, AND TO THAT END ON MARCH 30, AND AGAIN ON APRIL 23, 1999, DILIGENTLY SEARCHED ALL CARGO COMPARTMENTS, STORE-ROOM, **QUARTERS**, ENQINE ROOM, **ETC.**, AS WELL AS COULD BE, TO DISCOVER ANY CONTRABAND OR UNDECLARED ARTICLES **SECRETED** BY MEMEBERS OF THE CREW; THESE SEARCHES HAVE DISCOVERED NOTHING.

NOTWITHSTANDING THE ABOVE, I FEAR THAT THERE MAY BE **CONCEALED** IN SOME PART OF THE VESSEL ARTICLES WHICH I HAVE NOT BEEN ABLE TO DISCOVER AND MANIFEST IN PROPER MANNER. THEREFORE, I **TAKE THIS OPPORTUNITY TO ACQUAINT YOU OF** MY FEARS AND **EARNESTLY** REQUEST THE ASSISTANCE OF YOU AND YOUR **SUBORDINATES** TO THE END THAT A MORE THOROUGH SEARCH MAY BE MADE TO DISCOVER ANY ARTICLES NOT MANIFESTED, WHICH, IF ANY ARE FOUND, I SHALL IMMIDIATELY REPORT TO YOU AS PER **THE MASTER' S OATH ON ENTRY**.

海事声明

1. 海事声明 (A)

PORT:CRISTOBAL

CRISTOBAL, PANAMA, CENTRAL AMERICA

DATE: MAY 25TH, 1998
TO: PORT AUTHORITY
PORT OF REGISTRY: DALIAN
SHIPOWNER: COSCO DALIAN
KIND OF CARGO: GRAIN IN BULK
TONNTAGE OF CARGO: 10, 431 M/T

NAME OF VESSEL: MV XING HE
GROSS TONNAGE: 9, 406
SAILED FROM: ANTWERP ON MAY 9TH, 1998
BOUND FOR: PANAMA CITY
CALLING ON ROUTE AT: CRISTOBAL
AND ARRIVED AT: CRISTOBAL ON MAY 25TH, 1998

IN VIEW OF THE FOLLOWING:

THE SAID SHIP ENCOUNTERED VERY HEAVY WEATHER DURING THE VOYAGE ON THE WAY BETWEEN LAT. 4212N LONG. 3627W AND LAT. 4136N LONG. 3818W **AS PER LOGBOOK ABSTRACTS ATTACHED.**

AND **FEARING LOSS AND/OR DAMMAGE, I HEREBY NOTE MY PROTEST AGAINST ALL LOSSES, DAMAGES, ETC., RESERVING THE RIGHT TO EXTEND SAME AT TIME AND PLACE CONVENIENT.**

WITNESSES ON BOARD:

JIANG JIA LIN, CHIEF OFFICER

LIN GONG GUO, BOSUN

LI JIANG, A. B.

MASTER OF MV XING HE: LI JIA CHANG

ENCLOSURES: ABSTRACTS OF DECK LOGBOOK COVERING THE SAID ACCIDENT

.....

.....

.....

2. 海事声明 (B)

BETWEEN 1638 AND 1650 HOURS THIS DAY, THE STRONG GUSTY WIND WAS EXPERIENCED BY MY SHIP, IN CONSEQUENCE OF WHICH, THE VESSEL' S FOUR MOORING LINES WERE BROKEN AND HER PORTSIDE GANGWAY SEVERELY DANMAGED. I WISH TO NOTR PROTEST AGAINST DAMAGES AND RESERVE THE RIGHT TO EXTEND THE SAME AT TIME AND PLACE CONVENIENT.

I ENCLOSE HEREIN LOG EXTRACTS COVERING THE SAID INCIDENGT.

YOURS FAITHFULLY,

MASTER: K. YANG

3. 海事声明 (C)

MS FREEDOM

PORT HUANGPU

11TH MARCH, 1992

TO: NOTARY PUBLIC OFFICE, HUANGPU

MARINE NOTE OF PROTEST

ON THE ELEVENTH DAY OF MARCH 1992, CAPTAIN A. J. NICHOLAS, MASTER OF YUGOSLAV MS FREEDOM DECLARES AT THIS NOTARY PUBLIC OFFICE THAT HIS VESSEL SAILED FROM RIJEKA, YUGOSLAVIA, ON THE FIFTH DAY OF FEBRUARY WITH 5, 934M/T OF GENERAL CARGO, AND ARRIVED AT HUANGPU ON THE TENTH DAY OF THIS MONTH, AND THAT FEARING LOSS OR DAMAGE **THAT MIGHT HAVE BEEN SUSTAINED** BY VESSEL' S HULL, MACHINERY AND CARGO THROUTH ROUGH AND BOISTEROUS WEATHER DURING THE PASSAGE, HE HEREBY NOTES HIS PROTEST AGAGINST ALL LOSSES AND DAMAGES CAUSED THEREBY, RESERVING THE RIGHT TO EXTEND THE SAME WHENEVER AND WHEREVER NECESSARY.

4. 延伸海事声明 (D)

NOW **IT HAS BEEN ESTABLISHED WITH CERTAINTY THAT** THE FOLLOWING DAMAGES, LOSSES, ETC. WERE CAUSED BY THE **EVENT** AS REFERED TO IN THE PREVIOUS PRORESR SUBMITTED BY THIS SHIP ON MAY 12TH, 1998:

1. THE 7,845 KG OF SOYA BEAN FOUND WET BY SEA WATER.
2. NOS. 2, 3, 4 AND 5 POTOONS AT HATCH NO. 1 FOUND DEFORMED BY ROUGH SEAS.

I WISH TO EXTENT MY PREVIOUS PROTEST TO **COVER** THE ABOVE SAID LOSSES AND DAMAGES, AND RESERVING THE RIGHT TO **CLAIM SUCH LOSSES AND DAMAGES FROM THE PERTIES CONCERNED.**

海事声明的撰写

航行停泊遭到自然灾害，担心船体设备和货物有损，第一港提出，这种声明是日后宣布共损，提赔或免责的初步证明文件。

1) 常见自然灾害

TYPHOON, HEAVY STORM, BOISTEROUS WEATHER, STRONG WINDS WITH HEAVY SEAS AND SWELLS, EARTHQUAKE, TSUNAMI, ICEBERG, DENSE FOG

2) 报送：船籍国住船舶所在国的官方代表如 CHINESE DIPLOMATIC REPRESENTATIVE, CONSULATE GENERAL OF P. R. C

船舶所在地公证处：NOTARY PUBLIC OFFICE

船舶所在港的港务当局：THE HARBOUR MASTER, PORT AUTHORITY

有关人员 TO WHOM IT MAY CONCERN

3) 海事声明的结构

地址：同一般信函 标题：在报送方地址的下方

征文：详略不一，较详尽的征文内容包括：本船船名，船籍港，吨位，货种，货物数量，出发港，目的港及挂靠港；遭灾时间地点海域；自然灾害的性质，程度；声明对可能发生的灭损不负责任；保留在适当时间和地点延伸该声明的权利。

署名：原则上由船长提出。

证人：2~3名，要签字。

航海日志摘要：海况，天气和采取措施，原则上由公证人员制取或核实。

中国远洋运输集团公司的海事声明格式

NOTE OF SEA PROTEST

PORT: _____

DATE: _____

TO: PORT AUTHORITY, CHINESE DIPLOMATIC REPRESENTATIVE, NOTARY PUBLIC

NOTE OF SEA PROTEST

NAME OF VESSEL:

TONNAGE OF CARGO:

GROSS TONNAGE:

SAILED FROM _____ ON

PORT OF REGISTRY:

BOUND FOR _____

SHIPOWNER:

CALLING ON ROUTE AT _____

KIND OF CARGO:

AND ARRIVED AT _____ ON

IN VIEW OF THE FOLLOWING:

AND FEARING LOSS AND/OR DAMAGE, I HEREBY NOTE MY PROTEST AGAINST ALL LOSSES, DAMAGES, ETC., RESERVING THE RIGHT TO EXTEND SAME AT TIME AND PLACE CONVENIENT.

WITNESSES BOARD:

MASTER OF (NAME OF VESSEL): _____

ENCLOSURES: ABSTRACTS OF DECK LOGBOOK

美国海事声明格式

THE UNITED STATES OF AMERICA MARINE NOTE OF PROTEST

ON THIS _____ DAY OF _____, 20_____, PORT OF _____, BEFORE ME, _____ AMRICAN _____ FOR _____ AND THE DEPENDENCIES THEREOF, PERSONALLY APPEARED _____, MASTER OF THE VESSEL CALLED THE _____ OF THE BURDEN OF _____ TONS OR THEREABOUTS, AND DECLARED THAT ON THE _____ DAY OF _____ LAST PAST HE SAILED IN AND WITH THE SHIP FROM THE PORT OF _____, LADE WITH _____, AND ARRIVED, IN THE SHP, AT _____ ON _____ AND HAVING EXPERIENCED,

(STATE FACTS WHICH CONTRIBUTE THE PROTEST)

HEREBY ENTERS THIS NOTE OF PROTEST ACCORDINGLY, TO SERVE AND AVAIL HIM HEREAFTER, IF FOUND NECESSARY.

_____ OF THE UNITED STATES OF AMERICA

ATTESTED: _____
MASTER

(SEAL)

(DATE AND PLACE)

I HEREBY CERTIFY THAT THE WITHIN DOCUMENT IS A TRUE COPY OF MARINE NOTE OF PROTEST, THE ORIGINAL OF WHICH IS DEPOSITED AS A PART OF THE PERMANENT ARCHIVES OF THE AMERICAN CONSULATE AT _____ OF THE UNITED STATES OF AMERICA.

4) 自由格式 对较小的海事，在国内水域中航行时遇到的海事，常可自由选取海事声明的格式，应注意，自由选取的格式应尽可能与某些国内或国际认可的格式相近。

5) 延伸海事声明

若船舶抵港卸货后或检验后发现遭到的灭失或损坏确与以前提交的海事声明中所述灾害有关，则船长可提交更详细具体的延伸海事声明，申明对发现的灭失和损坏，对日后发生的灭损不负责任，并且保留向有关方提赔及继续延伸声明的权利。主要包括：

本船船名，船籍港，吨位，货种等与先前提交的海事声明一致。

先前提交海事声明的时间地点

经检验发现的灭损情况，必要时逐条列出

申明对已发现的灭失损坏及今后再发现的灭失和损坏不负责任

保留向有关方提赔和再次延伸该声明的权利

还可进一步延伸。

6) note of sea protest

Marine protest

Note of extended marine protest

Bad weather

Heavy weather

Boisterous weather

Strong winds

Rough seas

Consul general

Consul

Consulate

Ambassador

Embassy

Heavy swell

The dependencies thereof

Losses of and damages to

Cargo hull and machinery

Reserve the right to extend same

Whenever and wherever necessary

Note my protest against

In view of

For fear of

In anticipation of

Experience

Meet with

Encounter

Sustain

Submit

Extend

Declare

Serve and avail

Enter
Note
Hereby
Thereby
Herewith
Therewith
Hereto
Hereof
Thereto
Here from
There from

海事声明范例

1. The Harbor Master Rotterdam

On the day of December 8, 1993, I, the master of Chinese motor ship *xing he*, registered at the port of da lian, which sailed from the port of shanghai at 1200 hours on November 5 with a general cargo of 13,056 m/t, arrived at Rotterdam on December 7, fearing losses of and damages to cargo, hull and/or machinery as a result of rough and boisterous weather experienced on the passage a detailed in the enclosed logbook abstracts, hereby **render** my protest against all losses and damages, and reserve the right to extend same at time and place necessary.

Master of mv *xinghe* _____

2. MARINE EXTENDED PROTEST

By this instrument of declaration and protest be it known and made manifest to all whom these **presents** shall come or may concern, that on the 6th day of June, 1999, before him, Frank j. Iarossi, American notary public for new Orleans and dependencies thereof, **personally came and appeared** Thomas j. tucker, master of the vessel called the queen' s city, official no. j125693 **of the burden of 5,689 tons** or **thereabout**, then **lying in** that port of berth no.45 laden with rice in bulk cargo, who duly noted and entered with the said notary public his protest, for the uses and purposes hereafter mentioned; and now, on this day, the eighth day of June, 1999, before me, david h. aycock, American notary public at Miami, comes the said master of the said vessel, and requires me to enter this protest; and together with the said master also come Donald liu, c/o, micheal e. musatow, 3/o, t. peter pappas, bosun, all crew members of said ship, all of whom, being by me duly sworn, **do voluntarily asseverate** as follows: that these appearers, on the 1st day of june, 1999, sailed in and with the said vessel from the port of tela, Honduras, laden with rice in bulk and bound to the port of new Orleans, USA; that the said ship was then properly manned and equipped and in every respect seaworthy; and that the said ship encountered wind of 50 meters per second around the position of 24N latitude, 81W longitude; that the said wind last about 18 hours.

And these said appears, **upon their oath aforesaid**, do further declare and say: that during the said voyage they, together with the others of **the said ship' s company**, used their **utmost** endeavors to preserve the said ship and cargo from all manners of loss, damage, or injury. Wherefore the said master of the said ship has protested in accordance with law and declares that all losses, damages, costs, charges and expenses as stated herein

that have happened to the said ship or cargo, or to either, are and ought to be borne by those to whom the same by right may appertain by way of average or otherwise, the same having occurred as before mentioned, and not by or through the insufficiency of the said ship, her tackle or apparel, or fault or neglect of this appear, his officers, or any of his mariners, or fault or neglect in the proper loading, stowage, custody, and care of the cargo.

Thus done and protested in the port of Miami this 8th day of June, 1999.

In testimony whereof, these appears have hereunto subscribed their names, and I, the said notary public, have granted to the said master the public instrument, under my hand and the seal of this notary public office to serve and avail him and all other whom it does or may concern as need and occasion may require.

请求书和授权书

1. 检验请求书

Yokohama, japan
4th sep, 1990

To harbor master

Yokohama

Dear sirs,

Permissions is kindly requested to carry out the periodical survey for the main engine from 0900 hrs on 5th to 1700 hrs on 6th this month. The survey will in no way affect the cargo operation, but the main engine will require four-hour notice to be ready if necessary after the completion of the survey.

Your prompt approval of this matter will be highly appreciated.

Yours truly,

Master of west island

2. 赔款授权书

I hereby authorize you, on behalf of the locki grain co., Lisbon, to pay to the harbor master of the santa marta, Columbia, the sum of 500,00 peso (say Columbian peso five hundred thousand only) which represents a fine levied on the above-named vessel for polluting the coastal waters with oily water. This sum may be deducted from the hire as per charter-party dated on July 13th, 1999 at London. Thanking you for attention this matter.

Yours faithfully

3. 签发提单授权书

I, the master of mv may flowers, hereby authorize you, messrs brown & co., to sign the original bill of lading for covering the present voyage from Singapore to Bangkok for and on my behalf in accordance with charter party dated May 7th, 1990, at hongkong.

4. 申请检验员

Please be advised that my vessel, mv honguki, met with heavy tropical storm on the present voyage from Singapore to Aden. You are requested to arrange for a qualified surveyor to come on board on arrival for examining and certifying the extent of the damages she sustained to the deck covers and other fittings.

Thanking you in advance for your attention to this matter.

5. 代理授权书

YOU AS GENERAL AGENTS AND SUB-AGENTS APPOINTED BY YOU AT ALL THE VESSEL'S PORTS OF CALL, ARE HEREBY AUTHORIZED TO ENTER INTO AND DO ALL THINGS NECESSARY FOR THE PROPER EXECUTION AND SIGNING ON MY BEHALF,

IN MY NAME, AND AS MY AGENT, BILLS OF LADING, PASSENGER TICKETS, AND OTHER DOCUMENTS FOR THE CARRIAGE OF GOODS AND PASSENGERS ON BOARD SS SEVEN STARS.

THE AUTHORIZATION WILL REMAIN IN FULL FORCE AND EFFECTS AS LONG AS YOU CONTINUE TO ACT AS AGENT FOR THE ABOVE VESSEL, UNLESS SOONER TERMINATED BY ME OR WHOEVER SHALL GO FOR MASTER.

6. 加装淡水

You are requested to supply 250 metric tons of fresh water to my vessel while she is at anchor santa marta, Columbia.

I agree to pay us \$1.00 per ton for the fresh water and us \$100.00 for the service of tug and barge. Please be sure to deliver the required amount of fresh water to the ship before noon On 26th of may, 1990.

7. 修理招标书

This will serve to inform you that certain repairs are contemplated on mv Norfolk under my command, your tender on same is solicited.

Attached hereto you will find specification covering the work in question, and it will be your privilege to inspect the vessel and the work to be done at any time after tomorrow morning at 10:00A.M.

Bids will be taken and opened for awarding of contract at the office of messrs. Albright, Jenkins & co., the ship's agents, located in this city, on august 19, 1989, at 09:00 a.m. the right to reject any and/or all bids, without giving reason therefore, is reserved.

8. 工资支付通知

I, mr. long john silver, employed in mv wild auk, require you ever green lines, to pay to mrs. S. janny, address:427# longbeach rd. isle of man, uk, the sum of £700.00(say seven hundred pounds only) from jun. 15th, 1999, and at interval of thirty days until ten payments have been made or until the agreement, which I am now employed, is terminated, or until 7 days after I have give notice in writing of revocation of this allotment note to you or to the master of my ship, whichever shall be the earlier.

船舶业务信函

Shipper consignor, consigner consignee(收货人) receiver (受货人)

insurer underwriter the insured salvor cargoowner operator

1. 请作……

I wish to advise that

You are hereby requested to ….

Please kindly……

Permission is hereby kindly requested to….

2. 敬复贵函

I am in receipt of your letter dated….

I acknowledge receipt of your letter dated….

With reference to your letter dated….

With regard to your letter dated….

Answering your letter dated….

3. 正确适用技术术语

Made in china 中国制造

Chinese-made 中国人制造的 (可能是华侨)

Nautical mile 海里

Mile 英里

Channel (两边有障碍物的) 航道

Fairway (人为划定的) 航道

Responsibility (管理, 保护的) 责任

Liability (赔偿等) 责任

Be jointly responsible for 对。。。 共同负责

Be jointly and severally responsible for……对。。。 负连带责任

Salvage and special charges 救助费及特别收费

Lighterage in or off ports 港内及港口附近的驳船费

Serious accident 大事故

Port 指有设备, 机构, 船舶停靠场所的城市

Harbor 指海湾, 河口等天然形成的可供船舶停靠的海岸地域

Maritime 与航运有关

Marine 与海洋有关

Nautical 与航海有关

Documents 船舶进出港所需的文件

Articles 船上有关船舶管理的文件

handsome 操纵灵便的, 灵敏的, 熟练的

一些申请书和报告书范例

Request for unloading

I hereby wish to inform you that among the cargo to be discharged at your port, there are ten cases of machinery, weighing 38 tons each, consigned to messrs. Brown & co. ltd..

As these weights are beyond the ship's discharging facilities, I would like to ask you to communicate with the said company with regard to arranging the unloading of these cases on the 6th inst. At 1,000hrs by their own means.

Please also advise the consignees that in compliance with the terms of the charter-party all expenses in connection with handling these extra-weights are to be for their own account.

Invitation

Mr. d. g. crayford, the chief engineer, will return to London on 20 december 1993 and be replaced by mr. braithwaite whose appointment begins as from the same time.

Mr. crayford has been with the ship for 14 months. All the officers and crewmembers, I am sure, would like to take this opportunity to thank him and say hello to him for his excellent work in leading the engine department to make it the successful concern it is today. His good-humoured presence will be missed by all those who worked with him.

Mr crayford's leaving will not affect the present work and policy of the department.

Would all officers and crewmembers except those on duty please attend a meeting in the officer's bar to say good-bye to mr crayford at 1530hrs, where they will be introduced to mr t. braithwaite, the successor of the chief engineer.

AUTHORIZATION FOR SIGNING B/L

I, the master of mv xin hua, on behalf of the owners, hereby apply to use the form of bill of lading printed by chian shipping agency for the shipment for my ship in the port of Bangkok. Meanwhile please regard this letter as an authorization for you to sign on my behalf all bill of lading covering the present shipment of cargoes being loaded here in accordance with the mate's receipts.

REQUEST FOR FUMIGATION

According to the advice of the surveyor from the commodity inspection and testing bureau, the cargo holds of my vessel must **undergo** sanitary measures before loading grain goods. I hereby apply for fumigation, and all expenses incurred will be for shipowner's account.

事故责任通知书

1. 搁浅责任通知书

I, master of Chinese mv rose, hereby report to you that my vessel carrying a full cargo of fertilizer for the port of huangpu, p. r. china, grounded in the channel when crossing the second bar of lasawei, at 2009hrs nov. 26th, 1959.

My vessel touched the bottom on her portside at 2004 hrs, during maneuvering away from the west side of channel, grounded on the east side of channel at 2009 hrs, and **was held fast there.**

It is obvious that there was not sufficient water depth in the second bar channel for my vessel to cross safely and I claim that the estimated arrival draft as **radioed to the agent** to report to you was a close one.

Extracts of logbook has been submitted to you detailing the grounding.

靠泊抗议书

I strongly **protest against** your verbal instruction that you **intend berthing** a Greek ship outside of my ship at #1 berth. It is not **prudent** that placing a heavily loaded ship onto one at a quayside in strong tidal waters.

I have informed your representative and held you responsible for any damages that may result on berthing and/or damages that may be found later by the strain or other situation as a result of the greek ship forcing my ship onto the quay.

货损责任通知书

I wish to advise that during the loading operation at about 7:30 p.m. yesterday one case containing glass goods marked "def" destined to huangpu **was allowed to slip off** the **net sling** and **fell a distance of 40 feet** into the lower hold on the top of **crated** machinery, **causing apparently considerable damages.**

The extent of damages could not be ascertained though I inspected it with the chief stevedore in charge.

It is obvious that the accident **was solely due to the fault on the part of** the stevedores, and the chief stevedore on board admitted the responsibility for it.

The case for glass goods in question was badly crushed and was returned to **dock shed** and **shortshipped.**

触碰责任通知书

I beg to advise you that the following **mishap** happened to my ship in this morning when she was moored to p section of #3 pier in this port.

At about 0845 hrs when mv voyager was berthing to r section of this pier, her starboard bow came into contact with our port quarter, causing damage thereto.

I would be much obliged that if you could take the matter up with owners or agents on the damage sustained and also request them to send their representative to us with yours as soon as possible with a view to **ascertaining** the extent of the damage.

碰撞通知书

Please be advised that I have to hold your ship **solely responsible** for any damages and/or losses sustained by my ship friendship **in consequence of** the collision caused by your ship at 2045 hrs LT on dec. 14th, 1990, while my ship was berthed alongside at wharf #194.

In this connection, a survey of damage to the hull and possible damage to the propeller and rudder will be **held** on board my ship at 0900 hrs LT on Dec. 15th, 1990. You are hereby requested to send a representative to **attend** it.

At the same time it is essential for you to **signify** your acknowledgement of the responsibility for the collision by signing the copies of this letter hereto attached and to return me two copied **in due time**.

装卸索具损坏责任通知书

Damages to ship' s gear etc by stevedores

This is to advise you that at 0930hrs, on 9th, the damages to my ship' s gear and equipment, **as specified below**, were caused **by the fault on the part of** your stevedore. Your representative working on board has acknowledged the fact of and liability for the damages.

I, the master of mv hong xia, hereby request you to arrange for the necessary repairs and replacements. If you fail to carry out repairs and replacements before my ship' s sailing, I shall reserve, on behalf of my owners, the right to claim against you in future for recovering costs expenses incurred thereof.

海上事故责任通知书的写法

1. 在美国港口, 须向美国海岸警备队报告的事故联系:

致使人员受伤丧失工作能力 72 小时以上

财产损失 25000 美元以上

Collision 两船相碰, 损失严重

Stranding(grounding)

Striking 抵碰, 与固定物体或不在航船舶结束, 损失严重

Contact 触碰, 包括轻微的碰撞, 搁浅或抵碰

Foundering 淹沉 水从水线上进入船内

Sinking 漏沉 水从水线下进入

Athwartships (船)横向的 adv.

Bent

Fracture vt. 破裂(使...破裂, 断口 n. 破裂

Lie—lying

Butt vt. 以头抵撞, 碰撞

Abreast adv. 并肩地, 并排地

Plate numbered G in way of frame #22

An examination of the damage caused by the tug revealed that there was **a hole in the lower hold of #5, plate numbered G in way of frame #22 on the starboard side. The hole was seen to be about 12" long by 2" at the top running down to nothing at the bottom, the hole being vertical.**

送交和回执

拒绝承担一切责任: acknowledged to have received a letter from you, all liabilities denied.

All liabilities rejected

I am not in a position to answer for any liability.

Enroute 在途中(to, for)

cross over 横渡

evasion n. 逃避, 借口

out of sight adv. 在看不见的地方

debris n. 碎片

barrier n. (阻碍通道的)障碍物, 栅栏, 屏障

utterly adv. 完全地, 绝对地, 彻底地

attitude n. 姿势, 态度, 看法, 意见

be contrary to

with a view to 为了。。。

be attributable to 归属于。。。

wear and tear 磨损

latent 潜在的

jetty n. 突码头(建筑物的突出部分) vt. 突出

pier n. 码头, 墩, 码头, 窗间壁

enclose vt. 放入封套, 装入, 围绕

veer vi. 转向, (风向)顺(时针)转 vt. 使转向, 放出(锚) n. 转向, 方向的转变

W/T wireless telegraphy

Back 逆时针转

Race vi. 飞车

Presumably adv. 推测起来(大概, 估计可能)

Tarpaulin 帆布 tent 帐篷

Before the weather 顺风航行

Frigate 护卫舰

Displace vt 移置, 取代, 转移, 置换

Yaw 船摇 surge pitch roll labor swing

All told 全部计及的

Reassure vt 使。。。安心; 再保证

Break her back = lose the longitudinal structural integrity)

In adverse weather condition

Subsequent adj. 后来的, 并发的

Ride out 安然度过坏天气

Cant 英]突然转动或改变... 的方向

Hence adv. 因此, 从此

Depart vi 离开, 启程

Die out 逐渐消失

范例

Conditions on board progressively deteriorated. The water in the main deck alleyways increased in depth. The chief officer had observed the access hatch in the starboard main deck lobby from time to time and seen that on each occasion the leakage was greater. Water came in spurts corresponding to the pitch of the vessel indicating that loose water was probably surging over the surface of the grain in #2 hold.

It was decided not to swing the vessel around the berth. The situation was reviewed at 1815 hours and consideration was given to increasing the number of moorings. Additional moorings and fenders were in place by 2110 hrs and the main engines were placed on "short notice."

When the forward lines were cut, the bow was blown off and swung away from the quay under the influence of the wind and, combined with the effect of the engine going astern on the after spring, canted the bow to port, until a heading of north was reached with the vessel's stern approximately 15 meters off the dock face.

As the unisol was unable to gain sternway and with high seas at the end of the breakwater, the pilot feared that the vessel's starboard quarter was in danger of striking the breakwater. Hence the engines were stopped at 0827 hrs, and orders were given to "let go port anchor to 2 shackles in the water", but about 4 shackles ran out before the brake could be fully applied.

The engine room flooded rapidly and the water level soon reached the electro-magnetic couplings,

Stopping the main engine. In the meantime, on being apprised of the situation, the master ordered the evacuation of the engine room, which was successfully carried out under the supervision of the second engineer, and the engine room crew were mustered on the boat deck wearing life jackets.

All the crew were taken to a local hospital for medical examination and found to be in good physical condition, with the exception of the chief engineer who had suffered minor cuts on his right hand whilst attempting to break the glass housing the emergency cut-off switch. Some 236,000 litres of mixed heavy oil and diesel fuel was spilled as a result of this casualty.

After the first attempt failed, the cylinder supplying compressed air to turn the pump over lacked sufficient pressure for any further attempts and efforts to recharge it by means of the hand operated compressor failed.

Further attempts at gaining access to the engine room from the cross alleyway were made, but at no time did any of the fire-fighting teams succeed in descending below the second or third step due to the extreme heat. Fire extinguisher were discharged at the top of the engine room staircase but had little or no effect on the fire which was burning in the depths of the engine room. The second engineer and oiler remained trapped in the engine room and died there.

When the chief officer arrived at the rescue station, he entered the cross alleyway where he saw a pile of boiler suit and a portable welding machine on fire. He extinguished the fire which was burning there with a fire extinguisher, thinking that the fire on board had started in this area. He then checked the air conditioning room and found no fire to be present and then looked into the engine room doorway where he encountered thick black smoke and heat.

Prior to the master's arrival, the second mate repeated several times over the public address system that there was a fire in the engine room and for everyone to proceed to emergency muster stations. The captain took command on his arrival on bridge and the second mate went down to main deck level to break out emergency gear.

After sailing from Sakaide no problems were experienced with any of the vessel's machinery, with the exception of the lube oil purifiers and a minor diesel leakage from #3 generator. Work began in fitting anodes to the cargo tanks under the supervision of one of the British technicians on board. Electric welding equipments were being employed in the cargo tanks, the power supply coming from the air conditioning room in the main accommodation at main deck level. All tanks were gas-free and inerting of cargo tanks had begun in preparation for loading at Dumai. Nos. 3 and 4 center tanks had been blanked off and, to facilitate the repair work being undertaken was filled with ballast to enable the repairer's dinghy to be positioned within the tank to enable its occupants to fit the anodes in place. Stringent safety precautions were put into effect upon the master's orders, which included the constant attendance by vessel's crew to the members within the Singaporean repair technicians' dinghy and, immediately on deck above, fire lines and hoses prepared for immediate use on deck and in the cargo tanks, the standing by of breathing apparatus and the provision of an air tent within the tank in case of emergency. Sea trials proceeded without incident and Casper Trader sailed from Sakaide on 16th May, 1984, for Dumai. It was intended that there would be further crew changes at Singapore enroute to Dumai but vessel would not formally clear into Singapore, primarily for loading bunkers, until after loading at Dumai.

Repairs and modifications were effected in the vessel's engine room during the drydocking. Part of the work involved improving the vessel's fuel economy by removing and later refitting all pistons, the blanking off of no. 2 turbocharger, an increase in compression ratios and an increase in cooling water temperature

New fuel oil and lube oil purifiers were installed but, for technical reasons, proved inoperative and

the old purifiers were maintained in use without problem. A large amount of piping for the seawater cooling system was renewed and no. 3 generator was completely overhauled.

电报与电传

1. RYC---REFERING YOUR CABLE RYT---REFERING YOUR TELEGRAM
2. PKG---PACKAGE CREW ALLHEALTHY
3. EXACR/ETA PLSSUPPLY 800SECONDS FUEL OIL 650T 40SECONDS DIESEL OIL 200T LUBRICANT 500KGS INBARRAELS
4. STOP
5. FOUR N MILES NORTHEAST OF HUANIAOSHAN LIGHT HOUSE
6. LAUNCH
7. NR3LH NR3TD PLATES HATCH BOARDS BUIKHEAD LH3/2 BURNT/NOW
8. DUE CRANKBREAKING SHAFT
9. WIZ FM
10. XXX XXX XXX CQ CQ CQ TO ALL STATIONS MV ATLANTIC 0200UTC POSN 33. 55N 127. 22E COURSE 088 DEGS ENTRANCE BUOY SERIOUS DAMAGE TO STARBOARD SIDE OF STERN STOP REQ IMMEDIATE ASSISTANCE.
11. XXX XXX XXX CQ CQ CQ DE VAZC VAZC VAZC MV FREMANTLE
12. TTT TTT TTT CQ CQ CQ DE LABC LABC LABC DRELICT TO ALL SHIPS

国际船舶公众电报的格式

船台之间，岸台与船台之间的电报称为国际船舶公众电报，这种电报不分报类，主要用英文明语（OPEN ENGLISH）。

示例：

PBL	CLS	STN				
FM		NR	CK	DATE	TIME	RMKS
MV ATLANTIC/SYNK	1		14	24	1030UTC	GR01

SVIN&ADD
URGENT PENAVICO TIANJIN
TXT
OWING DENSE FOG AMENDED ETA TAGU LIGHT HOUSE 1200 26TH
SIG
MASTER LIN JHON

解释：PBL PREABLE 报头

CLS CLASS 报类 国籍船舶公众电报没有报类

STN FM (STATION FROM, 发报台)：船名及呼号；案方发报局代号

NR (NUMBER, 号数) 电报编号

CK (CHECK, 字数)：计费字数，不超过 10 个字符的一组字符为 1 个计费字，过 10 个到 20 个为 2 个计费字；数字按每 5 个计费字计，报头及业务标识也按规定计算计费字数。

DATE: 写报日期 TIME: 写报时间

RMKS (REMARKS, 备注)：报局或船台所作的说明

SVIN&ADD (SERVICE INDICATION AND ADDRESS, 业务标识及名址)

ORD, ORDINARY TELEGRAM 普通电报，自发报到送达规定为 6H，按正常计费，最低计费字数为 7 个字。

URG, URGENT TELEGRAM, 加急电报，3H，按正常费率的 2 倍计算，最低计费字数为 7 个字

URG, URGENT TELEGRAM, 紧急电报，冠以 XXX，事故求援，优先发送

SFT, SAFETY TELEGRAM, 安全电报，冠以 TTT，免费

DST, DISTRESS TELEGRAM, 遇险电报，绝对优先权，免费

电报中的名址用电报挂号代码

TXT 电文

密语 (CODE WORDS OR SRCRET LANGUAGE)

SIG 签名

电报的语言特点

单词的连接, 为减少计费字数, 两个或几个单词可连写, 为避免歧义, 在两单词间加/或-。

单词的缩写, 较长单词缩写成少于 10 个字母的单词, 不必最短, 过长的单词, 不超过 20 个字符。

如: INFORMATION --INFM ARRANGMENT---ARR REQUIRMENT---RQR COMMENCEMENT---COMT
PAYMENT---PMENT

词组的缩写 如 TKU N/R DOP PSTN IAGW

单词的省略 第一, 二人称代词; 介词, 冠词和连词, 系动词和组动词 如: WE REQUIRE MEDICAL ADVICE---RQR
MED/ADV ETA AT THE QANCHORAGE---ETA QANCHORAGE PLSARRANGE A PILOT---PLSARRPLT
DUE TO STORM---BCS/STM IN VIEW OF CARGO UNREADY---INVIEW/CGO UNREADY MAIN ENGINE IS
DISABLED---M/E DISABLED VESSEL IS ENTERING---VSL/ENTERG TWO SAILORS WERE
INJURED---2SAILORS INJURED

句子的变化 表示否定意思的句子通常用 UN-IN- DIS-等前缀开头的词来代替; 被动语态代替主动语态; 现在分词表示将要做的事情, 过去分词表示发报人已经完成的事情; 用短字或短词来代替长字或长词; 省略不必要或不重要的词汇。

电报的开头和结尾一般也用省略的方式

标点的使用方法 通常省略, 必要时用字母拼写出来, 标点必占一个计费字: COMMA---逗号 STOP---句号
SEMICOLON---分号 QUARK---问号 PAREN---括号始 UNPAREN---括号终 QUOTE---引号终 UNQUOTE---引
号终

特殊符号的处理 除英文字母, 标点符号和阿拉伯数字外, 其他符号不能发送, 可用英文字母代替或拼出。

¥---YEN \$---DLR 或 USD &---AND 或 N #---NUMBER 如 NO12 α---ALPHA φ---PHI

电报中的常用连字

ABT---ABOUT ASOF---AS OF CANTACCEPT---CANNOT ACCEPT DISPORT---DISCHARGEING PORT
EX/ETAPSTN---EXACT ETA PILOT STATION HKDLR20000---HONG KONG DOLLAR 20000 LOADPORT---LOADING
PORT PLSAVOID MISSTIDE---PLEAST AVOID MISSING TIDE PLSCFM---PLEASE CONFIRM
PLSCLARIFY---PLEASE CLARIFY PLSREVERT---PLEASE REVERT PLSRUSH---PLEASE RUSH
ROC3RD---REFER TO OUR CABLE OF 3RD ROT4TH RQFDW---REMAINING QUANTITY OF FUEL, DIESEL, AND
WATER RUSHREPLY---RUSH TO REPLY RYC7TH---RECEIVED YOUR CABLE OF 7TH, REPLYING YOUR CABLE OF
7TH, REFERING TO YOUR TELEGTAMME TODOBEST---TO DO MY BEST 1LH---LOWER HOLD NO. 1 2UTD---NO. 2
HOLD UPPER TWEENDECK 3LTD---NO. 3 HOLD LOWER TWEENDECK 4TD---NO. 4 HOLD TWEENDECK

常用电报的写法 预报抵港时间精确到小时, 确切抵港时间精确到 5 分钟, 一般包括船名, 驶离港, 预抵地点与
时间, 抵港首尾吃水, 作业舱口及货载和数量, 拟加油数量, 申请检疫和引航员。

离港报按公司规定格式 准确预抵时间---CLOSED ETA, EXACT ETA, FIRM ETA, FINAL ETA 修正抵港时
间---AMENDED ETA, REVISED ETA, CHANGED ETA, 最可能抵达时间---BEST ETA, ETA, ETC, ETD, ETB, ETC&D
约抵时间---PROVISIONAL ETA; TENTATIVE ETA SWD---海水吃水 FWD---淡水吃水 热带淡水吃水---TFWD
热带海水吃水---TSWD 最大吃水---MAXDRAFT 顶风延误---DELAYED/BC HEAD/WIND 避风延误
---DELAYED AFTER SHELTER 易燃品---INFLAMMABLE CARGO 冷藏货物---REFREIGERATED CARGO 中型
散装容器---IBC, INTERMIDAITE BULK CONTAINERS 货物分配---STOWAGE DISTRIBUTION STOWAGE
ALLOTMENT 货舱---LH, LOWERHOLD 二层舱---TD, TWEENDECK 上二层舱---UTD 下二层舱---LTD
长吨---L/T 短吨---S/T 加仓---GAL 桶---DRM 垫板---DUNNAGE PLANKS 草席
---RUSH/MATS 帆布---CANVAS 油帆布---TARPAULIN 紧急疾病---SERIOUS DISEASE 急性病
---ACUTE DISEASE 高热。。。度---HIGH FEVER...DEGREES 食物中毒---POSIONED BY/FOOD

电传 around 大约 assume vt. 假定, 设想, 采取, 呈现 caption n. 标题, 说明, 字幕 vt. 加上标题, 加上
说明 attend to v. 专心, 注意, 照顾 in person 亲自 in the person of adv. 代表, 体现
VSL PRENTLY DISCHG IN KOREA N EXPTED ARR V SHAI 30TH SEPT, WL GO JIANGNAN SHIPYARD FOR CONVERSION
N STAY THER ABT 28DAYS. PLS BE NOMINATED AS AGNETS FOR THIS VSL N KINDLY ADV B/DOWN ESTMTD P/DISBTS

ALSO YR FAX NBR IF AVAILLABLE TKS N RGDS.

POSITION n. 位置, 职位, 立场, 形势, 阵地 vt. 安置, 决定...的位置 QUOTE vt. 引用, 引证, 提供, 提出, 报(价) NATURE 种类 PASS THROUGH

THE COMING VSL SHOWED NO SIGH TO GIVE WAY. ON JUDGING THE COLLISION COULD HARDLY BE AVOIDED BY COMING VSL ALONE I PUT RUDDER HARD STARBOARD AND MTIME SOUNDED ONE SHORT BLAST.

I GIVE ORDERS TO STOP ENGINE AND REVERSE FULL ASTERN. THE COMING VSL STRUCK AGAINST MY PORTSIDE OF HATCH NO. 3 AT A COLLISION ANGLE OF 45 DEG .

HOLE n. 洞, 孔, 突破口 v. 凿洞 PART vt vi 分开 UNFORESEEN 无法预料的

ALL THE LOSSES OF AND DAMAGES TO MY VESSEL RESULTED FROM OR IN CONNECTION WIZ THE SAID ACCIDENT.

EDGE edge away 稍稍离开 (船)徐徐离岸(港) DEFORM v. (使)变形 DENT n. 凹, 凹痕, (齿轮的)齿, 弱点 v. 使凹下, 凹进, 削弱 BEND v. 弯曲, 专心于, 屈服 n. 弯曲 SCRAPE n. 刮, 擦, 擦痕, 刮擦声, 困境 vi. 刮掉, 擦掉, 刮出刺耳声 vt. 刮, 擦, 擦伤, 挖成

LUBRICATE VT. 润滑 LUBRICANT N. 润滑剂 LUB OIL HDO B. RGDS DD—DATED WUD—WOULD P/DISBTS—PORT DISBURSMENTS B/DOWN—BREAKDOEN 分项的 ASAP—AS SOON AS POSSIBLE TT—THAT SUB VSL—SUBJECT VESSEL WIZ—WITH THT—THAT BKD—BOOKED 订舱的 SHPRS—SHIPPERS

电传的格式和拟写原则

电传的格式 三部分, 第一部分包括发报人收报人的电传号和回呼号, 第二部分是电传正文, 第三部分是重复发报人和收报人的电传号和回呼号

示例: 86161 COSAD CN

884424 WSLTD UK

12. 6. 84 MAC/MAY 13

TO: PENAVICO DALIAN

FM: MV ROSE

RE: MV ROSE—PROVISIONS

正文

L. JOHNSON

MASTER OF MV ROSE

884424 WSLTD UK

86161 COSAD CN

86161 是收报人的电传号, COSAD 是收报人的回呼号, CN 是国名代号

884424 是发报人的电传号, WSLTD 是发报人的回呼号, UK 是国名代号

电传的计费方法和拟写原则

按拍发时间记, 不足 3MIN 按 3MIN 记, 每分钟约拍发 400 个字符, 每超过 1 分钟加收基本价的 1/3, 应尽量缩短电传内容的字符总数。

单词的缩写 无统一的规则, 一些规则:

保留第一字母: A—AFT B—BE; BREATH C—CENT D—DIAMETER E—EAST; ENGINEER F—FORE, FUEL G—GRAM

保留首尾字母: YR—YOUR FM—FROM MR—MISTER DO—DITTO HD—HEAD, HAD

保留各音节上的辅音字母: RTN—RERUTN RVS—REVISE THK—THANK SVC—SERVICE STL—STILL

保留第一音节和第二音节的第一字母: SAT—SATURDAY, SATLLITE ADV—ADVISE CERT—CERTIFICATE URG—URGENT SEP—SEPTEMBER

保留第一音节及其后的主要辅音字母: ALRDY—ALREADY RECVD—RECEIVED UNQT—UNQUOTE DESTIN—DESTINATION PROTCL—PROTOCOL

利用 (,) 代替省略的字母: S' PORE S' HAI O' S EAS D' CULT—DIFFICULT ADT' L—ADDITIONAL

利用英文字母和阿拉伯数字: V—WE U—YOU N—AND R—ARE C—SEE B—BE Z—THE NITE—NIGHT 4WD—FORWARD B4—BEFORE THERF4—THEREFORE XMAS—CHRISTMAS FRATE—FREIGHT BIZ—BUSINESS PAX—PASSENGER

DEPT—DEPARTMENT REPT—REPORT ADVG—ADVISING W/O—WITHOUT CONSTRU—CONSTRUCTION

句子的缩略：不用复合句。省略主语，冠词，副词，介词和连词等，助动词；

选用短词或短词组：WITH REGARD TO—REGARDING AS SOON AS POSSIBLE—SOONEST IN RESPECT OF—REPECTING

用 ST 词尾作问句：ART—ARE YOU CANST—CAN YOU AGREEST—DO YOU AGREE REQUIREST—DO YOU REQUIRE COULDST—COULD YOU WOULDST—WOULD YOU

利用有否定意义的单词做否定：YR SUGGEST DISAGREED—WE DON’ T AGREE WITH YOUR SUGGESTION

利用分词结构和不定式结构代替句子

利用 ABLE, LESS, EST 等词尾的使用

按句子内容作简化处理：FIRM OFFER AS FLWS—WE MAKE A FIRM OFFERS AS FOLLOWS

THEIR APRVL DIFFICULT—IT IS DIFFICULT TO OBTAIN THEIR APPROVAL
THKS UR AGREEMT—WE NOTE WITH PLEASURE THAT YOU HAVE AGREED TO
OUR SUGGESTION.

FRT REVSD OCT—THE NEW FREIGHT RATE WILL BE PUT INTO FORCE ON AND
AFTER 1ST OCT.

电传中的常用缩略语

AD VAL—AD VALOREM (ACCORDING TO PRICE) ADV FRT—ADVANCE FREIGHT ASA—AS SOON AS ASA—AS SOON
AS POSSIBLE ASO—AND SO ON ATA—ACTUAL TIME OF ARRIVAL ATC—ALL TIME TO AOUNT ATD—ACTUAL
TIME OF DEPARTURE ATDN^{SHINC}—ALLTIME DAY AND NIGHT ^{SUNDAY AND HOLIDAY INCLUDED} ATL—ACTUAL TOTAL
LOSS BBC—BARE BOAT CHARTER B. E.—BILL OF EXCHANGE BENDS—BOTH ENDS BF—BEAUFORT WIND
SCALE BHP—BTAKE HORSE POWER BRGDS—BEST REGARDS CBF—CUBIC FEET CBM—CUBIC METER
CHOPT—CHARTERER’ OPTION C/P—CHARTER PARTY CQD—CUSTOMARY QUICK DESPACH CTL—CONSTRUCTIVE
TOTAL LOSS DES/DEM—DESPACH AND DEMURRAGE DNNSHIC—DAY AND NIGHT SUNDAY AND HOLIDAY INCLUDED
E. G.—EXEMOLI GRATIA (FOR EXAMPLE) EOHP—EXCEPT OTHER HEREIN PROVIDED ETCT—ESTIMATED TIME OF COMM
ENCING DISCHARGE ETCL—ESTIMATER TIME OF COMMENCING LOADING ETDEL—ESTIMATED TIME OF DELIVERYWI
FYG—FOR YOUR GUIDANCE FYI—FOR YOUR INFORMATION FYR—FOR YOUR REFERENCE GA—GENERAL AVERAGE
G. A. & S.—GENERAL AVERAGE AND SALVAGE G. A. S. & S. C.—GENERAL AVERAGE SALBAGE AND SPECTIAL CHARGE
HAST—HAVE YOU OR HAVE YOU NOT IAGW—IF ALL GOING WELL I/O—INSTEAD OF IOU—I OWE YOU I. P. A.—
INCLUDING PARTICULAR AVERAGE IRO—IN RESPECT OF L/I—LETTER OF INDEMNITY LBP—LENGTH BETWEEN
PERPENDICULARS LS—LUMPSUM LTBENDS—LINER TERMS BOTH ENDS MAYEST—MAY WE OR MAY WE NOT
M. D. O.—MARINE DIESEL OIL MOLCO—MORE OR LESS AT CHARTERER’ S OPTION MOLOO—MORE OR LESS AT
OWENER’ S OPTION MOLSO—MORE OR LESS AT SHIPPER’ S OPTION OC—OUR CABEL OZWS—OTHERWISE
PDPR—PER DAY OF PRO RATA PNC—PRIVATE AND CONFIDENTIAL PSTN—PILOT STATION ROC—REFERING TO
OUR CABLE ROL—REFERING TO OUR LETTER ROT—REFERING TO OUR TELEGRAM SASHEX—SATURDAY
AFTERNOON , SUNDAYS AND HOLIDAYS EXCEPTED SHEXEIU—SUNDAYS AND HOLIDAYS EXCEPTED EVEN IF USED
SHEXUU—SUNDAYS AND HOLIDAYS EXCEPTED UNLESS USED SHINC—SUNDAYS AND HOLIDAYS INCLUDED S/O—
SHIPPING ORDER S. R. & C. C.—STRIKES, RIOTS AND CIVIL COMMOTIONS STEVES—STEVEDORES WIBON—WHE
THER IN BERTH OR NOT WICCON—WHETHER IN CUSTOMS CLEARANCE OF NOT WIPON—WHETHER IN PERTH OR NOT
WIFPON—WHETHER IN FREE PRATIQUE OR NOT WUDST—WOULD YOU OR WOULD YOU NOT? WWD—WEATHER WORING
DAY WWD^{SHEXEIU}—WHETHER WORKING DAYS SUNDAY HOLIDAY EXCEPTED EVEN IF USED XCPT—EXCEPT XPCT—
EXPECT 4WD—FORWORD