

<<船舶修理英语>>

图书基本信息

书名：<<船舶修理英语>>

13位ISBN编号：9787508462370

10位ISBN编号：7508462378

出版时间：2009-2

出版时间：水利水电出版社

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页数：318

字数：581000

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前言

本书是根据青岛远洋船员学院船舶工程专业教学大纲的要求，并结合中远船务工程集团有限公司船舶修理工作实际而编写的专业英语阅读教材。

全书由船体、船机、船舶修理规范、附录四部分组成，对船体基本结构和维修、船机构造、原理和修船标准及规范等进行了介绍，内容上涵盖了修船主要业务。

本书力求兼顾课堂教学之系统性与企业培训之实用性。

每课选材典型，覆盖面广。

但限于篇幅，有些内容无法纳入课文部分，则以阅读材料辅之；课文和阅读材料都未涵盖，而又属修船常用语的，则在附录的“常用词汇和短语”中列出；练习部分不仅可以强化所学内容，也是对课文内容的补充和延伸。

书中术语翻译以国标为准，如国标未列入，则参照中远船务工程集团有限责任公司企业标准。

为方便读者，有些术语采用了括号内加注“行话”处理。

如，gasket垫圈（床垫）。

有些术语实在查不到现成翻译，笔者斗胆硬译了出来，如，snapconnector，译为：快动接头。

不当之处敬请方家斧正！

本书定位于中级英语水平读者。

建议船舶修理专业英语的初学者按本书顺序先学习本书前两部分“船体”和“船机”，积累一定量的专业词汇后，再学习“船舶修理规范”；而对于工作繁忙的船厂读者，建议直接学习船舶修理规范部分。

王占礼编写船舶修理规范、附录和部分船体、船机练习；江圆、陈朝霞、张光波、陈蓓编写船体部分；吴万千、刘宁、姜向东、王春、刘蓓编写船机部分。

全书由青岛远洋船员学院王占礼副教授统稿。

承蒙中远船务工程集团有限公司总经理王兴如主审。

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内容概要

本书是为船舶工程专业师生编写的专业英语阅读教材，也可供修船业内从事生产、管理的技术人员英语培训使用。

全书由船体、船机、船舶修理规范、附录四部分组成，对船体基本结构和维修、船机构造和原理、修船标准及规范等进行了介绍，基本上涵盖了修船业务主要功能块。

读者可以通过学习本书熟练掌握常用修船英语术语和文体，提高专业英语交流能力。

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章节摘录

The generally recognized design of semi-submersible platforms for minimizing the sensitivity of the unit to wave induced motions is known to consist of a lower hull or a group of pontoons upon which are deployed any number of buoyant columns arranged such that their collective waterplane areas are spread significantly to provide a stable platform. The buoyancy for the unit is provided by the displacement of the lower hull or hulls and the vertical columns of the unit below the waterline. The water plane area of these vertical columns, the effective cross-sectional area of the columns at the level of the waterline, is known to be a significant design factor for both minimizing the wave motion sensitivity and providing a stable platform with significant load-carrying-capability to allow the vessel to perform its intended function. It is a trade-off between these requirements for improved motion characteristics for better drilling operations and required water plane area for a stable platform that is normally the prime concern of a naval architect with respect to the design of a semi-submersible drilling unit. The geometric configuration of the columns of a semi-submersible unit are somewhat determined by the vessel's intended service as well as by its designer's philosophy. With increased needs for semi-submersibles on a worldwide market, it became essential to have units which were more highly mobile than the current generation of twin hull semi-submersibles having four, six, and eight columns evolved. The lower hulls of these units are generally of a ship shape form and during transit the unit performs similar to a catamaran type vessel.

Various equipments are provided on such drilling vessels, particularly cranes and means for the storage and handling of pipes. The term pipes is understood to mean two basic types of long cylindrical elements used in large quantities on such a drilling vessel and namely drill pipes having a length of e.g. about 10 meters and a diameter of about 12 centimeters and risers having a length of about 15 meters and a diameter of a little more than one meter. Usually these pipes are stored horizontally. It is therefore necessary to provide a handling means, which is designed for lifting the pipes and for placing them in their vertical use position. To obviate this needless change of position of the pipes, means have already been proposed for the vertical storage of individual drill pipes. Thus the drill pipes are stored in juxtaposed manner over the entire surface of a storage area located beneath the deck of the drilling vessel, so as to lower the centre of gravity thereof. Storage particularly suffers from the disadvantage of occupying a considerable floor or ground space and of only permitting a successive access to the different drill rods, unless a device is provided for the upward extraction thereof and which is able to move above the entire ground surface, which increases the overall dimensions. An article in the journal *Ocean Industry*, August 1985 reports on a catamaran-type drilling vessel project, in which the risers are stored vertically within a parallelepipedic median caisson connecting the two hulls of the catamaran. However, this median caisson suffers from serious disadvantages. On the one hand its presence between the hulls is prejudicial to the handling of the templates, cf. U.S. Pat. No. 4,435,108 and whose overall dimensions are about 10 times 40m. Moreover, this median caisson produces a considerable draught of water and is highly exposed to swell. There is nothing which outweighs the advantages of a catamaran more than adding a cross-wall thereto, which makes it possible to significantly increase the number of anchoring means.

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编辑推荐

《船舶修理英语》兼顾课堂教学之系统性与企业培训之实用性；选材典型，练习全面，系统、实用。

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