

有文献报道,大鼠缺血再灌注致肺损伤,吸入NO在前30分钟可加重损伤,在4小时后则有保护作用,推测早期NO的损伤作用是由于与O<sub>2</sub><sup>-</sup>结合产生强毒性物质,在4小时后则是由于减少了肺中性粒细胞的浸润,从而能减轻肺损伤<sup>[19]</sup>。

虽然目前尚不能确定NO在急性肺损伤中有利或有害,但NO生物学作用广泛,与急性肺损伤发生发展的多个环节均有密切关系,深入研究NO与急性肺损伤的关系,将有助于揭示急性肺损伤的发病机理,为寻找有效的治疗措施提供理论依据。

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## 渔轮急性硫化氢中毒事故分析

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近年来,渔民硫化氢中毒事件屡有发生,本市1996年6月15日和16日先后发生二起渔轮舱内急性硫化氢中毒事故导致7人死亡、3人中毒,现报告如下。

### 1 中毒发生经过

1996年6月15日16时,浙岭渔796号渔轮在距离我市龙门乡约260海里的20826小区进行捕捞作业。轮机人员发现船舱污水排泄故障,随即下舱检查,翻开舱底板,即有一股异臭味冲出,立即爬出舱外,另一渔民王某下到鱼舱翻开一块较大舱底板,臭味大量涌出,当场晕倒在舱内,另外4名渔民见状,相继下舱抢救王某,结果导致4人死亡,1人中毒。

1996年6月16日晨,停泊在我市石塘镇渔港内的浙岭渔20617号渔轮,准备年度检修,并对渔轮进行全面清洗。6时30分许7名渔民清洗到舱底时,其中1人闻到一股异臭味并感头晕不适,立即爬出舱外,接着又有2人出现同样感觉,爬出舱外,其余4人仍在舱内。当掀起舱底板,用扫把搅拌污水舱时,立即涌出大量异臭气味,4人相继中毒倒在舱内。爬出舱外的渔民发现后,立即呼救并下舱抢救。由于缺乏应有的急救知识和急救措施,导致3人死亡,2人中毒。

### 2 卫生学调查

本站接到中毒报告后立即赶到现场。在出事舱口仍能闻到臭蛋味,底舱污水发黑,通风不畅,船上缺乏应有的防护和急救设备。6月17日对舱内污水处进行空气中硫化氢定性检测,结果显强阳性。提示此二起皆系H<sub>2</sub>S中毒事故。中毒原因与海洋捕捞周期较长、鱼舱内大量含硫蛋白质污水长期积累在舱底,兼之通风不良,夏季气温高等因素有关。船员缺乏卫生防护知识也是造成中毒和死亡的主要原因,应在今后工作中引以为戒,以杜绝类似事故发生。