



ФЕДЕРАЛЬНОЕ АГЕНТСТВО МОРСКОГО И РЕЧНОГО ТРАНСПОРТА
Федеральное государственное бюджетное образовательное учреждение высшего образования
«Государственный университет морского и речного флота имени адмирала С.О. Макарова»
(ФГБОУ ВО «ГУМРФ имени адмирала С.О. Макарова»)

АРКТИЧЕСКИЙ МОРСКОЙ ИНСТИТУТ ИМЕНИ В.И. ВОРОНИНА
– филиал ФГБОУ ВО «ГУМРФ имени адмирала С.О. Макарова»

Является приложением к рабочей программе

ФОНД ОЦЕНОЧНЫХ СРЕДСТВ
для проведения текущего контроля знаний и промежуточной аттестации
по учебной дисциплине
ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК
общего гуманитарного и социально-экономического учебного цикла
программы подготовки специалистов среднего звена
по специальности **26.02.03 Судовождение**
углубленной подготовки

Архангельск
2020

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1. Общие положения

1.1. Паспорт фонда оценочных средств

Назначение:

Фонд оценочных средств предназначен для контроля и оценки результатов освоения учебной дисциплины ОГСЭ.04 Иностранный язык, сформированности профессиональных (далее – ПК) и общих (далее – ОК) компетенций.

Предметы оценивания	Объекты оценивания	Показатели оценки
ПК 2.4. Организовывать и обеспечивать действия подчиненных членов экипажа судна при авариях	У1: Умение общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы	Демонстрация умения общаться на иностранном языке при организации и обеспечении действий подчиненных членов экипажа судна при авариях
	У4: Умение демонстрировать способность говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне	Демонстрация умения говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне при организации и обеспечении действий подчиненных членов экипажа судна при авариях
	У5: Умение использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море	Демонстрация умения использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море при организации и обеспечении действий подчиненных членов экипажа судна при авариях
	З2: Знание Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море	Демонстрация знания лексики Стандартного морского навигационного словаря-разговорника и словаря Стандартных фраз Международной морской организации общения на море для организации и обеспечения действия подчиненных членов экипажа судна при авариях
ПК 2.6	У1: Умение общаться (устно	Демонстрация умения общаться

Предметы оценивания	Объекты оценивания	Показатели оценки
<p>Организовывать и обеспечивать действия подчиненных членов экипажа судна при оставлении судна, использовать спасательные шлюпки, спасательные плоты и иные спасательные средства</p>	<p>и письменно) на иностранном языке на профессиональные и повседневные темы</p>	<p>на иностранном языке при организации и обеспечении действия подчиненных членов экипажа судна при оставлении судна, при использовании спасательных шлюпок, спасательных плотов и иных спасательных средств</p>
	<p>У4: Умение демонстрировать способность говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне</p>	<p>Демонстрация умения говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне при организации и обеспечении действия подчиненных членов экипажа судна при оставлении судна, при использовании спасательных шлюпок, спасательных плотов и иных спасательных средств</p>
	<p>У5: Умение использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море</p>	<p>Демонстрация умения использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море при организации и обеспечении действия подчиненных членов экипажа судна при оставлении судна, при использовании спасательных шлюпок, спасательных плотов и иных спасательных средств</p>
	<p>32: Знание Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море</p>	<p>Демонстрация знания лексики Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море, используемой при организации и обеспечении действия подчиненных членов экипажа судна при оставлении судна, при использовании спасательных шлюпок, спасательных плотов и</p>

Предметы оценивания	Объекты оценивания	Показатели оценки
ПК 2.7. Организовывать и обеспечивать действия подчиненных членов экипажа судна по предупреждению и предотвращению загрязнения водной среды	У1: Умение общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы	иных спасательных средств Демонстрация умения общаться на иностранном языке при организации и обеспечении действия подчиненных членов экипажа судна по предупреждению и предотвращению загрязнения водной среды
	У5: Умение использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море	Демонстрация умения использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море при организации и обеспечении действия подчиненных членов экипажа судна по предупреждению и предотвращению загрязнения водной среды
	З2: Знание Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море	Демонстрация знания лексики Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море, используемой при организации и обеспечении действия подчиненных членов экипажа судна по предупреждению и предотвращению загрязнения водной среды
ОК 1. Понимать сущность и социальную значимость своей будущей профессии, проявлять к ней устойчивый интерес	Умение раскрыть сущность и социальную значимость своей будущей профессии средствами иностранного языка, понимать значение иностранного языка для будущей профессии; умение демонстрировать устойчивый интерес к изучению иностранного языка как одного из	Демонстрация умения раскрыть сущность и социальную значимость своей будущей профессии средствами иностранного языка, понимать значение иностранного языка для будущей профессии, демонстрировать устойчивый интерес к изучению иностранного языка как одного из основных факторов,

Предметы оценивания	Объекты оценивания	Показатели оценки
	основных факторов, влияющих на безопасность осуществления профессиональной деятельности	влияющих на безопасность осуществления профессиональной деятельности
ОК 2. Организовывать собственную деятельность, определять методы и способы выполнения профессиональных задач, оценивать их эффективность и качество.	Умение организовывать собственную деятельность, выбирать типовые методы и способы выполнения профессиональных задач, связанных с использованием иностранного языка, оценивать их эффективность и качество	Демонстрация умения организовывать собственную деятельность, выбирать типовые методы и способы выполнения профессиональных задач, связанных с использованием иностранного языка, оценивать их эффективность и качество
ОК 3. Решать проблемы, оценивать риски и принимать решения в нестандартных ситуациях.	Умение принимать решения в стандартных и нестандартных ситуациях общения на иностранном языке и нести за них ответственность	Демонстрация умения принимать решения в стандартных и нестандартных ситуациях общения на иностранном языке и нести за них ответственность
ОК 4. Осуществлять поиск и использование информации, необходимой для эффективного выполнения профессиональных задач, профессионального и личностного развития.	Умение осуществлять поиск и использование информации, необходимой для эффективного выполнения профессиональных задач, связанных с использованием иностранного языка, своего профессионального и личностного развития	Демонстрация умения осуществлять поиск и использование информации, необходимой для эффективного выполнения профессиональных задач, связанных с использованием иностранного языка, своего профессионального и личностного развития
ОК 5. Использовать информационно-коммуникационные технологии для совершенствования профессиональной деятельности.	Умение использовать информационно-коммуникационные технологии в профессиональной деятельности для постоянного развития способности общаться на иностранном языке	Демонстрация умения использовать информационно-коммуникационные технологии в профессиональной деятельности для постоянного развития способности общаться на иностранном языке
ОК 6. Работать в команде, обеспечивать ее сплочение, эффективно общаться с коллегами,	Умение работать в команде, эффективно общаться с коллегами, руководством, потребителями	Демонстрация умения работать в команде (в учебной группе), эффективно общаться с коллегами по работе/учебе, руководством, потребителями

Предметы оценивания	Объекты оценивания	Показатели оценки
руководством, потребителями.		
ОК 7. Ставить цели, мотивировать деятельность подчиненных, организовывать и контролировать их работу с принятием на себя ответственности за результат выполнения заданий.	Умение брать ответственность за работу членов команды (подчиненных), результат выполнения заданий	Демонстрация умения брать ответственность за работу членов команды (подчиненных), результат выполнения заданий
ОК 8. Самостоятельно определять задачи профессионального и личностного развития, заниматься самообразованием, осознанно планировать повышение квалификации.	Умение самостоятельно определять задачи профессионального и личностного развития, заниматься самообразованием, осознанно планировать повышение квалификации	Демонстрация умения самостоятельно определять задачи профессионального и личностного развития, заниматься самообразованием, осознанно планировать повышение квалификации
ОК 9. Ориентироваться в условиях частой смены технологий в профессиональной деятельности.	Умение ориентироваться в условиях частой смены технологий в профессиональной деятельности	Демонстрация умения ориентироваться в условиях частой смены технологий в профессиональной деятельности
ОК 10. Владеть письменной и устной коммуникацией на государственном и (или) иностранном (английском) языке	У1: Умение общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы	Демонстрация умения общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы
Профессиональная компетентность МК ПДНВ: ПК 1.10 (К 7). Использование Стандартных фраз ИМО для общения на море и использование английского языка в письменной и устной форме	У1: Умение общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы	Демонстрация умения общаться (устно и письменно) на иностранном языке на профессиональные и повседневные темы
	У2: Умение переводить (со словарем) иностранные тексты профессиональной направленности	Демонстрация умения переводить (со словарем) иностранные тексты профессиональной направленности
	У3: Умение самостоятельно совершенствовать устную и письменную речь, пополнять словарный запас	Демонстрация умения самостоятельно совершенствовать устную и письменную речь, пополнять

Предметы оценивания	Объекты оценивания	Показатели оценки
		словарный запас
	У4: Умение демонстрировать способность говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне	Демонстрация умения говорить на языке, используемом в радиотелефонной связи и понимать его на требуемом рабочем уровне
	У5: Умение использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море	Демонстрация умения использовать Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море
	З1: Знание лексического (1200 - 1400 лексических единиц) и грамматического минимума, необходимого для чтения и перевода (со словарем) иностранных текстов профессиональной направленности	Демонстрация знания лексического и грамматического минимума, необходимого для чтения и перевода (со словарем) иностранных текстов профессиональной направленности
	З2: Знание Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море	Демонстрация знания Стандартного морского навигационного словаря-разговорника в полном объеме и словаря Стандартных фраз Международной морской организации общения на море

2. Результаты освоения дисциплины, подлежащие проверке

Результатом освоения учебной дисциплины ОГСЭ.04 Иностранный язык является приобретение обучающимися знаний и умений, сформированность профессиональных и общих компетенций в соответствии с ФГОС СПО по специальности 26.02.03 Судовождение.

№ п/п	Контролируемые разделы (темы) учебной дисциплины	Код контролируемой компетенции (или ее части)	Наименование оценочного средства
1	Тема 1.1 Английский язык в профессии судоводителя	У1, У3, З1 ОК 1 - 10, ПК 1.10 (К 7)	Устный опрос, письменный опрос по теме, задания дифференцированного зачета
2	Тема 1.2 Обмен личной информацией		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
3	Тема 1.3 Экипаж		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
4	Тема 1.4 Судно		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
5	Тема 1.5 Работа на борту		Устный опрос, письменный опрос по теме
6	Тема 1.6 Обсуждение событий прошлого		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
7	Тема 1.7 Обсуждение планов на будущее		Устный опрос, письменный опрос по теме
8	Тема 2.1 Разговорные фразы		Устный опрос, письменный опрос по теме, задания дифференцированного

№ п/п	Контролируемые разделы (темы) учебной дисциплины	Код контролируемой компетенции (или ее части)	Наименование оценочного средства
			зачета
9	Тема 2.2 Семья		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
10	Тема 2.3 Свободное время		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
11	Тема 2.4 Здоровый образ жизни		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
12	Тема 2.5 Родная страна		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
13	Тема 2.6 В кают-компании		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
14	Тема 2.7 Экологические проблемы	ПК 2.7, ПК 1.10 (К 7) У1, У2, У3, 31 ОК 1 - 10	Устный опрос, письменный опрос по теме, задания дифференцированного зачета
15	Тема 3.1 В аэропорту	ПК 1.10 (К 7) У1, У2, У3, У4, У5, 31, 32 ОК 1 - 10	Устный опрос, письменный опрос по теме, задания дифференцированного зачета
16	Тема 3.2 Передвижение по городу		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
17	Тема 4.1 Практика. Стандартный морской навигационный словарь-разговорник и словарь		Устный опрос, письменный опрос по теме, задания экзамена

№ п/п	Контролируемые разделы (темы) учебной дисциплины	Код контролируемой компетенции (или ее части)	Наименование оценочного средства
	Стандартных фраз Международной морской организации общения на море		
18	Тема 4.2 Лоцман на судне		Устный опрос, письменный опрос по теме, задания экзамена
19	Тема 4.3 Лоция		Устный опрос, письменный опрос по теме, задания экзамена
20	Тема 4.4 Санитарный осмотр судна		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
21	Тема 4.5 Таможенный досмотр судна		Устный опрос, письменный опрос по теме, задания дифференцированного зачета
22	Тема 4.6 Грузовые работы	ПК 1.10 (К 7)У1, У3, У4, У5, 31, 32 ОК 1 - 10	Устный опрос, письменный опрос по теме, задания дифференцированного зачета
23	Тема 4.7 Морская безопасность	ПК 2.7, ПК 2.4, ПК 2.6, ПК 1.10 (К 7), У2, У3, У4, У5, 31, 32, ОК 1 - 10	Устный опрос, письменный опрос по теме, задания дифференцированного зачета
24	Тема 4.8 Рабочая документация	ПК 1.10 (К 7) У1, У2, У3, 31 ОК 1 - 10	Устный опрос, письменный опрос по теме, задания дифференцированного зачета

3. Фонд оценочных средств

Контроль качества освоения учебной дисциплины включает текущий контроль и промежуточную аттестацию.

Видами текущего контроля являются: устный опрос, письменный опрос.

Формой промежуточной аттестации по учебной дисциплине являются экзамен, дифференцированный зачет.

3.1. Задания для проведения текущего контроля

3.1.1 Задания для устного опроса

Тема 1.1 Английский язык в профессии судоводителя

1. Назовите буквы Международного морского алфавита.
2. Как образуется повелительное наклонение?
3. Как образуются повествовательные, отрицательные, вопросительные предложения в настоящем простом времени?
4. Что такое артикль?
5. Какие бывают артикли?
6. Как употребляются артикли?
7. Как образуется множественное число существительных?
8. Какие есть исключения в образовании множественного числа существительных?
9. Каково значение английского языка для судоводителей?
10. Перечислите требования МК ПДНВ к знанию иностранного языка судоводителем.

Тема 1.2 Обмен личной информацией

1. Как образуются повествовательные, отрицательные, вопросительные предложения с глаголами "to be", "to have" в настоящем простом времени?
2. Как образуются порядковые и количественные числительные?
3. Как образуются даты в английском языке?
4. Как читается год в английском языке?

Тема 1.3 Экипаж

1. Назовите экипаж судна.
2. Каковы обязанности членов экипажа?
3. Как спросить время и дать ответ?
4. Каковы особенности образования 3 лица единственного числа в настоящем простом времени?
5. Что такое модальный глагол?
6. Назовите модальные глаголы и их значение.

Тема 1.4 Судно

1. Назовите типы судов.
2. Назовите части судна.
3. Назовите судовые помещения и оборудование судна.
4. Где на судне содержится спасательное оборудование?
5. Какие существуют виды грузов?
6. Как образуется притяжательный падеж существительных?
7. Назовите исчисляемые и неисчисляемые существительные.

Тема 1.5 Работа на борту

1. Какие существуют глаголы для описания профессиональной деятельности моряка?
2. Какие команды вы знаете?
3. Как образуется и употребляется настоящее длительное время?
4. В чём разница между простым и длительным настоящим временами?

Тема 1.6 Обсуждение событий прошлого

1. Как образуется прошедшее простое время?
2. Какие бывают чрезвычайные ситуации?
3. Ваши действия при чрезвычайных ситуациях?

Тема 1.7 Обсуждение планов на будущее

1. Как образуется будущее простое время?
2. Как заполнить анкету?

3. Каковы основные виды деятельности обучающихся во время практики?

Тема 2.1 Разговорные фразы

1. Какие разговорные фразы вы знаете?
2. Какие существуют времена группы Simple?
3. Как они образуются и используются?
4. Назовите показатели времён группы Simple?
5. Как образуется настоящее совершенное время?

Тема 2.2 Семья

1. Как образуется прошедшее совершенное время?
2. Какие фразы используются для общения в иностранном экипаже?
3. Какая лексика используется в рассказе о семье?

Тема 2.3 Свободное время

1. Как вы проводите ваше свободное время?
2. Какое у вас хобби?
3. Как образуется прошедшее длительное время?

Тема 2.4 Здоровый образ жизни

1. Какой у вас режим дня?
2. Ваш любимый вид спорта?
3. Что такое «здоровый образ жизни» и как вы его реализуете?
4. Как обратиться за медицинской помощью?

Тема 2.5 Родная страна

1. Расскажите о вашей стране, родном городе.
2. Что вы знаете о политической системе России?
3. Как образуется пассивный залог?

Тема 2.6 В кают-компании

1. Какие продукты питания, блюда, столовые принадлежности вы знаете?

2. Какие фразы этикета за столом вы знаете?
3. Каковы отличия активного и пассивного залогов?

Тема 2.7 Экологические проблемы

1. Какие экологические проблемы существуют?
2. Каковы экологические проблемы в Архангельском регионе?
3. Есть ли связь экологии с вашей будущей профессией?
4. Какие типы условных предложений вы знаете?

Тема 3.1 В аэропорту

1. Какие фразы используются для общения в аэропорту?
2. Как образуются предложения в активном, пассивном залогах?

Тема 3.2 Передвижение по городу

1. Какие фразы по теме «Город» вы знаете?
2. Как спросить дорогу?
3. Как вести беседу в магазине, отеле?
4. Как образуется активный и пассивный залогов в различных временах?

Тема 4.1 Практика. Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море

1. Расскажите о своей практике.
2. Каковы обязанности вахтенного помощника капитана?
3. Как образуется прошедшее простое время?
4. Где используется радиолокационная терминология?

Тема 4.2 Лоцман на судне

1. Какова процедура швартовки?
2. Какова процедура постановки на якорь?
3. Какова процедура буксировки?
4. Какова процедура прохождения узкостей и каналов?
5. Какова процедура приёма лоцмана на судне?

6. Как образуются предложения в активном и пассивном залогах в различных временах?

Тема 4.3 Лоция

1. Что такое «лоция»?
2. Какие фразы (лексика) используется при чтении лоций?
3. Какие портовые устройства вы знаете?
4. Какие существуют портовые правила?

Тема 4.4 Санитарный осмотр судна

1. Какие документы требуются для прохождения санитарного осмотра судна?
2. Как задавать специальные вопросы?

Тема 4.5 Таможенный досмотр судна

1. Какие фразы употребляются при таможенном досмотре?
2. Какие документы должно подготовить судно для прохождения таможенного досмотра?

Тема 4.6 Грузовые работы

1. Какие виды грузов вы знаете?
2. Какие команды для проведения грузовых работ?

Тема 4.7 Морская безопасность

1. Какие средства спасания и спасения вы знаете?
2. Какие средства пожаротушения вы знаете?
3. Ваши действия по тревогам?

Тема 4.8 Рабочая документация

1. С какими сокращениями Вы можете столкнуться при чтении метеосводок?
2. Расскажите о правилах написания письма.
3. Перевести деловое письмо.
4. Прочитать заголовок, комментарии и сокращения на навигационной

карте.

Критерии оценивания устных заданий:

- полнота и правильность ответа;
- степень осознанности, понимания изученного;
- языковое оформление ответа;
- использование профессиональной терминологии при ответе.

Показатели и шкала оценивания:

Шкала оценивания	Показатели
отлично	– обучающийся в полном объёме, правильно, осознанно ответил на все вопросы, показал умение работать с источниками, с профессиональной терминологией, грамотное языковое оформление ответа
хорошо	– обучающийся достаточно полно правильно, осознанно ответил на все вопросы, допустив некоторые недочёты или одну негрубую ошибку, показал достаточно развитое умение работать с источниками, с профессиональной терминологией, грамотное языковое оформление ответа
удовлетворительно	– обучающийся раскрыл более 50% содержания вопросов, показал сравнительно развитое умение работать с профессиональной терминологией и грамотное языковое оформление ответа, допустив некоторые недочёты и/или 2-3 негрубые ошибки, пользовался помощью преподавателя в
неудовлетворительно	– обучающийся раскрыл менее 50% содержания вопросов, показал недостаточно развитое умение работать с профессиональной терминологией, неграмотное языковое оформление ответа, допустив недочёты и грубые ошибки, в значительной мере пользовался помощью преподавателя

3.1.2 Задания для письменного опроса

Время проведения опроса: 10-20 минут

Тема 1.1 Английский язык в профессии судоводителя

Вариант 1

1. *Составить вопросы.*

The ship is at sea.

- a) Общий.
- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

2. *Вставить артикли, где необходимо.*

- a) I have ... day off today, so I have ... time to have ... rest.
- b) He has got ... sister. Her ... name ... Susan.
- c) There is ... captain on ... deck.

3. *Образовать множественное число существительных.*

A plan, an apple, a box, a seaman, a bridge, a foot, a lady, a boy, a potato.

4. *Перевести на английский язык.*

- a) Положи карту на стол.
- b) Помоги ему.
- c) Не читай этот текст.

Вариант 2

1. *Составить вопросы.*

The sailors are on the deck.

- a) Общий.
- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

2. *Вставить артикли, где необходимо.*

- a) He is ... cadet of ... maritime college.
- b) There ate ... 30 days in ... September.
- c) He is ... captain. He works on ... tanker.

3. *Образовать множественное число существительных.*

A table, a plate, echo, a hero, a child, a tooth, a body, a policeman, a tomato.

4. *Перевести на английский язык.*

a) *Познакомьтесь с Борисом.*

b) *Дайте мне план погрузки.*

c) *Не садитесь за стол.*

Тема 1.2 Обмен личной информацией

1 *Ответить на вопросы.*

a) What is your name?

b) How old are you?

c) Where are you from?

d) What is your native place?

e) What is your nationality?

f) When were you born?

g) Where were you born?

h) What is the date of your birth?

i) When were you born?

j) Who are you?

k) What are you?

l) What is your religion?

m) What is your maritime status?

n) What is your citizenship?

o) Who is your next of kin?

p) What is your address?

q) What is your telephone number?

Тема 1.3 Экипаж

1 Составить рассказ «Экипаж судна», употребив лексику по теме:
Chart, Captain, engineer, plot course, take bearings, department, consist of, to be responsible for, navigation instrument, include, repair, engine, define ship's position, Boatswain, relieve, tackle, keep watch, operate, maintain, skilled, well-qualified.

1. There are 2.....on board the ship.
2. They are the Deck and the..... department.
3. The Deck department navigators, radio officers,, sailors.
4. is the head of the Deck department.
5. The Master..... for the safety of the ship.
6. The Second Mate is responsible for and..... .
7. keeps hull, holds and In good order.
8. Navigators on the navigating bridge.
9. They each other of watch every 4 hours.
10. Navigators the ship's position, take, plot the
11. keep watch in the engine room.
12. They equipment, machinery, the engine in the engine room.
13. The crew of modern ship must be skilled and well-qualified.

Тема 1.4 Судно

Вариант 1

1. Образовать притяжательный падеж существительных.

The book of my friend, the pen of my teacher, the cabin of the Second Mate, the family of my friend, the bag of that man.

2. Поставить прилагательное в нужную степень сравнения.

a) Oil is (light) than water.

b) He is (good) student in our group.

c) My cabin is (comfortable) than this one.

d) I make (good) coffee than Mike does.

e) Winter is (cold) season in a year.

3. Составить предложения с конструкцией «There is(are)...».

a) В порту много судов.

b) На стенах картины.

c) В бутылке нет молока.

d) На палубе нет матросов.

e) Судно в море.

4. Соотнесите существительные в правой и левой колонках.

Galley	трюм
Left side	левый борт
Starboard side	мидель
Midships	камбуз
Bow	трюм
Deck	нос
Hold	корма
Stern	правый борт

Вариант 2

1. Образовать притяжательный падеж существительных.

The map of a motor-man, the room of my parents, the work of my father, the documents of the captain, the room of a sailor.

2. Поставить прилагательное в нужную степень сравнения.

a) The Baikal is (deep) lake in the world.

b) This picture is (beautiful) than that one.

c) He is (lazy) people in our class.

d) Our Captain is (experiences) than the Chief Mate.

e) Thank you for (wonderful) evening in my life!

3. Составить предложения с конструкцией «There is(are)...».

a) На судне 4 штурмана.

b) В порту нет судов.

c) На столе моя тетрадь.

d) В училище много групп.

e) В каюте нет матросов.

4. Соотнесите существительные в правой и левой колонках.

Forecastle	ют
Poop	машинное отделение
sick bay	корпус
hull	бак, полубак
hatch	надстройка
gangway	лазарет
engine room	люк
superstructure	трап

Тема 1.5 Работа на борту

Вариант 1

1. Составить отрицательные предложения.

a) Cadets are reading now.

b) Look! He is playing football.

2. Составить вопросы.

She is knocking at the door now.

a) Общий

b) Альтернативный

c) К подлежащему

d) Специальный

е) Разделительный

3. Употребить глаголы в нужном времени.

a) He (to study) at the Maritime College.

b) They (to learn) new rules every lesson.

c) Now they (to learn) a new rule.

d) He (to wait for) her every evening.

e) Look! The ship (to call) at the port.

Вариант 2

1. Составить отрицательные предложения.

a) She is playing the piano now.

b) The teacher is entering the class room at this moment.

2. Составить вопросы.

Our liner is putting to sea now.

a) Общий

b) Альтернативный

c) К подлежащему

d) Специальный

e) Разделительный

3. Употребить глаголы в нужном времени.

a) Nick is busy. He (to repair) his car.

b) He (to have) English lessons every day.

c) The Second Mate (to finish) to make the cargo plan at this moment.

d) He (to have) English lesson now.

e) We often (to repair) the car.

Тема 1.6 Обсуждение событий прошлого

Вариант 1

1. Раскройте скобки, употребив глаголы в прошедшем простом времени.

- a) He (to sail) on this ship many years ago.
- b) When I (to be) a child, I (to go) to the kindergarten.
- c) He (to make) a lot of mistakes in his test.
- d) They (to transmit) telegram yesterday.
- e) I (to go) to the college yesterday.

2. Образуйте 2 форму глагола.

to stand, to know, to order, to see, to write, to navigate, to like, to read, to call, to be, to listen, to do.

3. Образуйте отрицательные предложения.

- a) We finished our work some minutes ago.
- b) He repaired engine yesterday.
- c) I followed my father's advice.

4. Задайте общий вопрос.

- a) We sailed on board a passenger liner.
- b) He told us about his voyage.

Вариант 2

1. Раскройте скобки, употребив глаголы в прошедшем простом времени.

- a) My family (to leave) Moscow 3 days ago.
- b) Last year we (to live) in Paris.
- c) She (to celebrate) her birthday yesterday.
- d) The ship (to put) to sea an hour ago.
- e) I (to be) a cadet last year.

2. Образуйте 2 форму глагола.

To look, to go, to sail, to keep, to talk, to sit, to wash, to drink, to stay, to have, to come, to visit.

3. Образуйте отрицательные предложения.

- a) They received a telegram.
- b) Yesterday the sea was calm.
- c) He became a motorman last year.

4. Задайте общий вопрос.

- a) They stopped talking.
- b) The seaman cleaned the deck.

Тема 1.7 Обсуждение планов на будущее

Вариант 1

1. Раскройте скобки, употребив глаголы в будущем простом времени.

- a) The dockers (to unload) the cargo soon.
- b) Our ship (to put) to sea tomorrow.
- c) He (to plot) the course in 2 hours.

2. Составить вопросы.

Our ship will make voyage to London.

- a) Общий.
- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

3. Переведите на английский язык.

- a) Он был занят.
- b) Вчера мы учились определять местоположение судна.
- c) Механики не чинили двигатель на прошлой неделе.

Вариант 2

1. Раскройте скобки, употребив глаголы в будущем простом времени.

- a) The radio-officer (to transmit) a radiogram in some minutes.

- b) The ship (to leave) the port next Sunday.
- c) He (to enter) the wheelhouse in some minutes.

2. Составить вопросы.

We will call at this port tomorrow.

- a) Общий.
- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

3. Переведите на английский язык.

- a) Второй механик нес вахту с 4 до 8.
- b) Докеры не разгружали судно вчера.
- c) Курсанты работали в порту на прошлой неделе.

Тема 2.1 Разговорные фразы

Вариант 1

1. Раскройте скобки, употребив в нужном времени.

- a) We usually (to have) our shipboard training on board the ship.
- b) They (to learn) how to stow cargo now.
- c) We (to launch) the life-boat yesterday.
- d) He (to use) a finder and satellite navigation system in an hour.

2. Употребить глагол в скобах в настоящем совершенном времени.

- a) The ship (just/to enter) the port.
- b) They (already/to put) to sea.
- c) He (never/to sail) on board bulkers.
- d) He (to visit) St. Petersburg lately.

3. Перевод на английский язык.

- a) Докеры уже погрузили ящики.

- b) Я только что получил телеграмму.
- c) Они уже спустили на воду новое судно.

Вариант 2

1. Раскройте скобки, употребив в нужном времени.
 - a) He often (to check) machinery in the engine room.
 - b) If the weather is terrible, he (to receive) a navigational warning.
 - c) We (to launch) the life-boat now.
 - d) Cadets (to have) shipboard training last year.
2. Употребить глагол в скобах в настоящем совершенном времени.
 - a) I (never/to be) to London.
 - b) Tom (just/to phone) you.
 - c) The ship (never/to call) to this port.
 - d) Our officer (to instruct) the cadets how to use echo sounder.
3. Перевод на английский язык.
 - a) Мы только что сменили друг друга на вахте.
 - b) Судно только что покинуло порт.
 - c) Вы когда-нибудь были в Лондоне?

Тема 2.2 Семья

Вариант 1

1. Раскрыть скобки, употребив глаголы в Past Perfect.
 - a) We (to leave) the port by 10 p.m. yesterday.
 - b) The doctor (to render) the first aid before the ambulance came.
 - c) Our ship (to moor) in the port by yesterday evening.
2. Задать вопросы.

I had already returned to the college by the end of August.

 - a) Общий.

- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

Вариант 2

1. Раскрыть скобки, употребив глаголы в Past Perfect.

- a) They (to translate) the text by the end of the lesson.
- b) We (to arrive) at the port by 5 h/m/ yesterday.
- c) They launched the life-boat after the Master (to order).

2. Задать вопросы.

They had completed the work by the end of the week.

- a) Общий.
- b) Альтернативный.
- c) К подлежащему.
- d) Специальный.
- e) Разделительный.

Тема 2.3 Свободное время

Вариант 1

1 Текст для аудирования

Different people like doing different things because their tastes differ. So people have different hobbies. "A hobby" is something that people usually do to get pleasure or to relax and to spend free time.

Usually people choose as a hobby something that they really like doing, something for their character and their taste. You will never do something as a hobby if you don't like it. If you have an interesting hobby your life becomes more interesting, of course.

Most people chose something “to do” as a hobby - doing means something active from traveling to taking pictures, from table tennis to football. Others choose something “to make”. Making things includes knitting, sewing, handicrafts, painting, drawing.

“Collecting things” is another popular pastime. People collect different things like books, toys, car models, plane models, coins, CD’s. There are more serious collectors of expensive paintings, rare things or art objects. Such hobbies are for rich people. We can often see such private collections in museums, art galleries or libraries.

Those people who live in big cities and towns are fond of gardening, growing flowers and vegetables. This gives them a sense of being close to nature.

Very often a hobby helps people to choose their future occupation. A person is lucky, I guess, if he or she can find a job similar to his or her hobby and get money for this.

Nowadays playing different computer games has become a popular pastime for both children and grown-ups.

- a) What is “A hobby”?
- b) How do people choose their hobby?
- c) What kind of hobbies do you know?
- d) What do people collect?
- e) What are people fond of in cities and towns?
- f) How do hobbies help people?

2. Выбрать правильный вариант.

- a) They ... the TV when I came in.
watched;
were watching;
have watched.

b) What ... last Saturday?

were they buying;

they bought;

did they buy.

c) I remember he ... when I ... him.

was crying, was seeing;

cried, saw;

was crying, saw.

d) How many chairs ... to the room?

you have brought;

you did bring;

did you bring.

Тема 2.4 Здоровый образ жизни

Вариант 1

1. Измените форму глагола в зависимости от показателей времени.

W A L K

a) by 3 tomorrow

g) now

b) for 3 hours

h) just

c) for 2 hours yesterday

i) yesterday

d) tomorrow

j) by 4 yesterday

e) every week

k) when he came

f) since 3 o'clock tomorrow

l) at 6 tomorrow

2. Из английских грамматических форм выберите ту, которую вы употребили бы при переводе следующих предложений.

1) На уроках английского языка мы часто учим диалоги.

a) learn

b) am learning

c) have learned

2) Сейчас я пишу тест.

a) write b) am writing c) have been writing

3) Вчера в 6 часов вечера я учила правила.

a) learn b) had learnt c) was learning

4) Я уже сделала одно задание в тесте.

a) do b) have done c) am doing

3. Переведите на английский язык.

a) Я играю в футбол каждую неделю.

b) Что ты сейчас делаешь?

c) Я не буду читать завтра.

d) Ты писал тест вчера в 7 часов?

Вариант 2

1. Измените форму глагола в зависимости от показателей времени.

R E A D

a) by 3 tomorrow

g) now

b) for 3 hours

h) just

c) for 2 hours yesterday

i) yesterday

d) tomorrow

j) by 4 yesterday

e) every week

k) when he came

f) since 3 o'clock tomorrow

l) at 6 tomorrow

2. Из английских грамматических форм выберите ту, которую вы употребили бы при переводе следующих предложений.

1) На уроках мы часто обсуждаем различные проблемы.

a) discuss b) are discussing c) have discussed

2) Сейчас я пишу тест.

a) write b) am writing c) have been writing

3) Вчера в 6 часов вечера я учила стихотворение.

a) study b) had studied c) was studying

4) Я уже сделала одно упражнение.

a) do b) have done c) am doing

3. Переведите на английский язык.

a) Я играю в теннис каждую неделю.

b) Что ты читаешь/делаешь?

c) Я не буду делать уроки завтра.

d) Ты смотрел телевизор вчера в 7 часов?

Тема 2.5 Родная страна

Вариант 1

1. Выбрать правильную форму глагола.

a) We ... to be polite and friendly to other people.

have taught;

are taught;

may taught;

be taught.

b) The exhibition ... to visitors tomorrow morning.

will be opened;

open;

will open;

is opened;

c) My best friend ... me about his wedding.

is being informed;

has been informing;

was informed;

informed;

2. Написать предложения в пассивном залоге.

a) The doctor had already told him to go on a diet.

- b) The author is writing a new book.
 - c) Has Simon sent the invitations yet?
3. Перевести на английский язык.
- a) Это судно было построено в прошлом году.
 - b) Радиограмма была отправлена час назад.
 - c) Нас отвели в радиорубку.
 - d) Груз размещается в трюме.

Вариант 2

1. Выбрать правильную форму глагола.
- a) The official report ... by the end of this week.
will be written;
is being written;
will have been written;
is written.
 - b) The number of the Internet users ... every day.
is grown;
grows;
are grown;
grow.
 - c) This test ... by a great number of students, so you can do it as well.
has passed;
has been passed;
have passed;
passes.
2. Написать предложения в пассивном залоге.
- d) You must tidy your bedroom.
 - e) She brought me some oranges.

f) Do they produce oil in Spain?

3. Перевести на английский язык.

a) Двигатель судна обслуживается мотористами.

b) Нам рассказали о плавательной практике.

c) Документы будут подписаны вскоре.

d) Спасательное оборудование проверяется регулярно.

Тема 2.6 В кают-компании

Вариант 1

1. Выбрать правильный вариант.

Lemons taste ____.

a) salty;

b) sour;

c) bitter;

d) crunchy;

e) bland.

In a restaurant, we normally eat an appetizer ____.

a) after the entrée;

b) just before dessert;

c) first;

d) last;

e) only if we are not very hungry.

Spicy food includes ____.

a) milk;

b) lemons;

c) chili peppers;

d) bananas;

e) hamburgers.

If milk is sour it is ____.

- a) delicious;
- b) too old;
- c) too fresh;
- d) from a goat;
- e) from a coconut.

All of these are bitter except ____.

- a) black coffee;
- b) strong tea without sugar or milk;
- c) unsweetened baking chocolate;
- d) pizza;
- e) a and c.

Sweet foods don't include ____.

- a) cake;
- b) pickles;
- c) ice cream;
- d) candy;
- e) strawberries.

2. Прочитать текст. Задать 5 вопросов.

Traditionally English people have three meals a day: breakfast, lunch and dinner. Breakfast is served in the morning. It used to be a large meal with cereal, eggs and bacon, sausages, tomatoes. But such a large breakfast takes a long time to prepare and is not very healthy. Nowadays, Britain's most popular breakfast consists of cereal, toast with marmalade, juice and yogurt with a cup of tea or coffee.

Lunch is a light meal. Most people have no time to go back home for lunch so they eat at school, cafes, pubs or restaurants.

The main meal is dinner, which is usually between 6 and 7 p.m. A typical evening

meal is a meat dish with vegetables and dessert.

The most important meal of the week is the Sunday dinner, which is usually eaten at 1 p.m. The traditional Sunday dish used to be roast beef, but nowadays pork, chicken or lamb are more common.

On Sunday evenings people have supper or high tea. The famous British afternoon tea is becoming rare, except at weekends.

3. Перевести на английский язык.

- Я голодный. Давай сходим в кафе.
- Хорошо, но я закажу только овощной салат и чашечку кофе.
- Почему?
- Я сижу на строгой диете.
- Я обожаю сладкое. Я люблю шоколад, печенье и мороженое. А ты? Ты любишь сладости?
- Я люблю тортики без шоколада.
- Без шоколада? Почему?
- У меня аллергия на шоколад.
- Что Вы бы хотели заказать?
- Можно мне говядину с рисом и бокал вина?
- Хорошо. А что на десерт?
- Ежевичный пирог.
- Джек, ты пойдёшь в магазин?
- Да.
- Мог бы ты купить сахар, фрукты, телятину, сыр и масло?
- Хорошо, что-нибудь ещё?
- Нет, спасибо.

Тема 2.7 Экологические проблемы

Вариант 1

1. Выберите правильный вариант.

a) If the temperature falls below 00 C, water ... into ice.

turns;

turned;

turn;

will turn.

b) If he ... the fine, he will go to the prison.

doesn't pay;

wouldn't pay;

won't pay;

hadn't paid.

c) If I ... time, I'd take up sport.

have;

had had;

had;

am having.

d) If she had studied harder, she ... the test.

would pass;

passed;

would passed;

would have passed.

e) If you need help, ... to me.

would come;

comes;

will come;

come.

f) If I hadn't been rude to her, she ... upset now.

would not have been;

wouldn't be;

will not be;

isn't.

g) If I were you, I ... to your mother.

listen;

will listen;

had listened;

would listen.

h) She will join us later unless she ... a lot of work to do.

won't have;

isn't have;

doesn't have;

has.

i) If nobody paid the bill, the electricity

will be cut off;

will cut off;

would be cut off;

would have been cut off.

j) If he knew her, he ... to her.

would have spoken;

will speak;

would spoke;

spoke.

2. Перевести на русский язык.

a) If I am late for work, my chief is angry.

b) A person doesn't eat meat if he/she is a vegetarian.

c) If he should come I shall I be glad.

d) If I had seen him yesterday, I should have asked him about it.

Вариант 2

1. Выберите правильный вариант.

a) If you ... your work, we can have a rest.

had finished;

have finished;

will finish;

finished.

b) If the weather ... tomorrow, we'll go for a walk.

is fine;

was fine;

fine;

will be fine.

c) If I ... up earlier, I wouldn't be late now.

got up;

had got up;

did get up;

were got up.

d) If I do my homework, the teacher ... happy.

were;

was;

is;

will be.

e) If you heat water up to 1000 C, it

had boiled;

boiled;

boils;

will boil.

f) If he had had money, he ... her a gift.

would buy;

would have bought;

would not have bought;

will buy.

g) If I ... work late, I will call you.

had to;

would have to;

will have to;

have to.

h) If you ... that plate, you'll burn your fingers.

touched;

had touched;

will touch;

touch.

i) If I ... the bus, I wouldn't have been late for my job interview.

would not missed;

didn't miss;

hadn't missed;

would not have missed.

j) They would have helped us if we ... them.

would asked;

had asked;

asked;

hadn't asked.

2. Перевести на русский язык.

a) If I get up early, my father drives me to the college.

b) Everything is wet if it rains.

c) If the weather is fine tomorrow, we shall go to the country

d) If my brother had time now, he would help them.

Тема 3.1 В аэропорту

Вариант 1

1. Перевести слова и выражения.

arrivals are on schedule -

baggage allowance -

customs -

delayed -

duty free -

emergency landing -

excess baggage charge -

restroom/lavatory -

scales -

actual time of arrival (ATA) -

actual time of departure (ATD) -

to put your hand luggage through the x-ray machine -

baggage (AE) / luggage (BE) -

boarding pass –

customs official –

departure lounge –

emergency exit –

excess baggage –

passengers lounge [laʊ ndʒ] –

round trip –

seat belt -

time of departure -

to search -

2. Перевести на английский язык диалог.

- Я хочу лететь в Женеву первого числа.

- Сейчас я взгляну, что у нас есть.

- Я хочу эконом класс, и предпочел бы утренний рейс.

- Рейс авиакомпании Люфтганза LH 203 с вылетом 09:20.

- К которому времени я должен быть здесь.

- Автобус отправляется в аэропорт в 08:15.

3. Таблички в аэропорту. Найти русский эквивалент.

Departures -	Таможня - Возврат НДС
Car park pay machines -	Полиция
Car parking -	Туалеты
Disabled Parking -	Права пассажиров
Car Rental -	Обмен валюты, Банки
Bus -	Автобус
Currency Exchange/Banks -	Прокат автомобилей
Passenger Rights -	Парковка для инвалидов
Toilets -	Автостоянка
Police -	Платная стоянка для машин
Customs/VAT Refund -	Отправление (вылет)

Вариант 2

1. Перевести слова и выражения

air hostess -	airline counter -
arrivals are delayed -	bumpy flight -
carry-on luggage/hand luggage -	checked luggage -
check-in desk -	connecting flight -
departure is delayed -	departures are on schedule-
direct flight/non-stop flight -	domestic flight -
final destination -	landing -
life vest -	luggage allowance -
meeting point -	overbooking -
oxygen-mask -	stopover -
suitcase -	timetable -
time of arrival -	to check in -
to check in one's luggage -	to fasten the seat belt -

2. Перевести на английский язык диалог.

- Какие есть рейсы на завтра из Лондона в Вену?
- Я пока посмотрю, а вы присядьте.
- Я бы хотел путешествовать первым классом.
- Прямой рейс авиакомпании BEA BE 502 вылетает из аэропорта Хитроу в 09:25.
- К какому времени мне необходимо прибыть в аэропорт?
- Вам нужно быть у терминала Вест Лондон к 08:10 самое позднее.

3. Таблички в аэропорту. Найти русский эквивалент.

Customs/Arrivals -	Зал прибытия
Departure Gate Number -	Выход
Baggage Claim Area -	почтовое отделение
Baggage Information -	Представительства авиакомпаний
Shops -	Продажа билетов
Passport Control -	Паспортный контроль
Ticket Sales -	Магазины
Airline Offices -	Информация о багаже
Post Office -	Зона выдачи багажа
Exit -	Выход для вылета номер ...
Arrivals Hall -	Таможня – Прибытие

Тема 3.2 Передвижение по городу

Вариант 1

1. Перевести диалоги на русский язык.

- Excuse me, can you tell me where Bogdanovich Street is, please?
- Take the second turn on the left, and then ask again.
- Is it far?
- No, it's only about 5 minutes walk.

- Thanks a lot.
- Not at all.
- Excuse me, I'm afraid I'm lost. Can you help me?
- Where do you want to go?
- I am to be Independence Square at 3 o'clock. I'm short of time.
- Oh, yes. The quickest way to get there is by metro.
- Is there a metro station here?
- Yes, go straight as far as the park and there you'll see the metro station.
- Thanks a lot.
- Excuse me, please, can you tell me the way to the Central Post Office?
- I'm sorry, I can't. I'm a stranger here too. You'd better ask that policeman over there.
- Thanks just the same.
- Excuse me, how can I get to the University?
- You'd better go by metro there.
- And where is the metro station?
- Go down the street two blocks straight ahead and you'll see the station.
- Thank you very much.
- Not at all.
- Is it your first visit to New York?
- Yes, and unfortunately I haven't got much time.
- So what are you going to do while you are here?
- Well, I don't know much about New York, you see. Just the Empire State Building and the Statue of Liberty.
- You've just got two days, haven't you? You are going to be pretty busy if you want to see all the sights.
- I'm planning to start early tomorrow morning. What should do first?
- I think you should start with the Empire State Building. It's not the highest

building now, but the view is just beautiful in the morning, when it's clear and fresh. You have to do that.

- It sounds great. I'll definitely do that. Tell me, which is the highest building now?

- The World Trade Center building. But you should go there at night for the view – there's a bar up there and you can relax and look at the lights of the city. It's wonderful.

- Right.

- What else do you recommend?

- Well, it depends what you like – art, shopping, theatre?

- Well, not shopping particularly. But I'd like to see an art gallery or tow.

- Oh, then you must go to the Met – the Metropolitan Museum of Art, which is just enormous. You could spend two days there. That's by Central Park, so you can take a walk through central Park at the same time.

- Right.

- And if you like art galleries, there's the Guggenheim, the Museum of Modern Art.

2. Перевод на английский язык.

a) - Извините, где ваш персонал?

- Персонал есть в отеле.

- А где горничная?

- Я позову её. Что-нибудь ещё?

- У вас есть сейф?

- Вы хотели что-то положить туда?

- Да, возьмите это. Дайте, пожалуйста, ключ от номера.

- Вот он.

- Вы не подскажите, где обменный пункт?

- Когда вы выйдете из отеля, повернёте налево и увидите его.

- Спасибо.
- Извините, принесите одно одеяло, 2 свежих полотенца и подушку.
- Я принесу через несколько минут.
- Что-нибудь ещё?
- Принесите пожалуйста холодные напитки. Кондиционер работает?
- Да, я включу его сейчас.

в) Джейн: Доброе утро! Это отель «Савой»?

Портье: Да, это отель. Чем могу быть Вам полезен?

Джейн: Я хотела бы забронировать двухместный номер с кондиционером, ванной и телефоном.

Портье: На какое время Вам требуется данное размещение?

Джейн: Мне нужен гостиничный номер на четыре ночи.

Портье: Когда Вы прибудете сюда?

Джейн: Я прибуду послезавтра рано утром. Думаю, я буду в гостинице около шести утра.

Портье: Хорошо. А на каком этаже Вы хотели бы зарезервировать номер?

Джейн: Я всегда предпочитаю второй этаж.

Портье: Хорошо. Я зарезервирую для Вас номер на втором этаже.

Джейн: Большое Вам спасибо. А какова будет его стоимость?

Портье: Стоимость составит девяносто фунтов за сутки.

Джейн: Отлично, спасибо.

3. Вставьте ответные реплики.

- a) – Hello! What would you like? _____
- b) – Do you like Russian food? Why? _____
- c) – How much do these flowers cost? _____
- d) – Thank you for the advice! _____
- e) – What kind of souvenirs do you want? _____

- f) – Tell me, please, do you have an Italian-Russian dictionary? _____
- g) – You need to go by metro to station “Kutuzovskaya”, and then about 5–7 minutes on foot. _____
- h) – What Russian souvenirs do you know of? _____
- i) – I would like to buy some postcards. Can you show me that one? _____
- j) – Tell me, please, where can I buy Russian souvenirs? _____
-
- a) _____ – Give me 2 kilograms.
- b) _____ – You owe 560 rubles.
- c) _____ – No, I don’t like this suit.
- d) _____ – Thank you for the advice!
- e) _____ – It’s called GUM.
- f) _____ – This coat costs \$500.
- g) _____ – I would like to buy some souvenirs.
- h) _____ – Because I like Russian ice cream.
- i) _____ – Palekh is a village where they make lacquer boxes.
- j) _____ – You’re welcome!

Тема 4.1 Практика. Стандартный морской навигационный словарь-разговорник и словарь Стандартных фраз Международной морской организации общения на море

Вариант 1

1. Перевести на английский язык.

- a) В прошлом году курсанты второго курса судоводительского отделения проходили практику на торговых судах.
- b) Во время морского путешествия курсанты посетили много стран.
- c) Курсанты разговаривали с иностранными моряками на английском языке.
- d) Мой друг окончил морское училище 2 года назад.

е) Это судно прибыло в Архангельск в прошлое воскресенье.

ф) Когда у вас была практика?

2. Чтение и перевод текста.

My Shipboard Training

I had my shipboard training from July till February on board motor vessel "Leiro". I work form the "Wilson" company, which is situated in Bergen, Norway. The home port of my ship is Bridgetown. She is a cargo ship. The ship was built in 1980 in Poland.

Her Main Characteristics: the length is 98 m, the breadth is 11 m, the depth is 6 m. The speed of my ship is 12 kn. The ship has 2 cargo holds. The crew consists of 8 seamen: a Master, the Chief Mate, the Chief Engineer, the Second Mate, the Third mate, a Motorman, a Boatswain, an Electric Engineer, a Cook. I worked as an engine cadet. My duties were to assist a motorman and the Chief Engineer. From day to day I repaired, maintained, lubricated the main engine and auxiliary machinery in the engine room. I had excellent relationship with the crew. We went ashore together many times. Our ports of call are Amsterdam, Rotterdam, Bergen, Ardalstangen, Hoyanger, Forsunt, Marburg and others. We visited many countries, such as Norway, Germany, England, Holland, Poland, Sweden, Belgian. We sailed at the Baltic, Norway and Northern seas.

3. Составить рассказ о практике по образцу (задание 2).

Вариант 2

1. Перевести на английский язык.

а) Это судно вчера вернулось из Лондона.

б) Они были в порту несколько минут назад.

с) Когда пришел капитан, все были на палубе.

д) Наше судно пересекло Тихий океан в прошлом году.

- e) Курсанты несли вахту на мостике.
 - f) Он учились пользоваться спасательным оборудованием.
2. Чтение и перевод текста.

My Shipboard Training

My shipboard training from August till January on board motor vessel “Sea Challenger”. I work form the company “Dolaro”. It is situated in Sweden. My ship was built in 1998 in Malta. The home port of my ship is Limassol, Cyprus.

Her length is 130 m, her breadth is 19 m, her depth is 9 m. She is a container timber carrier. My crew consists of 13 men: a Master, the Chief Mate, the Chief Engineer, the Second Engineer, the Third Engineer, the Second Mate, the Third Mate, three Seamen, a Boatswain, an Oiler, a Fitter, an Electric Engineer, a Cook and two cadets. I started my work with a motorman, then watch with the Third Engineer. My watch was from 4 o'clock till 8 o'clock. I repaired? Maintained, overhauled the main engines and auxiliary machinery in the engine room every day. Our ports of call were Ventspils, Djen-Djen, Bejnia, Amsterdam, Rotterdam, Bergen, Sousse and ports of Sweden.

We were in Norway, Sweden, Latvia, Spain and some other countries. The area of operation of the ship: The North Baltic, The Mediterranean sea, the Atlantic ocean, the Bay of Bissau.

In conclusion I would like to say that during my shipboard training I visited many foreign countries and new practical knowledge.

Тема 4.2 Лоцман на судне

Вариант 1

1. Прочитать и перевести диалоги. Ответить на вопросы.

Watch Officer: Motor boat, ahoy! Come alongside from starboard!

Pilot: Hello! Put over the boat rope! Lower down the rope ladder!

Watch Officer: The ladder is fast. You may climb up. Shall we take your launch in tow?

Pilot: No, thanks, you needn't. Please hoist aboard the searchlight equipment.

Watch Officer: All right, Sir. Will you kindly come along to the Bridge?

a) Which side did the watch officer order the launch to come along?

b) What equipment did the pilot ask to take aboard?

CAPTAIN: Is taking a tug compulsory here?

PILOT: No, it is not compulsory, but it is advisable, and I shall tell you why. There are several strong currents in the harbour and as there is a lot of traffic now, it is pretty difficult to manoeuvre in congested waters.

CAPTAIN: Will the tug take us only into the port or will she bring the ship alongside the wharf?

PILOT: Yes, the tug will work the ship into her berth.

CAPTAIN: At what berth shall we moor?

PILOT: We shall moor at berth No.17.

CAPTAIN: We shall need a 15 ton crane to discharge heavy lifts.

PILOT: Your agent must have been informed about it as there is a 15 ton crane at the berth.

CAPTAIN: That's good. Which side shall we make a landing?

PILOT: We shall make a starboard side landing.

a) What did the pilot say about taking a tug?

b) Why was taking a tug advisable?

c) Was there a heavy traffic in the port?

d) What did the pilot say about manoeuvring in congested waters?

e) What did the Captain need a crane for?

2. Перевести якорные команды.

a) Get the starboard anchor ready!

b) Get the port anchor ready!

- c) Get both anchors ready!
- d) Stand by the starboard anchor!
- e) Stand by the port anchor!
- f) Let go the starboard anchor!
- g) Let go the port anchor!
- h) Pay away the cable (chain)!
- i) Keep the cable (chain) slackened!
- j) Hold on the cable!

Вариант 2

1. Прочитать и перевести диалоги. Ответить на вопросы.

Pilot: How many propellers has your ship?

Chief Mate: She is a single screw ship.

Pilot: What is her maximum speed?

Chief Mate: Her maximum speed is 20 knots.

Pilot: How many knots are we running now?

Chief Mate: We are running about 17 knots.

Pilot: What is the draft of you ship?

Chief Mate: Her draft is 5.95 metres fore and 6.00 metres aft.

Pilot: How is her head now?

Chief Mate: Her head is 158° now.

Pilot: How does she answer the helm?

Chief Mate: She answers the helm all right.

Pilot: Does the ship sheer too much?

Chief Mate: No, she sheers a little when there is a heavy swell or a strong wind.

Pilot: I see. Now we shall have to turn to starboard. Starboard handsomely!

Chief Mate (to helmsman): Starboard handsomely!

- a) What speed was the ship running?
- b) Was she a single screw ship?
- c) How was her head at that time?

Watch Officer: What side of the canal must we keep to here?

Pilot: We must keep to starboard side if there is much shipping. In some places where the traffic is in one direction only, we must keep in midchannel.

Watch Officer: What speed is allowed in the canal?

Pilot: The regulation speed allowed here must not exceed $7\frac{1}{2}$ knots.

Watch Officer: Shall we have to anchor when proceeding through the canal?

Pilot: No, we shall have to moor to the buoys or to the canal sides, but still both bow anchors must be ready to let go.

Watch Officer: Where shall we have to make fast?

Pilot: We'll have to make fast in the sidings to let other ships pass by.

Watch Officer: What ships do you mean?

Pilot: I mean the ships coming from the opposite direction.

Watch Officer: Oh, I see. Are the ships allowed to overtake one another in the canal?

Pilot: Well, if the ships proceed in one direction, they are not allowed to do so.

Watch Officer: Now I understand. A ship may overtake another ship in the canal only if that ship is moored to the bank or to the buoys.

Pilot: Exactly so.

- a) What did the pilot say about the traffic in the canal?
- b) What speed was allowed in the canal?
- c) Did the ship have to anchor or to moor in the canal?
- d) Why did the ship have to make fast in the sidings?

2. Перевести якорные команды.
 - a) Put the windlass in gear!
 - b) Be ready to heave in!
 - c) Heave in the starboard anchor chain!
 - d) Disengage the windlass!
 - e) The anchor is atrip!
 - f) How is anchor?
 - g) Foul anchor!
 - h) Stand by fore and aft!
 - i) All hands on deck!

Тема 4.3 Лоция

Вариант 1

1. Перевод на русский язык.
 - a) The British Isles are situated west ward of the continent.
 - b) There are persistent westerlies in the vicinity of St. Mary Point.
 - c) Our ship was waiting for a vacant berth in the roadstead.
 - d) N. is a narrow peninsular having a noticeable landslip.
 - e) With easterly winds to enter the channel is impracticable
2. Перевод на английский язык.
 - a) При северных ветрах.
 - b) Самый восточный из островов.
 - c) Опасная узкость
 - d) Судоходный фарватер.
 - e) Утёсы на берегу гавани.
 - f) При северных ветрах.
 - g) Вершина скалы.
3. Перевод лоции.

A green and red fixed light is exhibited at 65 feet above high water, from the top of the beacon on Drum Rock, and it should be seen from the distance of 6 miles in clear weather. The light is unwatched.

On the eastern side of Drum Harbour 3½ cables within the entrance is a hexagonal tower, 36 feet in height, from which a light is exhibited at an elevation of 85 feet above the sea, forming the rear leading light.

At a distance of 110 feet seaward from the above light is a staff, from which a leading light is exhibited, 70 feet above the sea; these two lights in line, bearing 3280 true, lead through the middle of the channel.

A flashing light is exhibited at an elevation of 408 feet from a white wooden framework structure, 30 feet in height, situated on Mercer Head. Owing to its elevation this light is often obscured by fog when the land below is visible.

On Head Wellington from a brown wooden tower, 20 feet high, a light is exhibited from an elevation of 385 feet. The lighthouse is of nearly the same colour as the surrounding land; it should not be mistaken for either of the leading beacons near it, as they are painted white.

Rear light, on the western edge of Hope Shoal, in 9 feet water, is shown from a white steel framework structure on a concrete base, at an elevation of 55 feet above high water.

Вариант 2

1. Перевод на русский язык.

- a) The fairway leading to the bay is dredged regularly.
- b) The pilot warned us of a small hummock off the end of the pier.
- c) There is a light tower at the end of the quay.
- d) This current has 3 branches.
- e) The basin is formed by inflows of 2 rivers.

2. Перевод на английский язык.

- a) К востоку от материка.
 - b) Огонь на оконечности дамбы.
 - c) Приметные объекты.
 - d) На рейде.
 - e) Непосредственно к югу от конца пирса.
 - f) Район действия пассатных ветров.
 - g) К западу от кораллового рифа.
- 3 Перевод лоции.

A group flashing light (two flashes in each group) every fifteen seconds is shown at an elevation of 155 feet from a white iron tower on the summit of Jekyll. It is visible 18 miles.

A flashing light is shown, at an elevation of 83 feet, from a red lantern on a truncated pyramidal structure, painted in red and white horizontal bands, situated on the coast sand nearly 2 miles north-eastward of the entrance to Puck River.

Two leading lights are situated in the vicinity of Stono. The nearer light, red fixed, is exhibited at an elevation of 64 feet above high water, from a white rectangular tower 58 feet high, and is visible 9 miles in clear weather. The front light, white and red fixed, elevated 29 feet above high water, is shown from a circular white tower, 34 feet in height, 664 yards from the rear light.

From a dark grey iron column, 35 feet high, on Mobjack situated close to the shore about 1½ cables south-eastward of Crock Village, is exhibited, at 56 feet above high water, a white group occulting light with 3 eclipses every thirty seconds/ Showing thus: - light, ten seconds; eclipse, two and a half seconds.

The red leading light at Avon, just open eastward of the green leading light on Chlora Breakwater, leads into the entrance of the port. The white sector of the light from Avon Lighthouse, which shows between the bearings of S 90 E and S 110 E, also leads in.

A light is exhibited, at an elevation of 98 feet, from a white flat-roofed building

with black horizontal band, situated on the eastern side of Bearcove Point about 3 cables southward of its northern extremity.

Тема 4.4 Санитарный осмотр судна

1. Ответить на вопросы.

1. Who is the first person to come aboard on the ship's arrival?
2. What is the duty of the medical officer of the port?
3. What documents is he to examine?
4. Who issues the bill of health?
5. In what case is the certificate of pratique given to the ship?
6. Who issues the certificate of pratique?
7. What does this document allow the ship to do?
8. What does this document allow the crew and passengers to do?
9. In what case is the ship put in quarantine?
10. What assistance does the medical officer render when there are sick or injured persons aboard?

2. Чтение и перевод диалогов.

1. "Will you show me your latest bill of health, please?"

"Yes, certainly. Here it is."

"Thank you It's all right. Please take it back."

2. "Any sick persons on board?"

"No, none. Everybody is all right."

3. "We have some injured people aboard: We must have them taken for hospital treatment immediately."

"All right, we'll see to that at once."

Тема 4.5 Таможенный досмотр судна

1. Ответить на вопросы.

1. To whom shall the master report his ship's arrival in port?
2. Within how many hours should he do so?
3. What blank form is he to fill in?
4. To whom is this declaration handed over?
5. What papers are required to enter a vessel inwards?
6. Who fulfils all these formalities?
7. What do the customs officers come aboard for?
8. What should they search for?
9. What do we call the money which we pay for the imported goods?
10. What goods are often smuggled into a country?
11. What document do the Customs request from the ship to prevent such smuggling?
12. What is usually done with the surplus stores?
13. When should a vessel be entered outwards?
14. How is a vessel entered outwards?

2. Чтение и перевод диалогов.

1. "We've used up all the cigarettes you left us under the quota. We need some more now."

"Oh, I see. Do you want me to unseal the storeroom?"

"Yes, please. We want to take our daily quota."

2. "Will you fill in this blank form, please?"

"What is it for?"

"It's for entering your ship outwards."

"I see. What particulars shall I fill in?"

"It's all written here, but I can help you."

"Oh, thank you!"

Тема 4.6 Грузовые работы

1. Ответить на вопросы.

1. What is the duty of the second mate?
2. Who superintends all the work of stevedore gangs?
3. Whom does each gang usually consist of?
4. Who allots a definite gang for each hatch?
5. Whom does the cargo officer have to deal with in the course of loading and discharging?
6. What must he explain to the stevedores?
7. In what condition should the packing be when packed goods are taken aboard?
8. In what case may the second mate reject the goods?
9. What should be done with the packing of such goods to get them accepted for shipment?
10. On what condition may damaged goods be sometimes accepted for shipment?
11. On what document should this clause be endorsed?
12. Who is to take precautions against possible casualties and injuries to the crew and stevedores when handling the cargo?

2. Чтение и перевод диалогов.

1. "These cases contain fragile goods. Please handle them with care."

"They mustn't be turned over, may they?"

"By no means! Only top uppermost."

2. "How many boxes shall we sling for each draft?"

"Exactly 20 boxes for each draft. Mind you check their number before you send them up."

3. "Wait a moment. Put aside those five packages."

"Why, what's wrong with them?"

"The packing has been tampered with. I can't accept them."

Тема 4.7 Морская безопасность

1. Перевести слова.

rescue boat

inflatable lifejacket

open lifeboat

totally enclosed

lifeboat

free-fall lifeboat

immersion suit

rocket parachute

flare

inflatable liferaft

buoyant smoke

signal

life buoy

thermal protective

aid

cork lifejacket

hand flare

rigid liferaft

davit

goggles

helmet

lifeline

torch

gloves

earmuffs

face shield
protective suit
ear plug
apron
boots
overall
safety belt
tiller mask
breathing apparatus
fire extinguisher
sprinkler
hard hat
protective suit
fire bucket
flashlight
smoke detector
fixed fire-fighting
installation
fire axe
fire hose
fire blanket
nozzle
jet
CABA
combustible gas
indicator

Тема 4.8 Рабочая документация

1. Читать и переводить.

062000 GMT

OBS STOCKHOLM

WEATHER SUMMARY LOW PRESSURE AREA SOUTHERN FINLAND AND SOUTHERN SWEDEN MOVING SLOWLY SOUTHEAST STOP HIGH BETWEEN EASTERN GREENLAND AND SPITZBERGEN STOP DEEP AND ALMOST STATIONARY LOW SOUTHWEST OF IRELAND,=FORECASTS VALID 24 HOURS=EASTERN NORTH SEA STOP NORTHWESTERLY OR NORTHERLY BREEZE STOP IN SOUTHERN PART LIGHT TO MODERATE STOP IN NORTHERN PART MODERATE TO LOCALLY FRESH STOP VISIBILITY MODERATE=

222059 GMT

OBS STOCKHOLM

WEATHER SUMMARY-SMALL LOW NORTHERN NORTH SEA MOVING SOUTHEAST=FORECASTS VALID 24 HOURS=EASTERN NORTH SEA SOUTHERN PART GENTLE TO MODERATE WESTERLY BREEZE STOP VISIBILITY MODERATE AND AT FIRST SOME RAIN OR DRIZZLE STOP NORTHERN PART LIGHT TO MODERATE WESTERLY BREEZE STOP RAIN AT FIRST LATER MODERATE OR GOOD VISIBILITY=
SWEDISH WESTCOAST NORTHERN PART LIGHT TO GENTLE VARIABLE BREEZE STOP VISIBILITY MAINLY GOOD=

HOME FLEET FORECAST MESSAGE=

INFERENCE FROM 1200 HOURS 8TH MAY 1955=DEPRESSION CENTRED 400 MILES S OF ICELAND IS MOVING ENE AT 10 KNOTS TROUGH OF LOW PRESSURE EXTENDS NNE FROM THE AZORES TO CENTRAL

ISLAND AND THEN NORTHWARD TO THE SHETLANDS. EASTWARD
MOVEMENT OF THIS TROUGH WILL BE RETARDED BY WAVE
DEPRESSION MOVING RAPIDLY NNE ALONG IT=GALE WARNINGS ARE
IN OPERATION FOR FORECAST AREAS FASTNET LUNDY AND IRISH
SEA<<=

WX FORECAST TILL 150700 GMT-KATTEGAT AND ALL AREAS OF
BALTIC SEA=

NORTH TO WESTERLY WINDS FORCE 6 TO 4 DECREASING STATE OF
SEA 4 TO 3 TEMPERATURE II VISIBILITY GOOD FAIR= NITON

Messrs. A. Robinson, Ltd

15 May, 2006

Attn: Mr. White

12 High Street,

London P.C.2,

England

Dear Sirs,

Re: STR 1500 Satellite Terminal

I regret to inform you that our satellite terminal STR 1500 has broken down. The station is not tuned to receipt.

The equipment was manufactured in Sweden and is on warranty. According to the test - diagram by means of BITE we found out that the antenna unit had been out of order. We suppose that the receiving unit is inoperative as well. Its replacement was carried out last month in Bremen, however, it didn't give positive results.

There are no necessary units in the kit of spare parts on board the ship.

We shall appreciate it if your representative will order and deliver these spare part

aboard.

Their replacement will be performed by the crew.

ETA at the port of Hamburg on 21 May, at 9 a.m. LT.

Yours faithfully,

Master of the m/v "Tempo"

O. Klimov

To: RACAL DECCA SERVICE, Amsterdam

Attn: Mr. Van Basten

15 May, 2006

Dear Sirs,

Re: BRIDGEMASTER radar repair,

MHS-2000 GPS receiver

We are pleased to inform you that the replacement of BRIDGEMASTER radar power supply CPB made at the port of Beverwijk gave the positive result. The radar works perfectly.

But we regret to inform you that MHS-2000 GPS receiver repairing was not finished. We should very appreciate it if your technician would deliver all necessary spares and finished the repair at the port of Hamburg. ETA at the port of Hamburg on 20 May, 2006.

Truly yours,

Фирма Норконтрол,

Норвегия

5 сентября 1999

Уважаемые Господа!

Касс, ремонта САРП «Датабридж»

Получив Ваше письмо, содержащее рекомендации по ремонту, мы произвели проверку основного прибора по встроенному контролю. Согласно тест-таблице мы определили, что вышли из строя блоки 24 и 28. Однако их замена оказалась бесполезной. Информация о направлении движения судов не выдается на ЭЛТ.

Мы предполагали, что вышел из строя модуль главного процессора и его интерфейс. Однако этих блоков нет в ЗИЛЕ для главного прибора.

Мы были бы Вам признательны, если бы Вы прислали нам необходимые запчасти. Оплата запчастей будет произведена в соответствии с пунктами договора между нашими фирмами.

С уважением.

АВВ НЕРА, Норвегия

М-ру Эриксону

3 марта 2001

Уважаемый Господин Эриксон!

Касс, спутниковой станции «Сатурн-3 S90»

Настоящим сообщаем, что станция «Сатурн-3 S90», установленная вашей фирмой на нашем судне, в течение трех лет работала превосходно. Однако сейчас обнаружилось падение уровня сигнала. Телефонная работа стала невозможна. Проведя проверку силами экипажа, было установлено, что неисправен фидер антенны. Просим заказать и доставить на судно новый блок.

Судно прибывает в Порсгрунн 8 марта.

Заранее благодарим Вас за содействие.

С уважением.

DOVER AND CALAIS

TO

ORFORDNESS AND SCHEVENINGEN

FROM THE LATEST INFORMATION IN THE HYDROGRAPHIC
DEPARTMENT TO 1972.

For Abbreviations see Admiralty Chart 5011.

Underlined figures express, in Feet, Drying Heights above Chart Datum.

All other Heights are expressed in Feet above Mean High Water Springs.

SOUNDINGS IN FATHOMS

(Under Eleven in Fathoms and Feet)

In certain areas on this chart depths under
fifteen fathoms are shown in fathoms and feet.

NATURAL SCALE 1:250,000 (Lat. 51030')

Projection – Mercator

CAUTIONS

1. Only the principal and outer buoys are shown on this chart. For navigational aids, in the inner and congested areas the larger scale charts must be consulted.
2. Owing to the small scale of this chart numerous wrecks are omitted, notably within the six fathom line, in congested areas and where the wreck is not thought to be a danger to surface navigation.
3. A deep water route forming part of the north-east bound traffic lane is established to the north-west of the Sandettie Bank and mariners considering the use of this route should take into account the proximity of truffle using the south-

west bound lane. Masters using the deep water route are recommended to avoid overtaking. The main traffic lane for north-east bound traffic lies to the south-east of the Sandettie Bunk and shall be followed by all such vessels as can safely navigate therein having regard to their draught.

SPAIN AND PORTUGAL - WEST COAST

CABO VILLANO TO MONTEDE

DEPTHS IN METRES

SCALE 1:200000 at lat 39°30'

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights, in metres and decimetres, above Chart Datum; all other heights are above Mean High Water Springs.

Navigational marks: IALA Maritime Buoyage System - Region A (Red to port).

Projection: Mercator. Positions are based on European Datum.

Sources: Spanish and Portuguese Government charts of 1975-82 with later corrections.

TRAFFIC SEPARATION SCHEMES

All charted Traffic Separation Schemes are listed in Annual Notice to Mariners No 17, which indicates schemes that are IMO-adopted and includes other relevant information. The scheme shown on this chart will be implemented at 0000hrs UTC on 1st February 1990.

OBSCURED LIGHTS

Many of the lights along this coast are placed so high as to be frequently obscured

by mist.

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS Datum: such positions should be moved 0-07 minutes NORTHWARD and 0-08 minutes EASTWARD to agree with this chart.

LOCAL MAGNETIC ANOMALIES

Local magnetic anomalies have been reported within a radius of 13 miles of Cabo Torinana (Lat. 43003'N, Long. 9018'W) and in Lat. 410 40'N, Long. 9056'W.

CHART 3634: POSITIONS

To agree with the adjoining chart 3634 which is referred to Portuguese Chart Datum, positions read from this chart should be moved 0-2 minutes SOUTHWARD.

ENGLAND - WEST COAST

RIVER HUMBER

AND THE

RIVERS OUSE AND TRENT

DEPTHS IN METRES

SCALE 1:50 000

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights above Chart Datum.

Vertical clearance heights are above Highest Astronomical Tide. All other heights are above Mean High Water Springs.

Positions are referred to the WGS84 compatible datum, European Terrestrial Reference System 1989 Datum.

Navigational marks: IALA Maritime Buoyage System -Region A (Red to port).

Projection: Transverse Mercator, except Plan © which is Mercator.

Sources: The origin, scale, date and limits of the hydrographic information used to compile the chart are shown in the Source Diagram. The topography is derived chiefly from Ordnance Survey maps.

NATIONAL HORIZONTAL DATUM

Positions read from chart 109 must be adjusted by 0-02 minutes SOUTHWARD and 0-10 minutes EASTWARD before plotting on documents referred to OSGB36 Datum.

OVERHEAD CABLES

Overhead cables may conduct high voltages; contact with these poses extreme danger. Sufficient clearance must be allowed.

VESSEL REPORTING

For details of the Humber VTS, see Admiralty List of Radio Signals.

SUNK DREDGED CHANNEL - DEPTHS (53037'0N 0001'6W)

Sunk Channel is dredged continuously. The latest available depth will be announced by VTS Humber in their regular river broadcasts. Mariners requiring immediate information about depths in the channel should contact VTS Humber.

Критерии и шкала оценивания выполнения письменных заданий

Если обучающийся правильно выполняет

от 90 до 100% задания - выставляется оценка «отлично»;

от 80 до 89% - оценка «хорошо»,

от 60 до 79% - оценка «удовлетворительно»,

менее 60% - оценка «неудовлетворительно».

3.2. Задания для проведения промежуточной аттестации

3.2.1. Задания для дифференцированного зачета

Форма дифференцированного зачета - смешанная

Условия выполнения задания

1. Место выполнения задания: кабинет иностранного языка
2. Максимальное время выполнения задания: 30 минут
3. Источники информации, разрешенные к использованию на зачете, оборудование: англо-русские, русско-английские словари, навигационные карты

Задания для дифференцированного зачета

2 курс, 4 семестр

1. Чтение и перевод текста

THE ICE-BREAKER "ERMAK"

The old way of travelling in the Polar region was by means of dogs and sledges. Dr Nansen proposed travelling by ship making her so strong as to resist the pressure of polar ice. But the best way to penetrate the Arctic region was by means of a powerful ice-breaker.

The 9,600-ton ice-breaker was built in England and the name of the conqueror of Siberia, "Yermak ", was given to her. Her first voyage was from Newcastle to St. Petersburg. Having entered the ice fields near Revel the ship had to force her way through 160 miles of ice. Nobody expected that the ship would go to Kronstadt in winter time and her arrival in Kronstadt harbour caused quite a sensation.

Soon after the arrival of the "Yermak" in Kronstadt a telegram was received that thirteen steamers were caught in the ice near Revel, some of them being in danger. The "Yermak" went at once to Revel and opened the way for these and

other steamers, the total number being forty-one, partly caught in the ice, and partly waiting in Revel harbour and other ports for several weeks. This work having been done, the "Yermak" again proceeded to Kronstadt and helped forty steamers going to St. Petersburg.

The ship was built for the Kara Sea where the ice is not very thick so it was decided to try the ship in heavy polar ice. In the month of June, the ice-breaker having-made her first passage in the polar ice, it was found that the ship had to be strengthened. For this purpose the ice-breaker returned to Newcastle and on August 6 the expedition entered the polar ice again. This time they were in the ice for two weeks covering during that period 230 miles in 87 hours. During the whole voyage there was an opportunity to study the nature of the polar ice, the "Yemiak" with her powerful cranes and winches offering a very efficient means for this investigation.

THE NORTHERN SEA ROUTE

One of the most important developments in the Russian Arctic since the Great October Socialist Revolution has been the decision to establish a sea route along the northern coast of Siberia. These waters are known to be icebound and impassable for shipping for at least seven month in the year, and. in some parts even for ten. For a few months there is still plenty of ice around and this, in turn, causes fogs which appear to be most frequent when there is least ice. So it is not a very easy place for navigation.

In Russian times it was decided to make this route work. If all the points along the North Siberian shore could be used regularly for shipping, then a large area of unexploited territory would be utilized. First of all a route was established through the Kara Sea to the mouth of the river Yenissei, where the port Igarka was founded. Later some more new ports were built at the mouths of the great Siberian rivers.

In 1932 the steamship "Sibiryakov" was reported to have made the first voyage from Arkhangelsk to Vladivostok in one summer. Two years later the ice-breaker "Lidtke" is known to have completed the passage in the opposite direction, from Vladivostok to Murmansk. In 1936 seventy-five merchant vessels entered the Arctic and fourteen of them sailed through to St. Petersburg from Vladivostok. Since that day the Northern Sea Route has proved to be passable for navigation every summer. It is interesting to note that the passage from Arkhangelsk to Vladivostok by way of the Atlantic, Indian and Pacific Oceans is about 14,000 miles long, as compared with the 6,000 mile voyage through the Arctic.

The need to have the best possible weather and ice reports required the establishment of number of radio and meteorological stations along the Arctic shores. A hydrographic service was organized to chart these unknown waters and to provide lights and buoys.

To patrol the most difficult sections of the route a fleet of ice-breakers had to be built. During World War 2 Russian ice-breakers were reported to have done a good job leading convoys of merchant vessels.

The story of the Arctic convoys is one of the glorious chapters in the history of the history of the Merchant Navy. Our merchant ships with tanks, weapons and planes for our Army sailed to their secret ports of destination. The enemy continuously attacked the convoys. The route round the North Cape became to our merchantmen the "black-out" run, because from mid-November to mid-January they lived in the darkness of the Arctic night, Ice covered everything : the sea, the ships, the clothes, the guns. Sometimes they sailed in temperatures of forty degrees of frost. Ice and frozen snow lay several feet deep on the decks. Snow often reduced visibility.

Gales blowing for many days were hard tests for the men but they never complained. The ships arrived in our harbours in lime and when the dockers

unloaded the cargo, merchant gunners stood by ready to repel the attacks of enemy from the air.

PROTOTYPE OF ROBINSON CRUSOE

If Alexander Selkirk had not requested to be left alone on an uninhabited island some two Hundred and fifty years ago, Daniel Defoe would perhaps never have written his famous novel *Robinson Crusoe*.

Born in 1676 at Largo in Scotland, Selkirk received a sound education.

At that period the East Coast of Scotland was a centre of merchant shipping. Alexander, who often visited the harbour, had a strong desire to go to sea to experience sea adventures. Had he not lived near the sea, this idea might not have occurred to him. If he had obeyed his father, who did not want him to go to sea, he would have never experienced hardships and perils at sea.

When nineteen years old, Selkirk made up his mind to run away from home. He offered his services to the master of a ship which was about to weigh anchor.

In 1701, he came back to Largo, but did not stay there, as the life of an adventurer seemed more attractive to him. Soon he obtained the position of sailing master on a ship. On September 4th, 1703, his ship sailed off from Bristol. A fair wind took the ship to Madeira. But the captain of the ship suddenly died, and the acting lieutenant was appointed to the command of the ship. Selkirk and the new captain could not stand each other, and one day Selkirk asked to be landed on the uninhabited island of Juan Fernandez.

There was much fresh water on the island and there were lots of goats that supplied him with food and clothing.

In January 1709, two English ships heading for the south ran short of water in the vicinity of Juan Fernandez. Captain Dampier directed them to the island because there was an abundant supply of fresh water there and they needed water

badly. He knew the island to be uninhabited, but to his great surprise, he saw several bonfires on the shore.

When the sailors landed, they found Selkirk who had made those fires. Selkirk was cordially received on the ship, as he and Captain Dampier had known each other before. Thus, had it not been for the shortage of water on the two English ships, Selkirk-wouldn't have been found.

On Dampier's recommendation Selkirk was appointed the mate on one of the ships.

When Selkirk appeared in London the story of his adventures aroused much interest. Every periodical in the city published articles about Selkirk, and it was then that Daniel Defoe decided to write his *Robinson Crusoe*.

SAILING ROUND THE WORLD

Magellan's voyage proved that men could sail round the world. It proved that the world is round.

Magellan was from Portugal. But he sailed for the king of Spain. On September 20, 1519, he left Spain with five ships and 240 men. He thought he could reach the Spice Islands of the east by sailing west But he didn't know that the world was so big. He didn't know that there was a great ocean between die Americas and Asia.

Let's follow Magellan's voyage on a map of the world. We'll start at Spain. Magellan started there. It took him over two months to cross the Atlantic Ocean. In November, Magellan first saw the coast of Brazil in South America. Then he sailed south along the eastern coast of South America to the La Plata River. In March of 1520, he arrived in southern Argentina There he stayed for the winter.

When spring came, he was sailing again, and in October he discovered a strait. We now call the strait the Strait of Magellan. It is 350 miles long. It took Magellan thirty-eight days to sail through this strait and into another ocean.

Magellan called it the Pacific Ocean because it looked so calm. The word “pacífico” means “calm” in Spanish.

After Magellan and his men sailed into the Pacific Ocean, they didn't see any land for almost 100 days. They ran out of food and were eating sawdust and even rats. At last they saw the island of Guam. They stopped there and found food and water. Again they sailed west, and in April of 1521 they reached the Philippine Islands. Magellan was killed there. He himself did not sail round the world. But some of his men did.

Only one of the five ships with thirty - one men returned to Spain. This ship sailed around the Cape of Good Hope at the southern tip of Africa, stopped for a short time at the Canary Islands, and arrived in Spain on December 21, 1521. It took these men over two years to sail round the world!

ADMIRAL S.O. MAKAROV

S. O. Makarov was born on December 28, 1848 into the family of a naval officer. He loved the sea very much and at the age of ten he entered the naval school in Nikolaevsk-on-the Amur. When he was studying at the naval school he had shipboard training on eleven different ships.

After school S. O. Makarov sailed in the Atlantic and Pacific Oceans. In the summer of 1869 he served on the armoured ship *Rusalka*.

In 1877-78 when Russia was at war with Turkey Admiral S. O. Makarov worked in the field of naval strategy. After the war when he was sailing on board the *Taman* in the Black and Mediterranean Seas he studied the direction of underwater currents in the Bosphorus.

In 1886 on board the corvette *Vitiaz* S. O. Makarov started on his round-the-world voyage which lasted for three years.

It was S. O. Makarov who designed the famous ice-breaker “Yermak”. It is important to note that the ice-breaker “Yermak” was the first ship in the Russian Merchant Marine to have radio equipment on board.

During the Russo-Japanese war S. O. Makarov was the Commander of the Pacific Fleet On April 18, 1904 he perished on board the cruiser Petropavlovsk.

DAILY ROUTINE

I live in St. Petersburg and study at the Admiral Makarov State Maritime Academy. I'm a first - year cadet of the Navigation Faculty (Department). I want to tell you about my working day. We have classes on week - days. Life at the Academy begins early on week - days. This is our daily routine.

We always get up at 6:45 a.m. Then we leave the living-quarters to do our morning exercises. After morning exercises we return to the living - quarters to wash, make the beds and clean the room. At 7:45 we line up and go to the dining-room to have breakfast At 8:30 we line up again for morning inspection.

Then we go to the classrooms. Classes begin at 9 o'clock. Cadet on duty must come to the classroom earlier to air it.

We usually have six classes a day. They last from 9 o'clock in the morning till 2 o'clock in the afternoon with five- or ten-minutes breaks after each class. During the breaks we smoke or talk. Our classes finish at 14:05.

So at 14:05 we line Up and go to the dining - room to have dinner. It takes us about half an hour to eat our dinner. After dinner we have some spare time. In spring and early autumn we play outdoors. In winter and late autumn it often rains in St. Petersburg, so we can't play outdoors and we usually stay indoors. Some cadets go to the gym hall to play games there other cadets go to the library to read. We take part in social activities before preparation hours

During preparation period which starts at 17:55 we do our homework. At 19:00 we line up and go to the dining - room to have supper. After supper we return to the classrooms and go on with our homework till 21:55.

We go to bed at 22:45 after the "lights-out" signal. But before that we must line up for our evening roll-call.

FLEET COMMANDER AND SCIENTIST

Admiral Makarov was born on the 28th of December, 1848 in the family of a naval officer. From his father Makarov inherited his love for the sea and at the age of ten he entered the Naval school in Nikolaevsk-on-Amur. During the time he spent at this school Makarov had training practice on board eleven different vessels. While sailing on board the cruiser "Bogatyr", he mastered the English language and even translated a book from English into Russian.

In 1865, having graduated from the Naval school with a brilliant record, Makarov sailed first in the Atlantic Ocean and then in the Pacific. In the summer of 1869 he served in the armoured ship the "Rusalka" which ran aground while cruising in the Finnish skerries. Later on, having analysed the causes of the shipwreck, Makarov came to the conclusion that it was necessary to study the question of the unsinkability of ships and he worked hard at this problem.

In 1877-1878, when Russia was at war with Turkey, Makarov worked much in the field of naval strategy and torpedo attack. After the Russo-Turkish war Makarov was given command of the ship "Taman" which sailed in the Black and Mediterranean seas, and on this ship Makarov began to study the direction of underwater currents in the Bosphorus".

From 1886 to 1889 Makarov was making his famous round-the-world voyage on board the corvette "Vityaz". When sailing in the Pacific, Makarov made most valuable hydrological observations which later on were used by him in his book called "The 'Vityaz' and the Pacific". Admiral Makarov was the first who

proposed the construction of the ship that could sail in the ice fields of the Arctic. Thus, the famous ice-breaker "Yermak" was built according to Makarov's design. How perfectly the "Yermak" was designed can be seen from the fact that in 1938 she set a record for Arctic navigation. Foreseeing the unlimited possibilities of wireless communication on board ships, Makarov systematically assisted A. S. Popov in his work. It is interesting to note that the ice-breaker "Yermak" was the first ship in the Russian merchant fleet with radio equipment on board.

Having been appointed commander of the Pacific fleet during the Russo-Japanese war, Makarov displayed quite unusual military talents but unfortunately, two months later, he lost his life tragically on board the cruiser "Petropavlovsk" which struck a Japanese mine on April 18, 1904.

Admiral Makarov will live in the memory of the Russian people not only as a brilliant fleet commander respected by officers and sailors, but also as an outstanding scientist known far beyond the borders of our country. Admiral Makarov wrote more than 50 important books on different subjects of nautical science. Many of them, being of great scientific value, are used even today.

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Gales blowing for many days were hard tests for the men but they never complained. The ships arrived in our harbours in lime and when the dockers unloaded the cargo, merchant gunners stood by ready to repel the attacks of enemy from the air.

OUR SAILING PRACTICE

In spring we shall take our examinations. As soon as we pass them we shall have our sailing practice. We are going to have a voyage in the Baltic Sea. It will be our practice on the "Sirius". It is a training ship, she is sailing vessel. She usually sails between St. Petersburg and other ports of the Baltic. The captain of the ship is Comrade Voronov. He is an old experience captain. We shall be glad to work under him. His chief mate is Comrade Petrov. He is a graduate of the Odessa Marine College. The crew of our ship consists of 30 members.

When we have our practice our life will be a very busy one. On the board the ship we shall work as sailors. As a rule we shall get up very early. We shall work as sailors. As a rule we shall get up very early. We shall stand at the wheel, wash and scrub the deck and study seamanship and navigation. As our crew is not large, we shall often be on watch. Before we leave we shall paint our ship. We shall put to sea at the end of June. The ship will be bound for Riga. On our way to Riga we are going to call at some ports. After we unload the cargo, we shall be able to get leave of absence and go ashore. If the ship stays in the port for some days, we shall be able to do the town.

Our sailing practice will last about three months. If the weather is favorable, it will be pleasant to be at sea. At the end of August our sailing practice will be over. When our practice is over we shall be glad to see our relatives and friends again. We shall have to return to St. Petersburg between the 25-th and the 30-th of

August. After we come back, we shall begin our studies. Our school-year will begin on the 1st of September.

SHIPBOARD TRAINING

Russia has excellent facilities to train officers and ratings for the Russian Merchant Marine. In Russia there are several motor vessels, large sailing vessels, many yachts and other types of smaller vessels for training merchant seamen.

The cadets of Makarov State Maritime Academy in St. Petersburg have a good opportunity to develop their practical skills aboard five modern training vessels. The port of registry of the vessels is St; Petersburg. During the voyages the vessels call at different ports of Europe. The cadets work under the direction of the ship's officers and the Academy teachers.

The aim of the shipboard training is to train skilful ship's officers. While having their shipboard training the cadets must do all the necessary work on board. They must keep watches, wash the deck, act as look-outs in any weather. After their shipboard training senior cadets are able to solve problems of navigation, plot the course of the ship, find her bearings, use radars and other modern radio equipment, operate her engines.

While being on board ship the cadets can collect information for their research work but they always have to keep their eyes and ears open. If they don't they can miss many important things.

The Professor Urhov is one of the typical Russian training motor vessels. She is of 5,495 dead - weight tons (dwt). She has a crew of 49 and can also take up to 150 cadets and a teaching staff of ten. Her speed is 15 knots. Her draught is 7 metres. There are many modern facilities for training cadets on board the Professor Urhov; a training bridge for navigating cadets, a training engine-room for engineer cadets, up-to-date radio equipment for radio- engineer cadets. You can also find several classrooms, laboratories (labs) and a library on the ship. But the Professor

Urhov isn't only a training ship. She is a cargo ship, too. She can carry up to 4.000 tons of cargo.

In 1974 the Professor Urhov was on a special visit to London in connection with the International Conference on Safety of Life at Sea. The high level of training in the Russian Merchant Marine made a great impression on the foreign delegations which visited the ship.

THE ANTARCTIC VOYAGES OF TWO SISTER-SHIPS

Two diesel-electric ships, the "Ob" and the "Lena", were specially designed and built for Antarctic research.

Their first important task consisted in carrying people, building materials and scientific equipment to the Antarctic continent and helping the construction of Mirny, the first base and station there. In November 1955 the expedition left Kaliningrad on the "Ob", the "Lena" following her sister-ship in December. After a very heavy passage the ships reached Mirny in the second half of January and started their unloading. During the unloading, the weather was frequently bad, the tractor trails from the ship to the base were often out of order and the two ships kept on changing their anchorages. In March the "Ob" and the "Lena" left Mirny and began carrying out their programme of oceanographical work in the southern seas. Both the ships arrived in St Petersburg in July 1956 greeted by thousands of enthusiastic citizens who had read much about the ships having successfully made this most difficult and dangerous passage.

The second Antarctic voyage of the "Ob" and the "Lena" lasted seven and a half months during which the ships covered more than 40,000 miles. After leaving Kaliningrad on the 7th of November 1956, the "Ob" arrived at Mirny on December 11, the "Lena" joining her in a month's time. On being prevented by ice from going to the unloading place at Mirny, the "Lena" continued sailing westwards along the coast, without finding a safe anchorage. After covering some 200 miles

the “Lena” managed to land the aircraft which was urgently required for the purpose of setting up the inland stations.

In January of 1957 the “Ob” was sailing westwards along the Antarctic coast carrying out her research work. On the 28th of February this scientific work was interrupted because a radiogram was received about the Japanese ship’s “Soya” being caught in heavy Antarctic ice. Realizing the danger the “Soya” gave distress signals. The “Ob” immediately altered her course and after some time succeeded in releasing the “Soya”. So, the Japanese ship was rescued by the Russian ship “Ob”. Japanese papers then wrote much about the Russian ship’s having performed this heroic act in the Antarctic waters rarely visited by ships. On successfully finishing her salvaging operation, the “Ob” continued her research, the programme being wide and various.

The “Lena’s” scientific task being more limited, about 3,000 miles of coastline were nevertheless photographed and a special study of sea ice was carried out.

FRANCIS CHICHESTER - CONQUEROR OF THE SEAS

On May 28, 1967, at 8 p. m. the famous round-the-world navigator crossed the breakwater of Plymouth Harbour to the cheers of the crowds who had gathered here to welcome him home. Sir FRANCIS CHICHESTER, conqueror of the seas, was preparing to set foot on land for the first time in 119 days.

FRANCIS CHICHESTER had started on his round-the-world voyage from Plymouth on August 27, 1966. A crowd of a few hundreds watched his yacht Gypsy Moth IY as she was leaving the harbour.

During the first part of his voyage CHICHESTER was detained by the leaks in the yacht and some technical troubles.

In the Indian Ocean the yacht's self-steering gear had broken and he had to use all his engineering skill to repair it.

CHICHESTER wanted to reach Sydney in 100 days, but he was becalmed off the coast of Australia and arrived in Sydney on December 12, 1966, 107 days after he had left Plymouth.

In Sydney Sir FRANCIS looked tired and worn out after his 13,750 miles of isolation and straggle against the elements, but he ignored his friends and yachting experts who asked him not to make the trip back to Plymouth round Cape Horn. After he had made repairs and alterations to the yacht, he left Sydney on January 29, 1967.

Fears for CHICHESTER's safety intensified after Gypsy Moth had overturned just two days out of Sydney. But the brave mariner battled on, and successfully rounded Cape Horn 50 days later.

The sighting of a few ships and a radio were his only contacts with the outside world. He used the radio seldom so as to conserve the batteries in case of an emergency. Before CHICHESTER reached England, he had radioed Plymouth saying: "I hope I shall have come by the evening of the 28th."

Half a million people had come to welcome the 65 year old mariner. Humphry's Wharf was decorated with signal flags which spelled the simple message: "Welcome Francis! "

The press of the nation, and of the world, were ready to broadcast the news of his landing to the millions everywhere.

Deeds of courage are nothing new for FRANCIS CHICHESTER. In 1929 he flew solo to Australia in a Gypsy Moth biplane, in 1930 he flew a Gypsy Moth seaplane from New Zealand to Japan. In 1960 aboard Gypsy Moth III he sailed into New York as the winner of the first transatlantic solo race.

AN ACCIDENT AT SEA

The arrival of the cargo ship *Igarka* was delayed due to a severe storm in the North Sea. The wind force was about 20 metres per second and as the Captain of

the *Igarka* had reported to the shore station it was difficult for the ship to keep her course.

The ship could make only 2 or 3 miles per watch as her propeller was seriously damaged. The damage to the propeller had occurred before the storm began, when a floating log struck against the propeller and damaged it.

Captain Gavrilov decided to continue the voyage and to repair the propeller at the port of destination. The storm was becoming stronger and stronger and the wind reached the hurricane force. The ship had a list to starboard. Due to a considerable pitching and rolling the list was gradually increasing and soon it reached 25 degrees.

The situation was very dangerous, as the ship could capsize. The Master ordered the Chief Officer to inspect the holds and to find out what caused the list.

Soon the Chief Officer returned to the navigating bridge and reported:

"The cargo in holds one and two has shifted to starboard, sir."

"Had you inspected the holds before leaving Glasgow?"

"Yes, but most probably the cargo wasn't properly fastened by the British stevedores."

Suddenly the list increased and they heard the voice of the Second Officer:

"Boatswain Gromov has fallen overboard!" "Stop engine! Slow astern! Steady! Switch on the searchlight!" the Master commanded.

Soon the ray of light pierced the darkness and the seamen saw the man who was fighting the waves to keep himself on the surface.

"Launch the life-boat. Eight hands in the boat!" ordered the Captain.

The sailors rushed to the life-boat. Pushed by the wind it moved fast to the Boatswain who was becoming weaker and weaker. Soon the seamen's strong hands helped the man out of the water and some minutes later the boat and the people were on board ship again.

When the ship's doctor was rendering the Boatswain the first aid the crew heard the Captain's command:

"All hands into holds! Fasten the cargo!"

Everybody rushed to the holds. The sailors did their best to save the vessel and the cargo. After they had fastened all the shifted boxes, bales and bags the list decreased to 10 degrees. The ship could proceed to the port of destination.

By the time of the arrival the wind and the sea had moderated. The *Igarka* moored in the port of Archangelsk with a 35 hours' delay. One more voyage was over.

2. Поддержать беседу по предложенной теме

English and your profession

About you and your family.

Your biography.

Around your Institute.

Speak about your daily routine.

Your own room (your cabin).

Location of safety equipment on board your vessel.

Ship's crew.

Shipboard training.

Types of ships.

Principal particulars of the ship, parts of ships.

Duties on board a ship.

Your plans for the future.

Describe the picture.

What did you do yesterday?

Safe working practice.

Around the ship.

Around the Institute.

3. *Укажите единственно правильный вариант ответа.*

1. What ___ now, Sasha?
 - a) are you doing;
 - b) did you do;
 - c) do you do;
 - d) were you doing.
2. What language _____ in foreign ports?
 - a) do you usually speak;
 - b) are you usually speaking;
 - c) did you usually speak;
 - d) were you usually speaking.
3. He is in his cabin now. He ___ about his future voyages.
 - a) is thinking;
 - b) thinks;
 - c) thought;
 - d) was thinking.
4. Yesterday he got up, washed his face, had breakfast and _____ to the University.
 - a) goes;
 - b) is going;
 - c) went;
 - d) was going.
5. They _____ the cargo the whole week.
 - a) unloaded;
 - b) were unloading;
 - c) unload.
6. The Second Engineer _____ the main engine yesterday.
 - a) overhauls;
 - b) overhauled;
 - c) is overhauling;
 - d) was overhauling.
7. The cadets _____ the hull at 3 o'clock yesterday.
 - a) was painting;
 - b) were painting;
 - c) painted.
8. It is 2 o'clock. The Officers _____ watch in 4 hours.
 - a) keep;
 - b) was keeping;
 - c) will keep;
 - d) kept.

9. When the Officers comes, we ____ to plot the ship's position.
a) learn; c) learnt;
b) will learn; d) are learning.
10. We _____ English since we entered the Institute.
a) studied; c) have studied;
b) study; d) has study.
11. Next week we ____ come into that port.
a) come; c) will come;
b) came; d) were coming.
12. This equipment ____ modern
a) is; c) are
b) am;
13. They ____ their homework at the moment.
a) do; c) are doing;
b) does; d) were doing.
14. I ____ to London.
a) have never been; c) will never been.
b) had never been;
15. When the master the radio-room, I ____ a weather report.
a) was receiving; c) received;
b) receive; d) am receiving.
16. When summer comes, they ____ shipboard training.
a) have; c) will have
b) had; d) are having
17. Tomorrow I ____ to the port.
a) go; c) went;
b) will go; d) was going.
18. I ____ him for half an hour.

7. приказывать
a) to tell; c) to watch;
b) to order; d) to explain.
8. понимать
a) to know; c) to understand;
b) to study; d) to call.
9. to check
a) проверять; c) чистить;
b) ремонтировать; d) мыть.
10. to call at
a) заходить (о судне); c) управлять (судном);
b) ходить (в море); d) слушать.
11. to carry, to transport
a) перевозить; c) осматривать;
b) прибывать; d) посещать.
12. to load
a) грузить; c) укладывать;
b) разгружать; d) перевозить.
13. to repair
a) осматривать; c) настраивать;
b) ремонтировать; d) смазывать.
14. to study
a) учиться; c) писать;
b) читать; d) слушать.
15. to visit
a) ходить; c) плавать;
b) посещать; d) читать.

Задания для проведения дифференцированного зачета

4 курс, 8 семестр

1. Поддержать беседу по теме:

Customs duties.

Types of cargo. Cargo handling.

Responding to ship's alarms.

Responding to alarms "Abandon ship", situation "Man overboard".

Passing through narrows.

Fire-fighting equipment, the fire alarm.

Safety system on board a ship.

Safe working practice.

Medical inspection of a ship.

2. Прочестъ и перевести.

Messrs. A. Robinson, Ltd
Attn: Mr. White
12 High Street,
London P.C.2,
England

15 May, 2016

Dear Sirs,

Re: STR 1500 Satellite Terminal

I regret to inform you that our satellite terminal STR 1500 has broken down. The station is not tuned to receipt.

The equipment was manufactured in Sweden and is on warranty. According to the test - diagram by means of BITE we found out that the antenna unit had been out of order. We suppose that the receiving unit is inoperative as well. Its replacement was carried out last month in Bremen, however, it didn't give positive results.

There are no necessary units in the kit of spare parts on board the ship.

We shall appreciate it if your representative will order and deliver these spare part aboard.

Their replacement will be performed by the crew.

ETA at the port of Hamburg on 21 May, at 9 a.m. LT.

Yours faithfully,
Master of the m/v
"Tempo"
O. Klimov

To: Messrs. EB Nera,
Product Support Dept.

Dear Sirs,

We regret to inform you that our Saturn 3S satellite terminal, serial number 123456, manufactured in 1992, is out of operation. Output voltages of power unit are as per diagram, but neither transmission nor receipt are possible for so far unknown reason.

Please send a certified technician to attend our terminal at our next port of call Hamburg.

ETA on March 08. Ship agent is the Transworld Shipping, TLX 213456, fax 987654.

Hoping on your prompt action and with best regards.

Truly yours,

NORTHERN BALTIC GENTLE TO MODERATE NORTHERLY BREEZE STOP INCREASING TO FRESH=

SEA OF BOTHNIA AND BAY OF BOTHNIA MODERATE TO STRONG NORTHERLY BREEZE STOP LOCALLY MODERATE GALE STOP MODERATE OR VISIBILITY=

FORECAST HEBRIDES BAILEY MALIN WINDS SE MODERATE FORCE FOUR STOP INCREASING TO GALE FORCE EIGHT AND PERHAPS TO SEVERE GALE FORCE NINE AND VEERING TO SOUTH STOP OCCASIONAL RAIN STOP MODERATE VISIBILITY=

WEATHER REPORT = INFERENCE = ANTICYCLONE CENTRAL EUROPE WITH WEAK RIDGE MID BALTIC MOVING EAST STOP DEPRESSION NORTHERN NORTH SEA WITH SECONDARY WEST SKAGGERACK MOVING SOUTHEAST=

DOVER WIND WEST FORCE THREE TO FOUR VEERING NORTH-
WEST LATER STOP FAIR AT FIRST OCCASIONAL RAIN LATER STOP
MODERATE VISIBILITY=
182335 GMT
CULLESCOATS

Rule 3
General Definitions

For the purpose of these Rules, except where the context otherwise requires:

- (a) The word „vessel" includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.
- (b) The term „power-driven vessel" means any vessel propelled by machinery.
- (c) The term „sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- (d) The term „vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.
- (e) The word „seaplane" includes any aircraft designed to manoeuvre on the water.
- (f) The term „vessel not under command" means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.
- (g) The term „vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way another vessel....

1. WX fm Ruegen = forecast for the next 12 hours = western and central baltic southwest force 3-4 overcast rain at times fog in the morning somewhat moderate vis sea 2 - 3 = further outlook southerly winds force 4-5 overcast to cloudy scattered rains hazy or fog patches sea rough =

WX GCC = Humber Thames German Bight west-south-west 5 or 6 backing southwest 4 or 5 stop occasionally rain stop moderate becoming poor with fog patches at times =

WX bulletin for shipping valid for 12 hours = Tyne Dogger Fisher south west 2 freshening 4 veering west 5 tomorrow stop rain at times spreading north stop mainly moderate = Forties Viking northwest 3 or 4 tonight stop fair at first

rain later stop moderate or good =

2. WX fm Monsanto = weather bulletin for the zones limited by 2000 west coasts of Iberian Peninsula = first zone cloudy sky moderate to strong SW-erly wind periods of rain moderate visibility moderate S-erly swell = second zone overcast moderate SW -erly round to NW-erly fresh wind periods rain becoming showers moderate to good vis moderate SW -erly swell =

Fm Horta = weather bulletin for Atlantic = actual weather at 0000GMT = no storm in zones = low 995 mbs centered about 46 N 015 West almost stationary anticyclone 1026 mbs centered about 44N 32W =

WX forecast for period from 0930 to 0930 GMT December 15 = first zone 44 to 37 N 020 to 030 W cloudy sky northerly moderate to fresh breeze showers good vis slight to moderate sea = second zone 44 to 37 N 030 to 040 W S -erly mod to fresh breeze otherwise as first zone =

3. WX fm Washington = part one 250600 Z W-ern North Atlantic = gale warning = gale center 990 mbs 49 N 050 W at 00 Z estimated near 52 N 048 W at 06 Z will move North-eastward 25 to 30 knots = winds 20 to 35 knots occasionally 45 knots within about 900 miles over southeast semicircle =

Official marine forecast issued by Maritime weather office in Halifax at 4 PM = all ships are warned that gales and freezing spray are forecast for all areas = eastern shore and sable gales 40 diminishing evening to 20 snow changing to rain visibility near 0 in snow improving to 10 miles =

WX fm met ADEN to all ships = weather forecast for next 24 hours

311400 Z = areas A15 and A25 wind east to northeast force 2 to 4 vis good sea slight to mod = areas A35 ,A10, A05 wind E to NE force 4 to 6 vis 20 NM sea mod to rough =

4. WX fm Ruegen = forecast for Swedish coastal waters valid for 24 hours = winds NE-erly force 5-7 backing N-erly and becoming mainly fair stop mod or good vis stop after midnight winds N-erly veering N- - W-erly stop patches of fog perhaps showers in S - W tonight =

Cullercoastguard shipping forecast. -The general synopsis at midday. Low southeast Iceland 994 moving slowly east and filling. Low northeast England 1010 expected central Sweden 1008 by midday tomorrow. New low forming northern England 1010 by the same time. Atlantic low moving steadily southwest. The area forecast for the next 24 hours issued by the meteorological office. Viking. Westerly 3 or 4 becoming variable 5, Showers. Vis is moderate or good. Fisher. Southerly veering northwesterly 4 or 5 becoming variable 3 or 4. Occasional rain or showers.

5. Reykjavik Radio. A forecast message from the Icelandic meteo office. 992 MB deepening low west of Ireland is drifting north. A trough extends from the low towards Iceland. Forecast for the next 24 hours. Intermittent drizzle, fog patches. Visibility moderate becoming poor locally.

Forecast Dover Wight Portland =

Wind northeasterly force 5 or 7 backing northerly and decreasing to force 4 or 6 Ram at times in South becoming mainly fair Moderate or good vis.= Plymouth North or northwest 5 or 6 becoming variable 3 tonight Perhaps showers in southwest Moderate vis.

6. Weather bulletin for shipping issued from Tromsøe Meteo =

Gale or storm warning is not expected in areas covered by this bulletin =
Synoptic situation = Low center 990MB posn 56 dgs N 010 dgs E moving east at 15 knots and filling High 1015 MB North of Iceland is moving East at 5 knots and building up = Forecast valid for the next 24 hrs = Roerwic variable breeze force 3 or 4 mainly dry vis [otherwise](#) good.

RULE 8

Action to avoid Collision

- (a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship. (IM 7291/03(6), Ж 1948/90/03
- (b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
- (c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (a) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

RULE 9

Narrow Channels

- (b) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (c) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

- (d) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (b) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34 (d) if in doubt as to the intention of the crossing vessel...

RULE 9

Narrow Channels

- ... (e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34 (c) (i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34 (c) (ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34 (d).
- (ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34 (e).
- (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

IV-C/ 2.1 Operating shipboard equipment for cargo care

- . 1 Is equipment for cargo care operational?
 - . 1.1 Yes, equipment for cargo care operational.
 - . 1.2 No, ...(*equipment*) not operational (yet).
 - . 1.3 ... (*equipment*) operational in ... minutes.
- . 2 What is air change rate of hold ventilators?
 - . 2.1 Air change rate of hold ventilators ... -fold.
- . 3 Are temperature recorders/humidity recorders in hold(s) operational?
 - . 3.1 Yes, temperature recorders/humidity recorders in hold(s) operational.
 - . 3.2 No, temperature recorders/humidity recorders in hold(s) not operational (yet).
 - . 3.3 Temperature recorders/humidity recorders in hold(s) operational in ... minutes.

- . 4 Operate reefer holds separately and report.
- . 4.1 Reefer holds operated separately.
- . 5 Operate reefer holds jointly and report.
- . 5.1 Reefer holds operated jointly
- . 6 Instruct the crew how to connect reefer plugs/clip-on units/con-airs and report.
- . 6.1 Crew instructed how to connect reefer plugs/clip-on units/con-airs.

IV-C/ 2.2 Taking measures for cargo care

2.2.1 Carrying out inspections

- . 1 Holds must be inspected by surveyor before loading.
- . 2 Check reefer holds for proper loading preparation and report.
- . 2.1 Reefer holds must be inspected by sanitary service before loading.
- . 2.2 Reefer holds must be pre-cooled for survey.
- . 2.2.1 Reefer holds ready for loading.
- . 3 Are holds clean(dry and free of smell)?
- . 3.1 Yes, holds clean(dry and free of smell).
- . 3.2 No, holds not clean (dry and free of smell) (yet).
- . 3.3 Holds clean (dry and free of smell) in ... minutes/hours.
- . 4 Check operation of hold ventilators and report
- . 4.1 Hold ventilators in operation.
- . 4.2 Hold ventilators(in no. ... hold(s)) not in operation.
- . 4.3 Hold ventilators (in no ... hold(s)) in operation in ... minutes.
- . 5 Order surveyor to check reefer plugs.
- . 6 Order surveyor to check cargo securings.
- . 7 Is certificate of survey available and complete?
- . 7.1 Yes, certificate of survey available and complete.
- . 7.2 No, certificate of survey not available and complete (yet).
- . 7.3 Certificate of survey available and complete in ... minutes/hours.
- . 8 Check cargo regularly during voyage.
- . 9 Check lashings and securings every day/every ... hours..
- . 9.1 Relash lashings of
- . 9.1.1 Lashings of ... relashed.
- . 10 Enter all checks into log - book.
- . 11 Before unloading open hatches only when surveyor present.

2.2.2 **Describing damage to the cargo**
(also see section 1.2.3 "Reporting incidents" of this chapter)

- . 1 ...(*cargo*) in bad condition.
- . 2 Packages of ...(*cargo*) wet.
- . 2.1 Packages of ... (*cargo*) damp/mouldy.
- . 3 Packages of ...(*cargo*) marked by fresh water/sea water.
- . 4 Metal of ...(*cargo*) rusty.
- . 5 Bands of ...(*cargo*) broken/missing/ruty.
- . 6 Crates/cases with ...(*cargo*) renailed.
- . 6.1 Boards of crates/cases with ...(*cargo*) loose.
- . 7 Marks/labels on ...(*cargo*) unclear/illegible/false.
- . 8 Contents of drums/barrels/ ... unknown.
- . 9 Weight of ...(*cargo*) unknown.
- .10 Boxes/crates/cases/ ... with ...(*cargo*) damaged.
- .11 Bags/bales with ...(*cargo*) torn.
- .12 Bags/bales with ...(*cargo*) spilling.
- .13 Bags/bales with ...(*cargo*) resewn.
- .14 Drums/barrels/ ... with ...(*cargo*) leaking.
- .15 Drums/barrels/ ... deformed.
- .16 Boxes/cartons/cases/ ... with ...(*cargo*) crushed.
- .17 Bags/boxes/cartons/ ... with ...(*cargo*) empty.
- .17.1 Bags/boxes/cartons/ ... with ...(*cargo*) are not full.
- .17.2 Bags with ...(*cargo*) slack.
- .18 Bags with ...(*cargo*) filled (up) with sweepings.
- .19 Bags/boxes/cartons/ ... with ...(*cargo*) second hand.
- .20 Boxes/cartons/cases/ ... with bottles of ...(*cargo*) (partly) broken.
- .21 ...(*cargo*) (partly) eaten by rats/worms.
- .22 ...(*cargo*) of ... (partly) infected by vermin.
- .23 ... container(s) damaged.
- .23.1 ... container(s) damaged before loading.
- .23.2 ... container(s) damaged in loading.
- .23.3 ... container(s) damaged by shifting on board.
- .23.4 ... container(s) damaged by heavy seas.
- .23.5 ... container(s) washed overboard (inform on radio).
- .23.6 ... container(s) open (and contents (partly) missing).
- .24 Temperature in no. ... hold above normal.
- .24.1 Temperature in no. ... hold below normal.
- .24.2 Temperature in no. ... hold critical.

- .24.3 Temperature in no. ... hold ... degrees Celsius.
- .25 Humidity of ...(cargo) above normal.
- .25.1 Humidity of ...(cargo) below normal.
- .25.2 Humidity of ...(cargo) critical.

2.2.3 Taking actions

- .1 Switch on hold ventilation to supply air.
- .1.1 Switch on hold ventilation to exhaust air.
- .2 Switch off hold ventilation (in case of shipping seas).
- .3 Switch on/ off automatic temperature control.
- .4 Switch on/off automatic temperature recorder.
- .5 Relash container(s)/car(s)/ ... in no. ... hold/on deck and report.
- .5.1 Container(s)/car(s)/ ... in no. ... hold/on deck relashed.
- .6 Replug reefer container(s) in no. ... hold/on deck.
- .7 Secure shifting cargo in no. ... hold/on deck and report
- .7.1 Shifting cargo in no. ... hold/on deck secured.
- .8 Protect deck cargo of ...(cargo) against sun/rain/shipping seas..
- .9 Keep deck cargo of ...(cargo) wet.
- .10 Keep deck cargo of ...(cargo) dry.
- .11 Check contents of drum(s)/barrel(s)/container(s)/ ... with false labels.

Chapter C: Cargo and Cargo Handling

IV-C/ 1 Cargo handling procedure

IV-C/ 1.1 Loading and unloading

1.1.1 Loading capacities and quantities

- .1 What is deadweight of vessel?
- .1.1 Deadweight ... tonnes.
- .2 What is hold capacity of vessel?
- .2.1 Hold capacity ... cubic metres.
- .3 What is bale capacity of vessel?
- .3.1 Bale capacity ... cubic metres.
- .4 What is grain capacity of vessel?
- .4.1 Grain capacity ... cubic metres.
- .5 What is container capacity of vessel?
- .5.1 Container capacity ... TEU.

- . 6 How many reefer plugs has vessel?
- . 6.1 Vessel has ... reefer plugs.
- . 7 How many 20'/ 40' containers has vessel to load?
- . 7.1 Vessel has to load ... 20'/ 40' containers.
- . 8 How many cubic metres of cargo space are required?
- . 8.1 ... cubic metres of cargo space required.
- . 9 How many tonnes/cubic metres can vessel still load?
- . 9.1 Vessel can still load ... tonnes/cubic metres.
- .10 How many tonnes/cubic metres vessel load on deck?
- .10.1 Vessel can load ... tonnes/cubic metres on deck.
- .11 How many containers can vessel load on deck?
- .11.1 Vessel can load... 20'/40' containers on deck.
- .12 How many cars/trailers/trucks/ ... can vessel load?
- .12.1 Vessel can load ... cars/trailers/trucks/
- .13 What is length/size/depth of no. ... hold?
- .13.1 Length/size/depth of no. ... hold ... metres.
- .14 What is size of hatch openings?
- .14.1 Size of hatch openings ... by ... metres.
- .15 What is safety load of no. ... hold?
- .15.1 Safety load of upper deck/tween deck/lower deck of no. ... hold ... tonnes per square metre.
- .16 How many tonnes/cubic metres of ... are booked?
- .16.1 ... tonnes of ... booked.
- .17 Vessel has still to bunker ... tonnes of fuel/fresh water/

1.1.2 **Port/shipboard cargo handling gear and equipment**

- . 1 Are dockside/floating cranes available?
- . 1.1 Yes, dockside/floating cranes available.
- . 1.2 No, dockside/floating cranes not available.
- . 2 What is capacity of crane?
- . 2.1 Capacity of the crane: ... tonnes.

- . 3 What is maximum reach of crane?
- . 3.1 Maximum reach of the crane: ... metres.
- . 4 What is handling capacity of container crane/bridge?
- . 4.1 Handling capacity of container crane/bridge: ... containers per hour.
- . 5 What is handling capacity of grain elevator/ore loader/ ... ?
- . 5.1 Handling capacity of grain elevator/ore loader/ ... tonnes/cubic metres per hour.
- . 6 What is pumping capacity of cargo pumps?

- . 6.1 Pumping capacity of cargo pumps: ... tonnes per hour.
- . 7 Are (light) fork-lift trucks for cargo holds available?
 - . 7.1 Yes, (light) fork-lift trucks available.
 - . 7.2 No, (light) fork-lift trucks not available.
- . 8 Only use electric fork-lift trucks in holds.
- . 9 What is elevation of fork-lift truck?
 - . 9.1 Elevation of fork-lift truck: ... metres.
- .10 What is capacity of fork-lift truck?
 - .10.1 Capacity of fork-lift truck: ... tonnes.
- .11 What is capacity of derricks/ cranes of vessel?
 - .11.1 Capacity of derricks/ cranes of vessel: ... tonnes.
- .12 What is capacity with traverse?
 - .12.1 Capacity with traverse: ... tonnes.
- .13 Can you work with union purchase/in tandem?
 - .13.1 Yes, we can work with union purchase/in tandem.
 - .13.2 No, we cannot work with union purchase/in tandem.
- .14 Who will provide slings?
 - .14.1 Vessel/stevedores will provide slings.
- .15 Are can hooks/net slings/car slings/board slings/ ... available?
 - .15.1 Yes, can hooks/net slings/car slings/board slings/ ... available.
 - .15.2 No, can hooks/net slings/car slings/board slings/ ... not available.
- .16 What is capacity of ... slings?
 - .16.1 Capacity of ... slings : ... tonnes.
- .17 These slings do not permit safe cargo handling.
 - .17.1 Replace slings.
- .18 Are bob cats available for trimming?
 - .18.1 Yes, bob cats available for trimming.
 - .18.2 No, bob cats not available for trimming.
- .19 Are stiffeners available?
 - .19.1 Yes, stiffeners available.
 - .19.2 No, stiffeners not available.

1.1.3 **Preparing to load/unload**

- . 1 Prepare vessel for loading/unloading.
- . 2 Unlock hatch covers.
- . 3 Rig hatchrails in no. ... hold(s).
- . 4 Give notice of readiness to load/unload by ... UTC/local time.
- . 5 Is cargo list available and complete?
 - . 5.1 Yes, cargo list available and complete..
 - . 5.2 No, cargo list not available and complete (yet).

- . 5.3 Cargo list available and complete in ... minutes.
- . 6 Complete stowage plan.
- . 7 Agree stowage plan with stevedores.
- . 8 Make stability calculation.
- . 9 Are goods ready to load?
 - . 9.1 Yes, goods ready to load.
 - . 9.2 No, goods not ready to load (yet).
 - . 9.3 Goods ready to load in ... minutes/hours.
- .10 Are holds clean/dry/free of smell ?
 - .10.1 Yes, holds clean/dry/free of smell.
 - .10.2 No, holds not clean/dry/free of smell (yet).
 - .10.3 Holds clean/dry/free of smell in ... minutes/hours.
- .11 Clean hold(s) /deck(s).
- .12 Are safety arrangements in hold(s) operational?
 - .12.1 Yes, safety arrangements in hold(s) operational.
 - .12.2 No, safety arrangements in hold(s) not operational (yet).
 - .12.3 Safety arrangements in hold(s) operational in ... minutes.
- .13 Cover bilge(s) with tarpaulins/wrapper/ ... before loading.
- .14 Are sufficient dunnage and mats available?
 - .14.1 Yes, sufficient dunnage and mats available.
 - .14.2 No, sufficient dunnage and mats not available.
- .15 Fill double bottom tank(s)/ballast tank(s) before loading heavy lifts.
- .16 Pump out ballast water.
- .17 What is maximum loading rate/unloading rate?
 - .17.1 Maximum loading rate/unloading rate ... tonnes per hour.
 - .17.2 Do not exceed loading rate/unloading rate of ... tonnes per hour.

1.1.4 **Operating cargo handling equipment and hatches**

- . 1 Open all hatches before loading/unloading and report.
 - . 1.1 All hatches open.
- . 2 Are cranes/derricks operational?
 - . 2.1 Yes, cranes/derricks operational.
 - . 2.2 No, cranes/derricks not operational (yet).
 - . 2.3 Cranes/derricks operational in ... minutes.
- . 3 Rig derrick(s)/crane(s) of no. ... hold.
 - . 3.1 Rig heavy lift derrick.
- . 4 Shift derrick(s) of no. ... hold to ... side.
- . 5 Check preventers.
- . 6 Top derrick(s) over hatch/pier.
 - . 6.1 Lower derrick(s) over hatch/pier.

- . 7 Swing derrick(s)/crane(s) outboard.
- . 8 Keep safe working load of derrick(s)/crane(s).
- . 9 Instruct winchman/craneman .
- .10 Clean tween deck before opening lower hold.
- .11 Switch on/off hold ventilation.
- .12 Switch on/off hold lights.
- .13 Close/open cargo port(s) to no. ... hold(s).

1.1.5 **Maintaining/repairing cargo handling equipment**

- . 1 Check hold(s)/hatch cover(s)/derrick(s) for damage and report.
 - . 1 .1 Cargo battens damaged.
 - . 1 .2 Rubber seals of hatch cover(s) damaged.
 - . 1 .3 Preventer(s) of no. ... hold(s) damaged.
 - . 1 .4 (Container) lashings damaged.
 - . 1 .5 ... damaged.
 - . 1 .5 .1 Replace damaged
- . 2 Hold ladder(s) bent.
 - . 2 .1 Straighten hold ladder(s).
- . 3 Are hold ventilators operational?
 - . 3.1 Yes, hold ventilators operational.
 - . 3.2 No, hold ventilators not operational.
 - . 3.3 Hold ventilators operational in ... minutes.
- . 4 Are winch motors operational?
 - . 4.1 Yes, winch motors operational.
 - . 4.2 No, winch motor of no. ... derrick not operational.
 - . 4.3 Winch motor of no. ... derrick operational in ... minutes.
- . 5 Check repair of crane/winch / ... personally.
- . 6 Lubricate blocks of crane(s)/derrick(s).
- . 7 Lubricate wires of crane(s)/derrick(s).

1.1.6 **Briefing on stowage and securing**

- . 1 Check careful and safe stowage.
- . 2 Check complete unloading.
- . 3 Check proper use of handling gear.
- . 4 Check careful separation of different lots.
- . 5 Close hatches in case of rain/snow/
- . 6 Cover goods with mats/... before closing hatches for sea.
- . 7 Refuse damaged (crushed/re-nailed/wet/torn/resewn (...)
boxes/cartons/cases/crates/bags/...

- . 8 Do not overstow cartons with other goods
- . 9 Do not use hooks for handling bags.
- .10 Stow ventilation ducts into bag cargo.
- .11 Place dunnage between tiers.
- .12 Fill up broken stowage with small stowage.
- .13 Stow ... into tween deck of no. ... hold.
- .14 Stow pallets/cartons/... closely together.
- .15 Stow ... in reefer hold.
- .16 Stow empty containers in topmost tiers .
- .17 Stow container(s) onto hatch cover(s).
- .18 Check containers for damage.
- .19 Check correct interlock of stowpieces.
- .20 Check correct fixing of rope clips.
- .21 Secure heavy lift(s) immediately .
- .22 Relash all lashings.

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights above Chart Datum; all other heights are above Mean High Water Springs.

Navigational marks: IALA Maritime Buoyage System - Region A (Red to port).

Projection: Transverse Mercator.

Sources: The origin, scale, date and limits of die hydrographic surveys used in compiling the chart are shown in die Source Data Diagram. Depths in upright figures are from smaller scale surveys.

CHANNELS-BUOYAGE

Channels are liable to alter and, generally, buoys are moved to reflect these changes. However, buoyage should not be relied upon and mariners are advised to navigate with caution.

FISHING STAKES

Fishing stakes are likely to be found in the shallows. Mariners are advised to exercise caution.

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to the World Geodetic System (WGS); adjustments for plotting such positions cannot be determined for this chart but it should not be assumed that they are negligible.

PIPELINES

Attention is drawn to the existence of unburied pipelines whose presence may effectively reduce the charted depth by as much as 2 metres. Vessels should not anchor or trawl in the vicinity of pipelines.

Depths are in metres and are reduced to Chart Datum, which is approximately the level of Lowest Astronomical Tide. Heights are in metres. Underlined figures are drying heights above Chart Datum. Overhead clearance heights are above Highest Astronomical Tide. All other heights are above Mean Higher High Water.

Positions are referred to the WGS 84 compatible Datum European Terrestrial Reference System 1989 Datum (see SATELLITE-DERIVED POSITIONS NOTE).

Navigational marks: IALA Maritime Buoyage System - Region A (Red to port).

Projection: Transverse Mercator.

Sources: The origin, scale, date and limits of the hydrographic information used to compile the chart are shown in the Source Diagram. The topography is derived chiefly from Ordnance Survey maps to 2002.

TRAFFIC SEPARATION SCHEMES

All charted traffic separation schemes are listed in Annual Notice to Mariners No 17; this indicates which schemes are IMO-adopted and includes other relevant information.

VESSEL TRAFFIC SERVICES

For procedures and working details of the Harwich Vessel Traffic Service and the Ipswich Orwell Navigation Service see Admiralty List of Radio Signals.

CORK HOLE - EXPERIMENTAL BUOYS

Experimental buoys may be laid by Trinity House, without notice, in the southern part of Cork Hole (51°05'N, 01°02'E). They have no navigational significance.

HARWICH CHANNELS (including the Harwich Deep Water, North and South Channels)

Masters of vessels should navigate with extreme caution in the Harwich Channels and their approaches, as deep-draught ships and crossing traffic may be encountered. ANCHORING PROHIBITED - Anchoring is prohibited in, and within 60 metres of, the channels.

FISHING PROHIBITED - Fishing is prohibited in the channels inshore of an extended line through Washington Buoy, No 1 Harwich Channel Buoy and No 2 Harwich Channel Buoy.

REGULATORY SYSTEM - Vessels over 50 GRT must use the North and South Channels unless confined by their draught to the Deep Water Channel or unless otherwise expressly permitted by the Harbour Master.

SUBMARINE CABLES

Mariners are advised not to anchor or trawl in the vicinity of submarine cables.

OVERHEAD CABLES

Overhead cables may conduct high voltages; contact with or proximity to these poses extreme danger. Sufficient clearance must be allowed.

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems, such as GPS, are normally referred to WGS84 Datum. Such positions can be plotted directly on this chart.

NATIONAL HORIZONTAL DATUM

Positions read from this chart must be adjusted by 0-03 minutes **SOUTHWARD** and 0-11 minutes **EASTWARD** before plotting on documents referred to OSGB 36 Datum.

LIGHTS

Light stars without legends represent two fixed lights displayed vertically. They are seen as red to port and green to starboard when proceeding upriver.

DREDGED AREAS

Depths in the dredged channels and berths within the ports of Harwich and Felixstowe may be less than charted. Maintenance dredging is required periodically. Contact Harwich Harbour Operations Service for the latest details. Similarly, dredged depths within the River Orwell are subject to siltation and liable to change. For the latest information, mariners are advised to consult Ipswich Port

Критерии оценки устного ответа:

- степень понимания услышанной информации;
- полнота и правильность ответа на поставленные вопросы;
- языковое оформление ответа.

Показатели и шкала оценивания:

Шкала оценивания	Показатели
отлично	– обучающийся в полном объёме, правильно понял информацию, осознанно и правильно ответил на все вопросы по теме/перевел/прочитал, продемонстрировал грамотное языковое оформление ответа
хорошо	– обучающийся достаточно полно, правильно понял информацию, осознанно ответил на все вопросы, допустив некоторые недочёты или одну негрубую ошибку, продемонстрировал грамотное языковое оформление ответа
удовлетворительно	– обучающийся понял более 50% содержания вопросов, ответил на 50 % вопросов, допустив некоторые недочёты и/или 2-3 негрубые ошибки, пользовался помощью преподавателя в виде наводящих вопросов
неудовлетворительно	– обучающийся раскрыл менее 50% содержания вопросов, показал неграмотное языковое оформление ответа, допустив недочёты и грубые ошибки, в значительной мере пользовался помощью преподавателя

Критерии и шкала оценивания выполнения письменных заданий

Если обучающийся правильно выполняет

от 90 до 100% задания - выставляется оценка «отлично»;

от 80 до 89% - оценка «хорошо»,

от 60 до 79% - оценка «удовлетворительно»,

менее 60% - оценка «неудовлетворительно».

3.2.2. Задания для проведения экзамена

Форма экзамена - смешанная

Условия выполнения задания

1. Место выполнения задания: кабинет иностранного языка
2. Максимальное время выполнения задания: 30 минут
3. Источники информации, разрешенные к использованию на экзамене, оборудование: англо-русские, русско-английские словари, навигационные карты

Задания для экзамена

3 курс, 6 семестр

1 Поддержать беседу на предложенную тему.

Темы для беседы

English in your profession
Family life.
Biography.
Location of safety equipment on board your vessel.
Ship's crew.
Shipboard training.
Types of ships.
Principal particulars of the ship, parts of ships.
Your plans for the future.
Describe the picture.
Safe working practice.
Free-time activities. Your hobby.
Internet, its advantages and disadvantages.
Sport in your life.
Healthy style of life.
Moscow.
Russia.
Visit to a doctor.
At the airport.
Arkhangelsk – a large port.
Arkhangelsk – a cultural and industrial centre.
Ecological problems and my profession.
Duties of OOW.

2 Перевести предложения

- 1 Возьмите эти документы.
- 2 Не мойте палубу.
- 3 Я знаю много типов судов.
- 4 Она не изучает английский.
- 5 Мы сдаем экзамен (сейчас).
- 6 На каком судне вы работаете?
- 7 Кто помогал Вам?
- 8 Он поможет нам получить документы.
- 9 Мы должны выйти из порта.

- 10 Я занимался спортом.
- 11 Дайте мне Ваш паспорт моряка.
- 12 Не помогайте мне.
- 13 Мы часто проверяем спасательное оборудование.
- 14 Мне не нравится моя работа.
- 15 Матрос красит корпус (сейчас).
- 16 Где Ваш капитан?
- 17 Как Вам понравился суп?
- 18 Я провожу Вас до судна.
- 19 Мы должны встретить членов экипажа во вторник.
- 20 Я учился в институте.
- 21 Идите в машинное отделение.
- 22 Не говорите по-русски.
- 23 Мы ходим в институт шесть дней в неделю.
- 24 Я не работаю на танкере.
- 25 Он читает текст (сейчас).
- 26 Что Вы делаете сейчас?
- 27 Сколько времени Вы добирались до судна?
- 28 Когда Вы с нами встретитесь?
- 29 Я могу перевести этот текст.
- 30 Мы изучали навигацию.
- 31 Следуйте за мной.
- 32 Не ходите на мостик.
- 33 Он часто встречается с друзьями.
- 34 Я никогда не хожу в увольнение.
- 35 Он ремонтирует двигатель (сейчас).
- 36 Где Вы учитесь?
- 37 Где Вы работали?
- 38 Мы окончим институт через два года.
- 39 Вы должны проверить документы.
- 40 Мне нравилась астрономия.
- 41 Улучшайте Ваш английский.
- 42 Не давайте ему карту.
- 43 Мне нравится мой институт.
- 44 Мой брат не работает.
- 45 Матрос моет палубу (сейчас).
- 46 Сколько времени Вам нужно, чтобы отремонтировать двигатель?
- 47 Мы учились в институте.
- 48 Он будет работать в кьюинговой компании.
- 49 Я могу говорить по-английски.
- 50 Где Вы работали?

- 51 Познакомьтесь с нашим старпомом.
52 Не берите эти документы.
53 Я работаю на танкере.
54 Этот человек - не наш старпом.
55 Он спит (сейчас).
56 Вы часто ходите в увольнение?
57 Мы ремонтировали двигатель в прошлом году.
58 Мы встретимся через два дня.
59 Можете ли Вы ответить на вопрос?
60 Кто работал вместе с Вами?
61 Переведите это предложение.
62 Не ходите в увольнение.
63 Этот человек - наш старпом.
64 Мы нечасто проверяем спасательное оборудование.
65 Мы завтракаем (сейчас).
66 Где Ваши документы?
67 Я работал на контейнеровозе.
68 Я стану судоводителем.
69 Он должен идти.
70 Я не работал на ледоколе.
71 Помогите Вашему матросу.
72 Не следуйте за мной.
73 Я иногда хожу в увольнение.
74 Он нечасто встречается с друзьями.
75 Мы проверяем спасательные средства (сейчас).
76 Кто прокладывает курс?
77 Мой друг занимался спортом.
78 Где Вы будете работать?
79 Можно мне выйти?
80 Мы не мыли палубу.
81 Покрасьте корпус.
82 Не переводите этот текст.
83 Мой брат работает на буксире.
84 Я не знаю этого человека.
85 Он проверяет сигнализацию (сейчас).
86 Кто отвечает за службу эксплуатации?
87 Все были на борту судна в 10.00.
88 Мы пойдем в кино.
89 Вы можете быть свободны.
90 Меня не было дома
91 Вымойте палубу.

- 92 Не красьте корпус.
93 Она изучает английский.
94 Мы не ходим в институт каждый день.
95 Я ищу документы (сейчас).
96 Кто работает в машинном отделении?
97 Кто изучал английский в школе?
98 Мы будем друзьями.
99 Вы можете идти.
100 Он не был в увольнении.
101 Прямо руль
102 Лево/право пять
103 Лево/право десять
104 Лево/право пятнадцать
105 Лево/право двадцать
106 Лево/право двадцать пять
107 Лево/право на борт
108 Лево/право не ходить
109 Отводи
110 Одерживай
111 Отводи до пяти/десяти/ пятнадцати/ двадцати
112 Так держать
113 Держать буй/ориентир/знак/слева/справа
114 Доложить, если судно не слушается руля
115 От руля отойти
116 (Левая/правая машины) Полный вперед/назад.
117 (Левая/правая машины) Средний вперед/назад.
118 (Левая/правая машины) Малый вперед/назад.
119 (Левая/правая машины) Самый малый вперед/назад.
120 Стоп (левая/правая) машины(-а).
121 Самый полный вперед/назад.
122 Товсь машина.
123 Машина(-ы) не нужна (не нужны).
124 Носовое подруливающее полный/средний влево/вправо.
125 Кормовое подруливающее полный/средний влево/вправо.
126 Носовое/кормовое подруливающее стоп.

3 Читать и переводить.

A light is exhibited at an elevation of 106 feet from the iron column near the extremity of Worton Point.

There are three buoys in the harbour marking the channel.

It is high water, full and change, in Portsmouth Harbour, at 11 h. 30 m. mean springs rise 13 feet, neaps $10\frac{1}{2}$, feet above the datum, which is a quarter foot above the level of mean low water springs

Vessels coming from southward may pass close eastward of Hlada on a northerly course, until the dangers of Hofnarey are abeam, whence a north-westerly course leads into the bay.

A light is exhibited at an elevation of 71 feet "from a black post with supports, situated on Sullivans Point.

A red bell buoy with a staff is moored close off the northeastern extremity of Doboy.

It is high water, full and change, at Mundaca Bar, at 3 h. 0 m. and the rise is about 11 feet. The ebb stream has a rate of not less than 3 knots an hour at springs. The sea at times breaks a great distance from the bar.

To enter from Heida pass northward of Kingo, and midway between Loanda and the islet off the east point of Gant, and proceed between Bahia and Penguin for the anchorage.

A light is shown, at a height of 15 feet from a wooden hut on the northern end of the island and also from a similar hut on the southern end.

A white conical buoy is moored on the southern side of the fairway northward of the detached patches lying eastward of Doboy.

When Crow Point is in line with the north-eastern extreme of Ilha, steer to the westward on that mark, and anchor in depths of 8 fathoms (14^m 6) about $3\frac{1}{2}$ cables from the north-eastern extreme of Ilha.

It is high water, full and change, at Port Pasajes at 3 h. 20 m.; springs rise 11 feet, and neaps 9 feet. The ebb stream has a rate of 2 knots an hour.

A red beacon stands on the northern side of the shoal.

A rock, over which there is a depth of $2\frac{1}{2}$ fathoms, lies about $3\frac{1}{2}$ cables west-south-westward of Hvitingur.

Anchorage may be obtained close southward of Hjalleyrd, in depths of from 15 to 22 fathoms

A red conical beacon stands on the edge of the reef extending about half a mile, south-westward of Feliee.

Brokur (Lat. $64^{\circ}23'$ N., Long. $14^{\circ}29'$ W.), a rock over which there is a depth of about 4 fathoms, usually beaks and lies about 2 miles south-eastward of Hvalsness.

A beacon marks the edge of the reef extending northward from the southern entrance point of the bay.

Hvitingur is a drying rock, lying about three-quarters of a mile north-north-eastward of Brokur. From it a reef, over which the depths are from 2¼ to 4½ fathoms, extends in a south-westerly direction for a distance of about one cable

Anchorage may be obtained in Holmavik, during the fine weather season.

Excellent anchorage may be obtained near the head of the fiord, off Hrofberg in depths of from 14 to 21 fathoms.

Automatic target acquisition

Automatic suppression of rain and snow clutter (auto FTC)

Automatic suppression of sea clutter (auto STC)

Gyropilot

Autotracking

Duplexer

Input of gyro value, set gyro

Video Plotter

Display Modes

Operate and use the radar

Effect of change in own ship's course / speed

The effect on radar detection of the sea state

Time and distance of closest approach

Time to closest point of approach

Trail time

Identification of critical echoes

Moving targets are displayed with true (relative) course and speed

Moving targets show afterglow trails

Range.

Range of target

If own ship is at the centre the bearings of targets can be read from the bearing scale

Sea returns

Acquisition of target for automatic tracking

Reflection Plotter

Radarscope display

The orientation of the radar display can be either head-up, north-up or course-up

Simulation of a course change

Display unit, display

The display unit requires hardly any maintenance

Displaying the data of tracked target
Data area
Distortions radial, azimuthal
Using of the numeric keys
Correction of the route planning
True motion (TM)
True course and speed of the target must be determined by plotting
Reference point, target
Klystron
Cursor, position mark
Correcting the limit line
Range ring
Circular sweep
Cursor
Radar decay
False echo-displays
Magnetron
Heading marker
Heading line
Past position mark (track, history markers)
Fixed target
Detecting course and speed change of other ship
To detect echoes as early as possible
Limit line fixed
Limit line relative
Limitation of the guard zones
Ending the automatic target tracking
Ending the trial manoeuvre
Dangerous target
Radar operator
Canceling point, reference point, turn point
Relative Motion (RM)
Reflections from the surface
Guard zone (guard ring)
Own ship data
Target data
Bearing of the target
Data overflow
Target overflow
Suppression of clutter due to rain (FTC)

Suppression of sea clutter (STC)
Acknowledgement and canceling of alarm Interferences from other radars
Lost target
Transmitter-receiver (transceiver)
The employed range scales are changed at sufficiently frequent intervals
Trial manoeuvre
Plotting and systematic analysis is commenced in the ample time
Keyboard

Radar sighting
Radar tracking
Radar beacon
Racon
Radar check point (Radar search)
Positioning the route plan on the radar display
Manual tuning
Manual control
Manual target acquisition
Cancel
The lost target alarm
Automatic radar plotting aids (ARPA)
System malfunctions
Collision avoidance system
Afterglow trail
Off-centering
The tracking of all targets is ended
Tracking of the target
Radar confusion device
Closest point of approach
Bearing / Range-Ring accuracy
Setting a route with turn points
Setting the guard ring sector
Rejection of interference from other radars
A target is on collision course if its bearing is constant and its range is decreasing
Center of the display

Критерии оценки:

- полнота и правильность ответа;
- степень осознанности, понимания изученного;
- языковое оформление ответа;
- использование профессиональной терминологии при ответе.

Показатели и шкала оценивания:

Шкала оценивания	Показатели
отлично	– обучающийся в полном объеме, правильно, осознанно ответил на все вопросы/перевел/прочитал, показал умение работать с источниками, с профессиональной терминологией, грамотное языковое оформление ответа
хорошо	– обучающийся достаточно полно правильно, осознанно ответил на все вопросы/перевел/прочитал, допустив некоторые недочёты или одну негрубую ошибку, показал достаточно развитое умение работать с источниками, с профессиональной терминологией, грамотное языковое оформление ответа
удовлетворительно	– обучающийся раскрыл более 50% содержания вопросов, показал сравнительно развитое умение работать с профессиональной терминологией и грамотное языковое оформление ответа, допустив некоторые недочёты и/или 2-3 негрубые ошибки, пользовался помощью преподавателя в виде наводящих вопросов
неудовлетворительно	– обучающийся раскрыл менее 50% содержания вопросов, показал недостаточно развитое умение работать с профессиональной терминологией, неграмотное языковое оформление ответа, допустив недочёты и грубые ошибки, в значительной мере пользовался помощью преподавателя