



ФЕДЕРАЛЬНОЕ АГЕНТСТВО МОРСКОГО И РЕЧНОГО ТРАНСПОРТА
ФГБОУ ВО «ГУМРФ имени адмирала С.О. Макарова»
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**КОМПЛЕКТ КОНТРОЛЬНО-ОЦЕНОЧНЫХ СРЕДСТВ
ПО УЧЕБНОЙ ДИСЦИПЛИНЕ**

ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК В ПРОФЕССИОНАЛЬНОЙ ДЕЯТЕЛЬНОСТИ

**ПРОГРАММЫ ПОДГОТОВКИ СПЕЦИАЛИСТОВ СРЕДНЕГО ЗВЕНА
по специальности
26.02.03 СУДОВОЖДЕНИЕ**

**квалификация
Старший техник-судоводитель
с правом эксплуатации судовых энергетических установок**

**АРХАНГЕЛЬСК
2023**

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« 22 » мае 2023 г.

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« 22 » мае 2023 г.

ОДОБРЕНО
на заседании цикловой комиссии
инотсранного языка

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Комплект контрольно-оценочных средств по учебной дисциплине ОГСЭ.04 Иностранный язык в профессиональной деятельности разработан в соответствии с Федеральным государственным образовательным стандартом среднего профессионального образования, утвержденным приказом Министерства просвещения Российской Федерации от 02.12.2020 № 691 (зарегистрирован Министерством юстиции Российской Федерации 03 февраля 2021 г., регистрационный № 62347) по специальности 26.02.03 Судовождение, рабочей программой учебной дисциплины, реализующего программы подготовки членов экипажей морских судов, а также с учётом профессиональных компетенций, определённых требованиями МК ПДНВ (Раздел А-II/1 «Обязательные минимальные требования для дипломирования вахтенных помощников капитана судов валовой вместимостью 500 и более»).

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1. ПАСПОРТ КОМПЛЕКТА КОНТРОЛЬНО-ОЦЕНОЧНЫХ СРЕДСТВ ПО УЧЕБНОЙ ДИСЦИПЛИНЕ

ОГСЭ.04 Иностранный язык в профессиональной деятельности

1.1. Область применения контрольно-оценочных средств

Контрольно-оценочные средства (далее – КОС) являются частью нормативно-методического обеспечения системы оценивания качества освоения обучающимися программы подготовки специалистов среднего звена по специальности 26.02.03 Судовождение и обеспечивают повышение качества образовательного процесса.

КОС по учебной дисциплине представляет собой совокупность контролирующих материалов, предназначенных для измерения уровня достижения обучающимся установленных результатов обучения.

КОС по учебной дисциплине используется при проведении текущего контроля успеваемости и промежуточной аттестации обучающихся в виде зачёта, дифференцированного зачёта и экзамена.

1.2. Результаты освоения учебной дисциплины, подлежащие проверке

Код ПК, ОК, ЛР	Умения	Знания
ПК 2.1	– использовать стандартные фразы ИМО при действиях в чрезвычайных ситуациях (У1);	– стандартных фраз ИМО, используемых при действиях в чрезвычайных ситуациях (31);
ПК 2.3	– использовать стандартные фразы ИМО при организации различных видов тревог (У2);	– стандартных фраз ИМО, используемых при организации различных видов тревог (32);
ПК 2.4	– использовать стандартные фразы ИМО при различных авариях (У3);	– стандартных фраз ИМО, используемых при различных авариях (33);
ПК 2.6	– использовать стандартные фразы ИМО при оставлении судна (У4);	– стандартных фраз ИМО, используемых при оставлении судна (34);
ПК 2.7	– использовать стандартные фразы ИМО при предупреждении и предотвращении загрязнения водной среды (У5);	– стандартных фраз ИМО, используемых при предупреждении и предотвращении загрязнения водной среды (35);
ПК 1.11 (К 7).	– пользоваться картами и другими навигационными пособиями (У6); – понимать метеорологическую информацию и сообщения относительно безопасности и эксплуатации судна (У7); – поддерживать связь с другими судами, береговыми станциями и центрами СДС (У8); – выполнять обязанности лица командного состава в многоязычном экипаже, включая способность использовать и понимать Стандартный морской разговорник ИМО (У9);	– сокращения на картах (36); – лексики, применяемой в лоции, сообщениях мореплавателям (37); – лексики метеорологических сообщений и сообщений относительно безопасности и эксплуатации судна (38); – лексики, применяемой для организации связи с другими судами, береговыми станциями и центрами СДС (39); – ключевых фраз морского разговорника ИМО (310);
ПК 1.17	– использовать английский язык при	– правил построения предложений

Код ПК, ОК, ЛР	Умения	Знания
(К 21).	<p>обслуживании и ремонте оборудования машинного отделения, несении и передаче вахты, докладах о работе главного двигателя и механизмов (У10);</p> <p>– понимать общий смысл произнесённых высказываний на известные темы (профессиональные и бытовые) (У11);</p> <p>– понимать тексты на базовые профессиональные темы (У12);</p> <p>– участвовать в диалогах на знакомые общие и профессиональные темы (У13);</p> <p>– строить простые высказывания о себе и о своей профессиональной деятельности (У14);</p> <p>– кратко обосновывать и объяснять свои действия (текущие и планируемые) (У15);</p> <p>– писать простые связные сообщения на знакомые или интересующие профессиональные темы (У16);</p>	<p>(311);</p> <p>– основных общеупотребительных глаголов (бытовая и профессиональная лексика) (312);</p> <p>– лексического минимума, относящегося к описанию предметов, средств и процессов профессиональной деятельности (313);</p> <p>– особенностей произношения (314);</p> <p>– правил чтения текстов профессиональной направленности (315);</p>
ОК 1	<p>– распознавать, коммуникативную задачу в профессиональном и социальном контексте, искать информацию, необходимую для ее решения, выполнять задачу и оценивать результат коммуникативных действий (самостоятельно или с помощью наставника) (У17);</p>	<p>– алгоритмов выполнения и оценки результатов решения коммуникативных задач (316);</p>
ОК 2	<p>– определять необходимые источники информации и структурировать получаемую информацию (У18);</p> <p>– применять средства информационных технологий для решения коммуникативных задач (У23);</p>	<p>– информационных источников, применяемых в профессиональной деятельности (317);</p> <p>– средств информационных технологий, необходимых для решения коммуникативных задач (322);</p>
ОК 3	<p>– планировать и реализовывать собственное профессиональное и личностное развитие (У19);</p>	<p>– возможных траекторий профессионального развития и самообразования (318);</p>
ОК 4	<p>– использовать английский язык при эффективном взаимодействии с коллегами, руководством, клиентами в ходе профессиональной деятельности (У20);</p>	<p>– разговорных фраз для организации эффективного общения с коллегами, руководством, клиентами в ходе профессиональной деятельности (319);</p>
ОК 5	<p>– грамотно излагать свои мысли на государственном языке при выполнении переводов текстов профессиональной направленности (У21);</p>	<p>– особенностей перевода технических текстов/сообщений (320);</p>

Код ПК, ОК, ЛР	Умения	Знания
ОК 6	– описывать значимость своей специальности (У22);	– лексики для описания профессиональной деятельности (321);
ОК 09	– понимать общий смысл произнесённых высказываний на известные темы (профессиональные и бытовые) (У12); – понимать тексты на базовые профессиональные темы (У12); – участвовать в диалогах на знакомые общие и профессиональные темы (У13); – строить простые высказывания о себе и о своей профессиональной деятельности (У14); – кратко обосновывать и объяснять свои действия (текущие и планируемые) (У15); – писать простые связные сообщения на знакомые или интересующие профессиональные темы (У16);	– правил построения предложений (311); – основных общеупотребительных глаголов (бытовая и профессиональная лексика) (312); – лексического минимума, относящегося к описанию предметов, средств и процессов профессиональной деятельности (313); – особенностей произношения (314); – правил чтения текстов профессиональной направленности (315);
ЛР 14	– проявлять сознательное отношение к непрерывному образованию в сфере английского языка, как условию успешной профессиональной и общественной деятельности (У24).	– требований ПДНВ к вахтенному помощнику капитана и вахтенному механику в сфере английского языка (323); – возможных траекторий профессионального развития и самообразования (318).

Освоение содержания учебной дисциплины обеспечивает достижение обучающимися следующих личностных результатов программы воспитания:

Личностные результаты реализации программы воспитания, определённые отраслевыми требованиями к деловым качествам личности	
Формулировка	
Проявляющий сознательное отношение к непрерывному образованию как условию успешной профессиональной и общественной деятельности	

В рамках программы учебной дисциплины обучающиеся должны иметь профессиональные навыки, знать и уметь в соответствии с Международной конвенцией о подготовке и дипломировании моряков и несении вахты 1978 года (с поправками) (далее – ПДНВ).

Функция: Судовождение на уровне эксплуатации (Глава II «Стандарты в отношении капитана и палубной команды». Раздел А-II/1 «Обязательные минимальные требования для дипломирования вахтенных помощников капитана судов валовой вместимостью 500 и более». Таблица А-II/1 «Спецификация минимального стандарта компетентности для вахтенных помощников капитана судов валовой вместимостью 500 и более»):

	графа 1	графа 2
Код	Сфера компетентности	Знание, понимание и

		профессиональные навыки
ПК 1.11 (К 7)	Использование Стандартного морского разговорника ИМО и использование английского языка в письменной и устной форме	Достаточное знание английского языка, позволяющее лицу командного состава пользоваться картами и другими навигационными пособиями, понимать метеорологическую информацию и сообщения относительно безопасности и эксплуатации судна, поддерживать связь с другими судами, береговыми станциями и центрами СДС, а также выполнять обязанности лица командного состава в многоязычном экипаже, включая способность использовать и понимать Стандартный морской разговорник ИМО (СМР ИМО)

Функция: Судовые механические установки на уровне эксплуатации (Глава III «Стандарты в отношении машинной команды». Раздел А-Ш/1 «Обязательные минимальные требования для дипломирования вахтенных механиков судов с обслуживаемым или периодически не обслуживаемым машинным отделением». Таблица А-Ш/1 «Спецификация минимального стандарта компетентности для вахтенных механиков судов с обслуживаемым или периодически не обслуживаемым машинным отделением»):

	графа 1	графа 2
Код	Сфера компетентности	Знание, понимание и профессиональные навыки
ПК 1.17 (К 21)	Использование английского языка в письменной и устной форме	Достаточное знание английского языка, позволяющее лицу командного состава использовать технические пособия и выполнять обязанности механика

2. КОДИФИКАТОР ОЦЕНОЧНЫХ СРЕДСТВ

Функциональный признак оценочного средства (тип контрольного задания)	Метод/форма контроля
Практическое задание	Практические занятия, зачет, дифференцированный зачет, экзамен

3. СИСТЕМА ОЦЕНКИ ОБРАЗОВАТЕЛЬНЫХ ДОСТИЖЕНИЙ ОБУЧАЮЩИХСЯ ПО КАЖДОМУ ОЦЕНОЧНОМУ СРЕДСТВУ

Оценка индивидуальных образовательных достижений по результатам текущего контроля и промежуточной аттестации производится в соответствии с универсальной шкалой (таблица)

Процент результативности (правильных ответов)	Качественная оценка индивидуальных образовательных достижений	
	балл (отметка)	вербальный аналог
90-100	5	отлично
80-89	4	хорошо
70-79	3	удовлетворительно
менее 70	2	неудовлетворительно

Критерии оценки выполненного практического задания

Оценка 5 («отлично») ставится за работу, выполненную полностью без ошибок и недочётов.

Оценка 4 («хорошо») ставится за работу, выполненную полностью, но при наличии в ней не более одной негрубой ошибки и одного недочёта, не более трёх недочётов.

Оценка 3 («удовлетворительно») ставится, если обучающийся правильно выполнил не менее 2/3 всей работы или допустил не более одной грубой ошибки и двух недочётов, не более одной грубой и одной не грубой ошибки, не более трёх негрубых ошибок, одной негрубой ошибки и трёх недочётов, при наличии четырёх-пяти недочётов.

Оценка 2 («неудовлетворительно») ставится, если число ошибок и недочётов превысило норму для оценки 3 или правильно выполнено менее 2/3 всей работы.

Критерии оценки ответов в ходе устного опроса

Оценивается правильность ответа обучающегося на один из приведённых вопросов. При этом выставляются следующие оценки:

«Отлично» выставляется при соблюдении обучающимся следующих условий:

- полно раскрыл содержание материала в объёме, предусмотренном программой, содержанием лекции и учебником;
- изложил материал грамотным языком в определенной логической последовательности, точно используя специализированную терминологию и символику;
- показал умение иллюстрировать теоретические положения конкретными примерами, применять их в новой ситуации при выполнении практического задания;
- продемонстрировал усвоение ранее изученных сопутствующих вопросов, сформированность и устойчивость используемых при ответе умений и навыков;
- отвечал самостоятельно без наводящих вопросов преподавателя.

Примечание: для получения отметки «отлично» возможны одна-две неточности при освещении второстепенных вопросов или в выкладках, которые обучающийся легко исправил по замечанию преподавателя.

«Хорошо» - ответ обучающегося в основном удовлетворяет требованиям на оценку «отлично», но при этом имеет один из недостатков:

- в изложении допущены небольшие пробелы, не исказившие логического и информационного содержания ответа;
- допущены один-два недочёта при освещении основного содержания ответа,

исправленные по замечанию преподавателя;

- допущены ошибка или более двух недочётов при освещении второстепенных вопросов или в выкладках, легко исправленные по замечанию преподавателя.

«Удовлетворительно» выставляется при соблюдении следующих условий:

- неполно или непоследовательно раскрыто содержание материала, но показано общее понимание вопроса и продемонстрированы умения, достаточные для дальнейшего усвоения программного материала, имелись затруднения или допущены ошибки в определении понятий, использовании терминологии и выкладках, исправленные после нескольких наводящих вопросов преподавателя;

- обучающийся не справился с применением теории в новой ситуации при выполнении практического задания, но выполнил задания обязательного уровня сложности по данной теме;

- при знании теоретического материала выявлена недостаточная сформированность основных умений и навыков.

«Неудовлетворительно» выставляется при соблюдении следующих условий:

- не раскрыто основное содержание учебного материала;

- обнаружено незнание или непонимание обучающимся большей или наиболее важной части учебного материала;

- допущены ошибки в определении понятий, при использовании терминологии и иных выкладках, которые не исправлены после нескольких наводящих вопросов преподавателя;

- обучающийся обнаружил полное незнание и непонимание изучаемого учебного материала или не смог ответить ни на один из поставленных вопросов по изучаемому материалу.

Критерии оценки выполнения практических работ и индивидуальных (в т.ч. зачётных) заданий:

1. Задание считается выполненным безупречно, если результат практической работы получен при правильном ходе решения задания и аккуратном выполнении.

2. Задание считается невыполненным, если обучающийся не приступил к его выполнению или допустил в нем погрешность, считающуюся, в соответствии с целью работы, ошибкой.

В ходе оценивания выполнения практических и индивидуальных заданий используется пятибалльная система оценок. Положительная оценка («3», «4», «5») выставляется, когда обучающийся показал владение основными умениями в рамках выполнения практической работы или индивидуального задания:

1. «Отлично» выставляется при соблюдении следующих условий:

- обучающийся самостоятельно выполнил все этапы решения задач в рамках выполнения практических и индивидуальных заданий;

- работа выполнена полностью и получен верный ответ или иное требуемое представление результата работы.

2. «Хорошо» выставляется при соблюдении следующих условий:

- работа выполнена полностью, но при выполнении обнаружилось недостаточное владение навыками работы с инструментарием (оборудование, приборы и т.п.) в рамках поставленной задачи;

- правильно выполнена большая часть работы (свыше 85 %);

– работа выполнена полностью, но использованы наименее оптимальные подходы к решению поставленной задачи.

3. «Удовлетворительно» выставляется при соблюдении следующих условий:

– работа выполнена не полностью, допущено более трёх ошибок, но обучающийся владеет основными навыками работы с инструментарием (оборудование, приборы и т.п.), требуемым для решения поставленной задачи.

4. «Неудовлетворительно» выставляется при соблюдении следующих условий:

– допущены существенные ошибки, показавшие, что обучающийся не владеет обязательными знаниями, умениями и навыками работы на ПК или значительная часть работы выполнена не самостоятельно.

Критерии оценки в ходе экзамена

В основе оценки при сдаче экзамена лежит пятибалльная система (5 «отлично», 4 «хорошо», 3 «удовлетворительно», 2 «неудовлетворительно»).

1. Ответ оценивается на «отлично», если обучающийся исчерпывающе, последовательно, грамотно и логически стройно излагает материал по вопросам билета (теста), не затрудняется с ответом при видоизменении задания, свободно справляется с решением практических задач и способен обосновать принятые решения, не допускает ошибок.

2. Ответ оценивается на «хорошо», если обучающийся твёрдо знает программный материал, грамотно и по существу его излагает, не допускает существенных неточностей при ответах, умеет грамотно применять теоретические знания на практике, а также владеет необходимыми навыками решения практических задач.

3. Ответ оценивается на «удовлетворительно», если обучающийся освоил только основной материал, однако не знает отдельных деталей, допускает неточности и некорректные формулировки, нарушает последовательность в изложении материала и испытывает затруднения при выполнении практических заданий.

4. Ответ оценивается на «неудовлетворительно», если обучающийся не раскрыл основное содержание материала, допускает существенные ошибки, с большими затруднениями выполняет практические задания.

4. БАНК КОМПЕТЕНТНОСТНО-ОЦЕНОЧНЫХ МАТЕРИАЛОВ ДЛЯ ОЦЕНКИ УСВОЕНИЯ УЧЕБНОЙ ДИСЦИПЛИНЫ

4.1 Текущий контроль

4.1.1 ТЕСТОВЫЕ ЗАДАНИЯ

1. Комплект оценочных заданий №1. Входной контроль.

Тестовое задание № 1

Выберите единственный вариант ответ

1. В каком из следующих слов звук, передаваемый буквой «o», отличается от остальных?

a) phone, b) know, c) sorry,

2. Выберите правильный вариант предложения.

a) He likes to watch TV in the evening

b) He likes in the evening to watch TV

c) He like to watch TV in the evening.

3. Выберите правильный артикль:

... Jack London is a well-known American writer.

a) a;

b) the;

c) -

4. Определите тип вопроса.

My father travels a lot, doesn't he?

a) альтернативный

b) разделительный

c) специальный

5. Выберите правильную форму существительного.

The comes every morning.

a) postman

b) postmen

c) postmans

6. Выберите необходимое местоимение.

He likes profession.

a) her

b) his

c) its

7. Выберите правильную форму глагола to be.

There books on the shelf.

a) is

b) are

c) am

8. Выберите правильную степень сравнения.

He is student of our group.

a) better

b) the best

c) the most best

9. Выберите правильный предлог.

I go the school.

- a) to
- b) on
- c) at

10. Выберите правильную форму глагола to have.

She a lot of job.

- a) have
- b) has

11. Какой вопрос относится к подчеркнутому слову?

Mary loves Nick, her neighbour.

- a) Who loves Nick?
- b) Whom does Mary love?
- c) What is Nick?
- d) Why does Mary love Nick?

12. Соедините названия англоязычных стран с их столицами:

- | | |
|------------------|---------------------|
| 1) The USA | a) London |
| 2) Great Britain | b) Canberra |
| 3) Australia | c) Washington, D.C. |

13. Составьте предложения:

- 1) do the shopping/I/every Saturday/at the market
- 2) has/he/already/this work/done

Тестовое задание №2

I. Выберите правильный вариант ответа:

1. *The capital of Russia is...*
a) Moscow; b) Washington; c) London
2. _____ *is the deepest lake in our country.*
a) Victoria; b) Baikal; c) Ladoga
3. *Moscow was founded (основан) by Yuri Dolgoruky in ...*
a) 1147; b) 1148; c) 1149
4. *There are many sights in Moscow:*
a) Red Square; b) the Kremlin; c) the Tretyakov Gallery; d) the British museum
5. *The Bolshoi Theatre is one of the famous theatres in...*
a) Moscow; b) Arkhangelsk; c) London
6. *The State Moscow University was founded in ...*
a) 1755; b) 1756; c) 1757
7. *The Moscow Metro began its work on the 15th of May, 19...*
a) 1935; b) 1936; c) 1937
8. *The 22nd Olympic Games were held in Moscow in 19...*
a) 1980; b) 1981; c) 1982
9. *The flag of Russia consists of 3 stripes:*
a) white, blue and red; b) black, blue and red; c) black, blue and white
10. *The Kremlin chiming clock is in ...*
a) the Bell Tower of Ivan the Great; b) the Water Tower; c) the Spasskaya Tower.
11. _____ *is the work of the famous Russian architects Barma and Postnik.*
a) The Kazan Cathedral; b) The Vassily Blazhenny Cathedral; c) The Uspensky Cathedral.
12. *Arkhangelsk was founded by the order of the Russian tsar Ivan IV in ...*
a) 1693; b) 1584; c) 1755
13. *What Russian tsar does Arkhangelsk owe its origin to?*
a) Peter I; b) Ivan IV; c) Vasili III

14. *What was the name of the first ship built at the shipyard founded by Peter I?*
 a) «St Paul»; b) «St Peter»; c) « St Catherine»
15. *How many bridges connect the suburbs of Arkhangelsk with the center?*
 a) three; b) two; c) four
16. *What is the largest river of the Arkhangelsk Region?*
 a) the Northern Dvina ; b) the Pinega c) the Mezen
17. *What is the main town of the region?*
 a) Velsk; b) Severodvinsk; c) Arkhangelsk
18. *What is the main industry in Arkhangelsk region?*
 a) textile; b) oil; c) timber
19. *London stands on the river*
 a) the Northern Dvina; b) the Thames; c) Rheine
20. *The capital of the UK of Great Britain and Northern Ireland is*
 a) Scotland; b) London; c) Edinburgh
21. *The UK consists of 4 countries: _____, _____, _____, _____.*
22. *The capital of Wales is ...*
 a) Edinburgh; b) Cardiff; c) Belfast
- 23 *The symbol of England is*
 a) shamrock; b) thistle; c) red rose
24. *There are many places of interest in London:*
 a) Trafalgar Square; b) the National Gallery; c) the Spasskaya Tower; d) St. Paul's Cathedral
25. *Big Ben is the name of:*
 a) the clock tower
 b) the architect
 c) the church
26. *Which bridge is in London?*
 a) Brooklyn Bridge
 b) Tower Bridge
 c) Boston Bridge
27. *The Queen lives in:*
 a) the Tower of London
 b) the Houses of Parliament
 c) Buckingham Palace
28. *Buckingham Palace is*
 a) the Queens Residence;
 b) the House of Prime Minister;
 c) the Seat of the British Government.
29. *The Tower of London is*
 a) the museum now;
 b) the prison;
 c) the fortress.
30. *The monument to Admiral Nelson is*
 a) in Piccadilly Circus;
 b) in Trafalgar Square;
 c) in Whitehall.
31. *Westminster Abbey is*
 a) the museum;
 b) an old and beautiful church;
 c) the governmental office.
32. *Oxford Street is*

- a) famous for its shops;
 - b) the place where government offices are;
 - c) famous for monuments.
33. *Speakers corner is*
- a) in Green Street;
 - b) in Regents Park;
 - c) in Hyde Park.
34. *St. James Park is*
- a) near Trafalgar Square;
 - b) next to Buckingham Palace;
 - c) the biggest park in London.
35. *London Zoo is*
- a) in Regents Park;
 - b) near Trafalgar Square;
 - c) in Hyde Park.

II. Соотнесите достопримечательности Лондона с правильным описанием.

1. The City of London	a. was built after the Great Fire of London.
2. Buckingham Palace	b. is for Queen Elizabeth ' home where she often stays at Christmas and Easter.
3. Trafalgar Square	c. was a fortress, a palace, a prison, a zoo, and now it is a museum.
4. Royal Opera House	d. is where the Queen lives.
5. St Paul's Cathedral	e. was built to remember the battle of Trafalgar.
6. Oxford Street	f. is London's biggest art museum.
7. The National Gallery	g. is the lake in the middle of Hyde Park.
8. Windsor Castle	h. is one of the most famous libraries in the world.
9. Westminster Abbey	i. is Britain's main banking centre.
10. The Speaker's Corner	J. is London's main shopping centre.
11. The Tower of London	k. is in Covent Garden.
12. Regent's Park	l. is famous for its lake as well as for London Zoo.
13. The Serpentine	m. is the largest private collection in the world.
14. The Queen's Gallery	n. is in Hyde Park where anyone can make a speech.
15. The British Museum	o. is famous for the Poet's Corner.

Тестовое задание № 3

1. Greenpeace
 - a) Protects people
 - b) Protects the environment
 - c) Protects cities and towns.
2. Pollution is
 - a) good for people
 - b) can kill people
 - c) good for the nature
3. Recycling is

- a) a computer game
 - b) going on a bicycle again
 - c) using litter again
4. Air pollution is dangerous because
- a) you can't hear
 - b) you can't see
 - c) you can't breathe.
5. We can help animals if we
- a) put them in the zoo.
 - b) don't kill them
 - c) don't cut down the forests.
6. There will be no air without
- a) fish
 - b) trees
 - c) animals.
7. Litter is
- a) a place
 - b) measure for water
 - c) rubbish
8. What must you do with litter?
- a) drop it
 - b) pick it up
 - c) burn it.
9. Plants
- a) pollute air
 - b) grow in the forest
 - c) grow in the sea.
10. We can help the fish if
- a) we buy an aquarium
 - b) we don't pollute rivers and lakes and oceans
 - c) we save water.

Тестовое задание № 4

1. you help me with my homework?
- a) may
 - b) can
 - c) need
3. We leave now or we'll be late.
- a) has to
 - b) must
 - c) can
4. Your glass is empty. . . . I refill it ?
- a) will
 - b) must
 - c) shall
5. Well , youtell me anything if you don't want to.
- a) couldn't
 - b) mustn't
 - c) needn't.
6. ...you speak any foreign language?
- a) may

- b) can
c) should
7. You ... do your homework every day.
a) must
b) have to
c) could
8. You have been working for the whole day. You ... have a rest.
a) should
b) ought to
c) could
9. I have one of these cakes?
a) may
b) must
c) have to
10. You ... have left your purse in the bus.
a) should
b) ought to
c) could
11. We ... to back home because it started raining.
a) must
b) had to
c) will be able to
12. He has a high temperature, he ... visit a doctor.
a) will have to
b) ought to
c) could
13. He has bought a car so he ... go on foot any longer.
a) can
b) doesn't have to
c) could
14. Children ... respect their parents.
a) have to
b) ought to
c) could
15. Soon you ... swim very well.
a) could
b) ought to
c) will be able to
16. Must I do this work today? -Yes, you ...
a) may
b) must
c) have to

2. Комплект оценочных заданий №2 по Разделу 1. Общение на общепрофессиональные и повседневные темы.

Тема 1.3 Общение в экипаже (Аудиторная работа).

Вариант 1

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

I usually get up at a quarter to seven, jump out of bed and do my morning 0_____. Then I go to the bathroom, wash myself and clean my teeth with a toothbrush. This takes me ten or fifteen minutes. Then I dress and sit down to table to 1_____ my breakfast - a cup of tea or coffee, an egg, bread and butter. After breakfast I go to the Institute 2_____ bus as I live far away.

My lessons begin at 9 o'clock. We have six lessons every day. At twenty past twelve we have a lunch hour at the dining room of our Institute. At ten minutes to three the lessons 3_____ over, and I go home if I am not on watch.

When I get home from the Institute, I have dinner, it usually 4_____ two courses: some meat or fish and stewed fruit or ice-cream for dessert.

After dinner I help my mother to wash up dishes, then I do my lessons - it usually 5_____ me about two hours. At eight or nine o'clock I have supper: some salad, a slice of sausage and bread, sour milk or cereal. If I have free time I listen to music, watch TV or play computer games or go for a walk with my friends.

- a are
- b takes
- c by
- d have
- e consists of
- f ~~exercises~~
- g clean

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. There ... no cabins on this deck but there are cabins on the third deck.

- a) is
- b) are
- c) have

2. We usually ... at this port twice a year.

- a) calls
- b) call
- c) are calling

3. Look! The Radio Officer ... the radio.

- a) is repairing

- b) repair
 - c) repairs
4. Last year we often ... to the cinema together.
- a) went
 - b) had gone
 - c) go
5. I ... you in three days.
- a) sees
 - b) saw
 - c) will see
6. I ... a telegram to the port.
- a) had already sent
 - b) have already sent
 - c) already sent
7. I will sign the contract if I ... it.
- a) liked
 - b) will like
 - c) like
8. He ... in the competition yesterday.
- a) took part
 - b) take part
 - c) takes part
9. We seldom ... the theatre.
- a) are visiting
 - b) visit
 - c) visits
10. My friend told me that he ... well.
- a) works
 - b) will work
 - c) worked
11. The pilot ... many questions about the passage.
- a) was asked
 - b) were asked
 - c) ask
12. The ship ... the channel.
- a) has just entered
 - b) have just entered
 - c) just enter
13. We ... all the cargo 15 minutes ago.
- a) loaded
 - b) has loaded
 - c) loading
14. I ... a new book to my friends.
- a) am reading
 - b) read
 - c) reading
15. You ... a new book today.

- a) bought
- b) buy
- c) have bought

Вариант 2

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

The Russian Federation is the **0**_____ country in the world. It occupies about one-seventh of the earth's surface. It covers the eastern part of Europe and the northern part of Asia. Its total area is about 17 million 1_____ kilometres. The country is bordered by 12 seas of 3 oceans: the Pacific, the Arctic and the Atlantic. In the south, Russia 2_____ on China, Mongolia, Korea, Kazakhstan, Georgia and Azerbaijan. In the west it borders on Norway, Finland, the Baltic States, Belorussia, and the Ukraine. It also has 3_____ with the USA.

There is hardly a country in the world where such a variety of scenery and vegetation can be found. We have steppes in the south, plains and forests in the midland, tundra and taiga in the north, highlands and deserts in the 4_____.

There are two great plains in Russia: the Great Russian Plain and the West Siberian Lowland. There are several mountain chains on the country's territory: the Urals, the Caucasus, the Altai and others. The largest mountain chain, the Urals, 5_____ Europe from Asia.

- a borders
- b square
- c separates
- d washed
- e east
- f ~~largest~~
- g sea-borders

Пример оформления ответа: 0 f

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Настил двойного дна	A Steering gear
2 Машинное отделение	B Double bottom plating
3 Палуба надстройки	C Propulsion installation
4 Ахтерпик	D Chain locker
5 Гребное устройство	E Engine room
6 Рулевое устройство	F Poop
	G Afterpeak
	H Superstructure deck

Пример оформления ответа: 0 М

Вариант 3

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

It's hard to imagine our lives without Internet **0** _____. It seems that Internet has created a new history and has changed everything around. It is not only used for information, but also for 1 _____ communication.

Originally Internet was a military experiment in the USA of 60-s but soon it became clear that everyone in the world can use it.

One of the obvious advantages of Internet is its efficiency. From one side, it's great to have everything right here online, from the other side, it's a shame that people have stopped reading paper books and newspapers. That's because all books or prints can 2 _____ online, as well as all films and programs.

You can find the information you're looking for in 5 seconds. Just google it and here is the answer. It is very 3 _____ for all people. In spite of all the good sides Internet has, there are some drawbacks. First of all, they are viruses, which can be very 4 _____ for any computer. That's why it's good to have reliable anti-virus software installed. And there is a lot of violence and cruelty online. Nevertheless, every day millions of people turn on their computers and start 5 _____ the worldwide net, because it's the easiest and quickest way to stay informed.

- a shows
- b surfing
- c convenient
- d dangerous
- e global
- f ~~nowadays~~
- g be found

Пример оформления ответа: **0 f**

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: **0 b**

1. There ... a cabin for the Master on the fourth deck between the radio room and the Chief Engineer's cabin.

- a) is
- b) have
- c) are

2. Watch Officer always ... a pilot.

- a) speaking
- b) speaks
- c) speak

3. Look! The ratings ... the deck.

- a) sweeps
- b) is sweeping
- c) are sweeping

4. Yesterday I ... my documents.
 - a) find
 - b) had found
 - c) found
5. I ... the crew in three days.
 - a) will join
 - b) joined
 - c) joins
6. Yesterday in the evening the third mate ... charts.
 - a) was correcting
 - b) were correcting
 - c) have corrected
7. I ... a message to the ship's owner.
 - a) have just sent
 - b) has just sent
 - c) had just sent
8. I will go to the Institute if I ... well.
 - a) am
 - b) will be
 - c) was
9. He ... in sport competition.
 - a) took part
 - b) taking part
 - c) take part
10. We often ... abroad together.
 - a) goes
 - b) go
 - c) have gone
11. My brother told me that he ... well.
 - a) will not study
 - b) does not study
 - c) did not study
12. I ... to my crewmate now.
 - a) am speaking
 - b) is speaking
 - c) are speaking
13. The captain ... many questions about the damage of cargo.
 - a) were asking
 - b) were asked
 - c) was asked
14. We ... all the cargo yesterday.
 - a) loads
 - b) loaded
 - c) are loading
15. The teacher has already written examples on the blackboard.
 - a) have already written
 - b) has already written

c) already written

Вариант 4

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Scientists say that in future the average person will live to 90 or 100 with healthier **0** _____ and better medical care.

But today we continue to stuff ourselves with fast food. We are always in a 1 _____, we have no time to enjoy a home-cooked dinner with family and friends. Chips and pizzas are fattening, cola spoils our teeth and coffee shortens our lives.

If we eat too much, we'll become obese, and obesity leads to heart disease, diabetes and other 2 _____ illnesses.

Lack of exercise is another serious problem. We spend hours in front of our computers and TV-sets. Few of us do morning exercises. We walk less, because we 3 _____ to use cars or public transport. Research shows, however, that young people who don't take enough exercise often suffer from heart attacks.

Many young people smoke and drink. Cigarette-smoking kills about 3 million people every year. Many of them aren't even smokers but live or work with heavy smokers. Tobacco and drinks companies 4 _____ enormous sums of money in advertising their products. For them cigarettes and alcoholic drinks mean money. For us they mean disease and even death.

We all know that the healthier we are, the better we feel. The better we feel, the 5 _____ we live. So why not take care of ourselves?

- a serious
- b prefer
- c longer
- d invest
- e repair
- f lifestyles
- g hurry

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. The engine room ... below the first deck.

- a) is
- b) are
- c) am

2. We often ... to the cinema together.

- a) goes
- b) go
- c) am going

3. Look! It

- a) rains

- b) is raining
c) raining
4. Two days ago I ... the contract.
a) signed
b) was signed
c) sign
5. I ... the crew in a week.
a) will meet
b) met
c) was meeting
6. Yesterday in the morning he ... English.
a) was studying
b) studied
c) was studied
7. I ... a car.
a) have just bought
b) am just buying
c) just bought
8. I will meet you if I ... time.
a) will have
b) have
c) had
9. Watch Officer ... watch on the bridge.
a) keeps
b) keep
c) are keeping
10. He ... in the meeting.
a) took part
b) take part
c) are taking part
11. He ... to the captain.
a) is already speaking
b) has already spoken
c) already speaks
12. My friend told me that he ... at sea.
a) is
b) will be
c) was
13. The captain ... many questions during the excursion.
a) were asked
b) was asked
c) have asked
14. The dockers ... extraweights on deck last time.
a) don't load
b) didn't load
c) didn't loaded
15. The teacher ... the classroom.

- a) just enters
- b) have just entered
- c) has just entered

Вариант 5

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

It's hard to imagine our lives without Internet **0**_____. It seems that Internet has created a new history and has changed everything around. It is not only used for information, but also for 1_____ communication.

Originally Internet was a military experiment in the USA of 60-s but soon it became clear that everyone in the world can use it.

One of the obvious advantages of Internet is its efficiency. From one side, it's great to have everything right here online, from the other side, it's a shame that people have stopped reading paper books and newspapers. That's because all books or prints can 2_____ online, as well as all films and programs.

You can find the information you're looking for in 5 seconds. Just google it and here is the answer. It is very 3_____ for all people. In spite of all the good sides Internet has, there are some drawbacks. First of all, they are viruses, which can be very 4_____ for any computer. That's why it's good to have reliable anti-virus software installed. And there is a lot of violence and cruelty online. Nevertheless, every day millions of people turn on their computers and start 5_____ the worldwide net, because it's the easiest and quickest way to stay informed.

- a shows
- b surfing
- c convenient
- d dangerous
- e global
- f ~~nowadays~~
- g be found

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. There ... a cabin for the Master on the fourth deck between the radio room and the Chief Engineer's cabin.

- a) is
- b) have
- c) are

2. Watch Officer always ... a pilot.

- a) speaking
- b) speaks
- c) speak

3. Look! The ratings ... the deck.
 - a) sweeps
 - b) is sweeping
 - c) are sweeping
4. Yesterday I ... my documents.
 - a) find
 - b) had found
 - c) found
5. I ... the crew in three days.
 - a) will join
 - b) joined
 - c) joins
6. Yesterday in the evening the third mate ... charts.
 - a) was correcting
 - b) were correcting
 - c) have corrected
7. I ... a message to the ship's owner.
 - a) have just sent
 - b) has just sent
 - c) had just sent
8. I will go to the Institute if I ... well.
 - a) am
 - b) will be
 - c) was
9. He ... in sport competition.
 - a) took part
 - b) taking part
 - c) take part
10. We often ... abroad together.
 - a) goes
 - b) go
 - c) have gone
11. My brother told me that he ... well.
 - a) will not study
 - b) does not study
 - c) did not study
12. I ... to my crewmate now.
 - a) am speaking
 - b) is speaking
 - c) are speaking
13. The captain ... many questions about the damage of cargo.
 - a) were asking
 - b) were asked
 - c) was asked
14. We ... all the cargo yesterday.
 - a) loads
 - b) loaded

c) are loading

15. The teacher has already written examples on the blackboard.

a) have already written

b) has already written

c) already written

Вариант 6

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Moscow is the capital of Russia, its political, **0** _____, commercial and cultural centre. It was founded 8 centuries ago by Prince Yuri Dolgoruky (1147).

In the 13th century Moscow was the centre of the straggle of Russian lands for the liberation from the tartar yoke. In the 16th century under Ivan the Terrible Moscow **1** _____ the capital of the new united state. Though Peter the Great moved the capital to St Petersburg in 1712, Moscow remained the heart of Russia. That is why it became the main target of Napoleon's attack. After the October revolution Moscow became the **2** _____ again.

Now Moscow is one of the largest cities in Europe. Its total area is about nine hundred square kilometres. The population of the city is over 9 million.

Moscow is one of the most **3** _____ cities in the world. The heart of Moscow is Red Square. The Kremlin and St Basil's Cathedral (Vasily Blazheny) are masterpieces of ancient Russian architecture.

There are a lot of beautiful palaces, old mansions, cathedrals, churches and **4** _____ in Moscow.

There are more than 100 museums in Moscow. The largest museums are the Pushkin Museum of Fine Arts and the State Tretyakov Gallery.

Moscow is famous for its theatres. The best-known of them is the Bolshoi Opera House. Drama theatres and studios are also very popular.

There are over 100 higher **5** _____ institutions in it. Moscow is the seat of the Russian Parliament (the Duma) and the centre of political life of the country.

- a became
- b beautiful
- c educational
- d monuments
- e repair
- f ~~economie~~
- g capital

Пример оформления ответа: 0 f

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Флагшток	A Steering compartment
2 Палуба юта	B Poop deck

3 Котельное отделение	C Boiler room
4 Туннель гребного вала	D Shaft tunnel
5 Переборка ахтерпика	E Afterpeak bulkhead
6 Трюм	F Engine room
	G Flagstaff
	H Hold

Пример оформления ответа: 0 M

Вариант 7

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

There are over two million **0** _____ in Russia. Europe's 1 _____ river, the Volga, flows into the Caspian Sea. The main Siberian rivers, the Ob, the Yenisei and the Lena, flow from south to north. The Amur in the Far East 2 _____ into the Pacific Ocean.

Russia is rich in beautiful lakes. The world's deepest lake is Russia's Lake Baikal. It is much 3 _____ than the Baltic Sea, but there is much more water in it than in the Baltic Sea. The water in the lake is so clear that if you look down you can count the stones on the bottom.

Russia has one-sixth of the world's forests. They are concentrated in the European north of the country, in Siberia and in the 4 _____ East.

On the vast territory of the country there are various types of climate, from arctic in the north to 5 _____ in the south. In the middle of the country the climate is temperate and continental.

- a country
- b smaller
- c Far
- d subtropical
- e biggest
- f ~~rivers~~
- g flows

Пример оформления ответа: 0 f

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Средняя надстройка	A Midship superstructure
2 Фок-мачта	B Shaft tunnel
3 Грузоподъемное устройство	C Tweendeck
4 Якорное устройство	D Double bottom plating
5 Вторая палуба	E Anchor gear
6 Твиндек	F Fore mast
	G Second deck
	H Cargo handling gear

Пример оформления ответа: 0 M

Тема 1.4 Типы судов. Устройство судна (Аудиторная работа).

Вариант 1

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

A vessel can be **0**_____ according to the purpose she serves.

Vessels that have been designed to transport cargo and passengers are called merchant ships.

Refrigerated-cargo vessels are ships that carry 1_____ cargoes, such as meat or fruit. Heavy-load vessels have been designed to lift and carry extremely heavy cargo on the main deck. Tankers carry 2_____, gas-carriers transport gas.

Vessels that carry timber can easily be recognized by their tall derricks.

Passenger ships, such as cross-Channel ferries, have been designed to carry passengers and their vehicles on a prearranged route.

Cruise ships have been especially 3_____ to carry holidaymakers.

Tugs assist other vessels with entering or 4_____ the port.

A salvage vessel is a vessel that rescues other ships and their cargoes from loss at sea.

A buoyage vessel places and maintains buoys.

A survey vessel performs marine research.

Icebreakers are designed to conduct ships through ice.

A dredger 5_____ out harbours and ports, fairways, approaches and entrances.

- a leaving
- b perishable
- c oil
- d designed
- e vessel
- f ~~classified~~
- g deepens

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. To the right of the ratings' messroom there ... an office.

- a) is
- b) have
- c) are

2. I always ... a pilot.

- a) meeting
- b) meets
- c) meet

3. Look! The engineer ... the compressor.

- a) repairs
- b) is repairing

- c) are repairing
4. Yesterday I ... my passport.
- a) lose
 - b) had lost
 - c) lost
5. I ... my crew in a month.
- a) will leave
 - b) left
 - c) leaves
6. Yesterday at 5 I ... a letter to the company.
- a) was writing
 - b) were writing
 - c) have written
7. the Chief mate ... a telegram to the office.
- a) have just sent
 - b) has just sent
 - c) had just sent
8. I will meet you if I ... free time.
- a) had
 - b) will have
 - c) have
9. He ... in the sittings of the committee.
- a) took part
 - b) taking part
 - c) take part
10. We often ... to the cinema together.
- a) goes
 - b) go
 - c) have gone
11. My friend told me that he ... not well.
- a) will be
 - b) is
 - c) was
12. I ... to my mother now.
- a) am speaking
 - b) is speaking
 - c) are speaking
13. They ... many questions about their shipboard training.
- a) was asking
 - b) was asked
 - c) were asked
14. The dockers ... cargo properly last time.
- a) does not load
 - b) did not load
 - c) are loading
15. The engineers ... the engine.
- a) has already stopped

- b) had already stopped
c) have already stopped

15. The doctor ... to you tomorrow.

- a) have already come
b) will come
c) came

Вариант 2

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

A vessel can be classified according to the purpose she serves.

Vessels that have been designed to **0** _____ cargo or/and passengers are called merchant ships. They may be classified as tramps or liners.

Freighters that carry cargoes according to schedules that are not fixed are called **1** _____. Homeports, ports of destination, ports of call, ETA's and ETD's differ with every voyage. A liner carries cargoes between two fixed destinations. Her sailing schedule has been prearranged - she has a fixed homeport port of destination and port(s) of call, and fixed ETA's and ETD's (Estimated Times of **2** _____ and Estimated Times of **3** _____).

Merchant ships may carry general cargoes, bulk cargoes, refrigerated cargoes, heavy cargoes, timber and many more.

General cargo is cargo that has been packed in crates, boxes or **4** _____, or cargo coming in pieces (unpacked cargo items). Cargo is loaded and discharged by the vessels own derricks or by shore based cranes.

Bulk cargo is **5** _____ cargo of one commodity.

- a bags
b tramps
c Departure
d holds
e unpacked
f ~~transport~~
g Arrival

Пример оформления ответа: 0 f

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Флаг	A Funnel
2 Люк	B Main mast
3 Грот-мачта	C Hatch
4 Шлюпочное устройство	D Boat gear
5 Труба	E Anchor gear
6 Цепной ящик	F Flag
	G Wheel house
	H Chain locker

Пример оформления ответа: 0 M

Вариант 3

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Cargo ships that carry both general cargo, bulk cargo and containerised cargo are called **0** _____ (or multi-loads) vessels. These ships are equipped with a variety of cargo handling gears to load and 1 _____ the different types of cargoes.

There are sea-going and harbor tugs. They assist other vessels with entering or 2 _____ the port, tow an oil rig to its position or assist with a salvage operation. Their engines must be capable to develop enormous powers. The largest and most powerful tugs are often fitted with Controllable Pitch Propellers (C.P.P).

A salvage vessel is a vessel that 3 _____ other ships and their cargoes from loss at sea. She must be equipped with heavy derricks to lift wrecks from the seabed.

A buoyage vessel places and maintains buoys. Her aft deck is flat and provides room to carry or haul in the buoys with her hoisting installation.

A survey vessel performs marine research. She is equipped with oceanographic instruments to carry out all kinds of measurements and assessments.

A supply boat supplies oil rigs with stores, spare parts and supplies for domestic use. Her 4 _____ deck must be adjustable. Additional duties may include the towing of rigs and extinguishing fires, for which they must be 5 _____ with high-capacity fire-extinguishing pumps.

- a rescues
- b designed
- c leaving
- d hoist
- e discharge
- f ~~multi-purpose~~
- g aft

Пример оформления ответа: 0 f

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Бак	A Deck house
2 Трюм	B Transverse bulkhead
3 Танк двойного дна	C Forecastle
4 Форпик	D Double bottom tank
5 Поперечная переборка	E Hold
6 Рубка	F Tiller room
	G Forepeak
	H Steering compartment

Пример оформления ответа: 0 f

Тема 1.5 Экипаж. Работа на борту судна (Аудиторная работа).

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

There are two **0**_____ on board modern ships. They are the Deck Department and the Engine Department.

The Deck Department includes navigators, 1_____, a boatswain, a doctor and a cook. The Master is responsible for the ship, her cargo and the crew, the safety of the ship. The Chief Officer, the head of the Deck Department, is responsible for cargo. The 2_____ is responsible for the crew. The Third Officer is responsible for the navigational instruments. The navigators keep watch on the navigating bridge. They define the ship's position, plot the course on the chart, take bearings, transmit and 3_____ radio telegrams, handle navigational instruments, navigate the ship. A Boatswain and sailors are responsible for the ship's hull, 4_____ and tackle. A Doctor is responsible for the health of the crew and passengers.

The Engine Department consists of the Chief Engineer, the Second, the Third and the Fourth Engineers, some motormen and electricians. They keep watch in the engine room, maintain, overhaul and 5_____ the machinery, lubricate equipment in the engine room.

- a sailors
- b receive
- c Second Mate
- d holds
- e repair
- f ~~departments~~
- g navigates

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. On the MV Transitor there ... five decks.

- a) is
- b) have
- c) are

2. Watch Officer usually ... a pilot.

- a) meeting
- b) meets
- c) meet

3. Look! The sailor ... the deck.

- a) sweeps
- b) is sweeping
- c) are sweeping

4. Yesterday I ... my documents.

- a) lose
- b) had lost
- c) lost

5. I ... the crew in two days.
a) joins
b) joined
c) will join
6. Yesterday in the morning I ... charts.
a) was correcting
b) were correcting
c) have corrected
7. I ... a telegram to the port.
a) have just sent
b) has just sent
c) had just sent
8. I will go to the park if the weather ... good.
a) is
b) will be
c) was
9. He ... in the sittings of the committee.
a) took part
b) taking part
c) take part
10. We often ... to the theatre together.
a) goes
b) go
c) have gone
11. My sister told me that she ... not well.
a) will be
b) is
c) was
12. I ... to my friends.
a) am speaking
b) is speaking
c) are speaking
13. The captain ... many questions about the voyage.
a) were asking
b) was asked
c) were asked
14. The dockers ... some extraweights on deck last time.
a) loads
b) loaded
c) are loading
15. The ship ... the port.
a) has already entered
b) had already entered
c) was already entered

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Co-habiting of millions of different kinds of plant and **0**_____ species with humans brings up ecological problems. The most acute are pollution, acid rain, wildlife destruction, shortage of natural resources and global warming.

Nowadays people change habitats of plants and animals to suit their own needs and a 1_____ of species - fish, reptiles, insects, birds, mammals - are disappearing fast.

World temperatures are currently rising every year. This 2_____ is called global warming. As the planet warms up, the water in the oceans will take up more space and water from glaciers and the polar ice caps will start to melt. This could cause sea levels to rise and many habitats will 3_____ under water.

The cause of global warming is attributed to the greenhouse effect - sunlight gives us heat which warms the atmosphere. The air surrounding the earth has become much 4_____ because all the heat can't go back into space. That's why winter and summer temperatures in many places have become higher.

Our planet needs 5_____ - limitations for cutting rainforests and poisonous gas emissions as well as personal ecology of humans.

- a protection
- b warmer
- c lot
- d disappear
- e phenomenon
- f ~~animal~~
- g closed

Пример оформления ответа: **0 f**

2 К словам из первой колонки подберите правильный перевод терминов по устройству судна из второй колонки

1 Шлюпочная палуба	A Midship superstructure
2 Палуба ходового мостика	B Upper deck
3 Настил рулевой рубки	C Boat deck
4 Ют	D Forepeak bulkhead
5 Верхняя палуба	E Navigating bridge deck
6 Переборка форпика	F Poop
	G Wheel house top
	H Hold

Пример оформления ответа: **0 M**

Тема 1.8 Подготовка к практике (Аудиторная работа).

1 Прочтите текст, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

It's very important for a good specialist to take efficient training. The cadets of our maritime Institute usually have their practical studies either on board **0** _____ vessels or on merchant ships.

The cadets of the Navigation Department will keep 1 _____ at the wheel, paint the hull and deck superstructure, masts, wash and scrub decks. They will launch and hoist life-boats, learn how to use life-saving 2 _____. They will work in the wheel-house as helmsmen.

Skilled officers will instruct our boys how to handle a sextant and other 3 _____ instruments. They will learn how to take bearings of light-vessels, lighthouses, how to define the ship's position on charts.

They must also know how to use echo-sounders, logs, finders.

The cadets of the Engine 4 _____ will learn how to maintain the engine, how to lubricate and repair the equipment.

All the cadets must work hard to master their profession and also do their 5 _____ to improve English.

- a watch
- b navigational
- c Department
- d holds
- e best
- f ~~training~~
- g appliances

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится верный вариант пропущенного глагола:

Пример оформления ответа: 0 b

1. There ... three rooms on the first deck: the galley, the laundry and the storeroom.

- a) are
- b) is
- c) have

2. We often ... the engine.

- a) is repairing
- b) repair
- c) repairing

3. Look! The sailors ... the walls now.

- a) are painting
- b) paint
- c) paints

4. A day ago I ... my new crew.

- a) will join
- b) join
- c) joined

5. He ... back home in a week.

- a) came
- b) will come
- c) are coming

6. Yesterday in the morning we ... English books.

- a) was reading
- b) were reading
- c) read

7. I ... a car.

- a) was just renewed
- b) just renew
- c) have just renewed

8. I ... many questions about my job.

- a) am asked
- b) are asked
- c) has asked

9. The teacher ... the classroom.

- a) has already left
- b) have already left
- c) already left

10. He never ... to the captain.

- a) speaks
- b) speak
- c) speaking

11. He ... in the meeting.

- a) is taking part
- b) are taking part
- c) am taking part

12. ... the dockers load extraweights on deck last time?

- a) Do
- b) Did
- c) Have

13. The captain ... many questions during the excursion.

- a) were asking
- b) were asked
- c) was asked

14. My friend told me that he ... busy.

- a) was
- b) been
- c) were

15. She ... grammar to him.

- a) has just explained
- b) have just explained
- c) had just explained

Комплект оценочных заданий №3

по Разделу 2. Общение на профессиональные темы.

Тема 2.3 Чтение навигационных пособий. Чтение карт (Аудиторная работа).

Вариант 1

1 Прочтите текст лоции, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Anchorage: Anchorage, 0 _____ from easterly and southerly winds may be taken off Vagavik, in a depth of about 16 fathoms, fine sand and 1 _____, northward of Vagastapi. The anchorage is dangerous with northerly winds which sent in a heavy sea.

Dangers: There is a drying ridge on west banks, about 2 miles south-2 _____ of South Trees Point and depths of less than one fathom (1^m8) extend about 2½ miles farther south-eastward.

Lights: Two leading lights are exhibited, the front light, at an elevation of 12 feet, from a light-3 _____, situated on the northern side of Zamalin Harbour close to the coast and about 8 cables northward of Crew Point of the northern extremity of Allan Island; and the rear 4 _____ at an elevation of 20 feet, from a circular hut, situated about three-quarters of a cable northward of the front light. These lights in 5 _____, bearing 346°, lead into Zamalin Harbour.

Buoys and Beacons: The channels are also 6 _____ by leading beacons, consisting of posts with diamond shaped topmark, painted black with a white vertical line, erected on the banks of the river.

- a structure
- b marked
- c pilot
- d eastward
- e light
- f ~~sheltered~~
- g mud
- h line

Пример оформления ответа: **0 f**

2 Выберите букву, под которой находится пропущенный компонент Стандартного морского навигационного словаря-разговорника.

Пример оформления ответа: **0 b**

1. What is the diameter of the turning (...)? a) effect; b) speed; c) circle.
2. What are the advance and (...) distance in a crash stop? a) transfer; b) cross; c) side.
3. How long does it (...) from hard-a-port to hard-a-starboard. a) get; b) give; c) take.
4. Is the turning effect of the propeller very (...)? a) high; b) strong; c) long.
5. What (...) is required to reduce from full sea speed to manoeuvring revolutions? a) notice; b) warning; c) order.
6. Is the automatic pilot (...)? a) strong; b) experienced; c) reliable

7. Put a man (...) lookout. a) in; b) on; c) to.
8. Give 3 long (...) on the whistle. a) blasts; b) flashes; c) data.
9. Keep a speed (...) 10 knots. a) in; b) of; c) off.
10. What is her manoeuvring speed (...) dead slow ahead? a) at; b) in; c) of.
11. What is (...) sea speed? a) manoeuvring b) fairway; c) full.

3 Выберите букву, под которой находится правильный ответ на вопрос.
Пример оформления ответа: **0 b**

1. What are your unberthing instructions?
a) We are not ready to get underway.
b) Single up to 2 lines and 2 springs forward and aft.
c) It takes 15 minutes to have the engines ready.
2. When shall we leave the port?
a) Slack away the forward spring.
b) Hold on the forward spring.
c) Prepare to let go.
3. Must I keep anyone forward to stand by the anchor?
a) Keep the boatswain forward to stand by the anchor.
b) Let go everything forward.
c) Stand by the anchor.

Вариант 2

1 Прочтите текст лоции, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Tides and Tidal Streams: It is high water, full and **0**_____, at San Sebastian Bay, at 3 h. 20 m.; but the tide is accelerated or retarded according to the wind; ordinary swings rise 12 feet, and neaps 9 feet. With strong winds from SW to NW the tide **1**_____ 1 to 1½ feet above the usual level. The tidal streams are felt in the bay. On the coast in fine weather, the flood stream sets eastward and the ebb westward. During thick **2**_____ the current runs strong to the eastward.

Dangers: Groves Bank, over which the least depth is 19 fathoms, is a detached bank extending in a northerly **3**_____ for a distance of about 7 miles of the northernmost extremity of Grimsey.

Buoys and Beacons: A light-buoy, exhibiting a fixed red **4**_____, is established southward of Auts Bank in a position about 1¾ miles east-north-eastward of Colpoys Point; A light-buoy **5**_____ a fixed green light is established near the anchorage in a position about 5 cables north-north-eastward of Range Point. The positions of the lightbuoys are not to be **6**_____ upon.

a exhibiting

- b depended
- c pilot
- d direction
- e light
- f ~~change~~
- g rises
- h weather

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится пропущенный компонент Стандартного морского навигационного словаря-разговорника.

Пример оформления ответа: 0 b

1. Is the engine-room manned or is the engine (...) bridge control? a) in; b) from; c) on.
2. How long does it (...) to change the engine from ahead to astern? a) take; b) give; c) get.
3. How long does it take to start the engine from (...)? a) ahead; b) stopped; c) astern.
4. Is there (...) power available in emergency while manoeuvring? a) extra; b) maximum; c) manoeuvring.
5. Do you have a right or left (...) propeller? a) twin; b) side; c) hand,
6. Are there (...) thrusters? a) single; b) bow; c) starboard,
7. What is her maximum manoeuvring power (...)? a) inward; b) from stopped; c) astern,
8. What is the maximum power ahead in (...)? a) an emergency; b) urgency; c) outboard,

3 Выберите букву, под которой находится правильный ответ на вопрос.

Пример оформления ответа: 0 b

1. How shall we be berthing?
 - a) We will use shore breast lines.
 - b) We will use shore stern lines.
 - c) We will be mooring alongside.
2. How many springs aft shall we put out?
 - a) Put out 2 springs aft.
 - b) Put out 2 springs fore.
 - c) Put out 2 aft breast lines.
3. Do you have tension winches forward on all lines?

- a) Yes, we have tension winches forward on all lines.
 b) Yes, we have tension winches.
 c) Yes, we have tension winches aft on all lines.
4. How will the linesmen secure the mooring?
 a) Give the linesmen lashings for the lines.
 b) The linesmen will use lashings to secure the mooring.
 c) We will send the breast line ashore to the linesmen.
5. Shall we heave away or slack away the breast lines?
 a) Pick up the slack on the breast lines.
 b) Have a messenger line ready.
 c) Stop heaving.
6. Are we in position?
 a) No. Keep the lines tight.
 b) No, make fast forward and aft.
 c) No. We have to move 10 metres ahead.

Вариант 3

1 Прочтите текст лоции, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Lights: Two 0_____ lights are exhibited, the front light, at an elevation of 12 feet, from a light-structure, situated on the northern side of Zamalin Harbour close to the coast and about 8 cables 1_____ of Crew Point of the northern extremity of Allan Island; and the rear light at an 2_____ of 20 feet, from a circular hut, situated about three-quarters of a cable northward of the front light. These lights in line, bearing 346°, lead into Zamalin Harbour.

Buoys and Beacons: A light-buoy, exhibiting a fixed red 3_____, is established southward of Auts Bank in a position about ¼ miles east-north-eastward of Colpoys Point; A light-buoy exhibiting a 4_____ green light is established near the anchorage in a position about 5 cables north-north-eastward of Range Point. The positions of the 5_____ are not to be depended upon.

Dangers: Bullock Patch (Lat. 50°42' N., Long. 0°55' W.), consisting of 2 patches of 4½ and 5 fathoms, lies 255° true, 5 miles from Selsea and about the same 6_____ southward of the entrance to Chichester Harbour.

- a light
- b fixed
- c distance
- d lightbuoys
- e northward
- f leading
- g elevation
- h weather

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится пропущенный компонент Стандартного морского навигационного словаря-разговорника.

Пример оформления ответа: 0 b

- | | | | |
|--|---------------------|-----------------|-----------------|
| 1. How much cable is (..)? | a) in; | b) down; | c) out. |
| 2. The cable is leading (...). | a) in and out; | b) up and down; | c) to and from, |
| 3. There is (...) weight on the cable. | a) too much; | b) too many; | c) too little, |
| 4. How many shackles are left (...)? | a) to come through; | b) to come out; | c) to come in. |
| 5. There are turns (...) the cable. | a) on; | b) in; | c) down, |
| 6. The anchor is (...). | a) clean; | b) clear; | c) in gear, |
| 7. Anchors (...) secured. | a) have; | b) has been; | c) have been. |

3 Выберите букву, под которой находится правильный ответ на вопрос.

Пример оформления ответа: 0 b

1. How much cable is out?
 - a) One shackle is left to come.
 - b) One shackle is out.
 - c) One shackle is round the bow.
2. What are your anchoring instructions?
 - a) The cable is leading astern.
 - b) Anchor has been secured.
 - c) Put the windlass in gear.
3. Where is the cable leading?
 - a) The cable is clear.
 - b) The cable is leading to port.
 - c) There is a turn in the cable.
4. Is there much weight on the cable?
 - a) The cable is clear.
 - b) The cable is leading up and down.
 - c) There is a lot of weight on the cable.
5. How many shackles are left to come?
 - a) One shackle is left to come.
 - b) One shackle is out.
 - c) The anchor is one shackle hove up.
6. Is the anchor clear?
 - a) No, the anchor is foul.
 - b) Yes, the anchor is home.
 - c) No, there are turns in the cable.
7. Have the anchors been secured?
 - a) Yes, we are standing by to heave up.
 - b) Yes, they have been secured.
 - c) Yes, we have stopped heaving.

Вариант 4

1 Прочтите текст лоции, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Dangers: There is a 0 _____ ridge on west banks, about 2 miles south-eastward of South Trees Point and depths of less than one 1 _____ (1^m8) extend about 2½ miles farther south-eastward.

Anchorage: With north-westerly or north-easterly 2 _____, Eastbourne Bay affords good shelter in 3½ fathoms, sand, abreast of the Grand Hill with Wellington Church spire open westward of the redoubt, 314° true, and Langney Point 25° true.

Buoys and Beacons: A light-buoy, exhibiting a fixed red light, is established 3 _____ of Auts Bank in a position about 1¾ miles east-north-eastward of Colpoys Point; A light-buoy exhibiting a fixed green light is 4 _____ near the anchorage in a position about 5 cables north-north-eastward of Range Point. The positions of the lightbuoys are not to be depended upon.

Lights: Rear 5 _____, 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. Vessels passing to the westward should give it a 6 _____ of at least 2 cables.

- a fathom
- b established
- c berth
- d winds
- e light
- f ~~drying~~
- g southward
- h weather

Пример оформления ответа: **0 f**

2 Выберите букву, под которой находится пропущенный компонент Стандартного морского навигационного словаря-разговорника.

Пример оформления ответа: **0 b**

- | | | | |
|---|-----------|------------|------------|
| 1. Heave (...) easy. | a) up; | b) away; | c) in. |
| 2. We will be mooring (..) a buoy ahead and astern. | a) at; | b) to; | c) on. |
| 3. Keep the lines (...). | a) slack; | b) easy; | c) tight. |
| 4. Put (...) 2 breast lines. | a) out; | b) on; | c) off. |
| 5. Do you have tension winches forward (...) all lines? | a) at; | b) for; | c) on. |
| 6. Have heaving lines (...) forward and aft. | a) ready; | b) steady; | c) off. |
| 7. Send a heaving line (...) to the boatmen. | a) ahead; | b) astern; | c) ashore. |
| 8. Slack (...) the line. | a) up; | b) off; | c) away. |

9. (...) a messenger line ready. a) heave; b) send; c) have.

3 Выберите букву, под которой находится правильный ответ на вопрос.
Пример оформления ответа: **0 b**

1. Are the anchors ready for dropping?
 - a) The anchors are ready for dropping.
 - b) We will drop both anchors.
 - c) Have both anchors ready.

2. Where is the cable leading?
 - a) The cable is leading astern.
 - b) The cable is paid out.
 - c) The cable is checked.

3. Are the anchors holding?
 - a) The anchors are dropped.
 - b) The anchors are walked back.
 - c) The anchors are holding.

4. Has she been brought up?
 - a) She has dropped both anchors.
 - b) She has been brought up.
 - c) She has checked the anchor position by bearings.

5. How many shackles shall we put on deck?
 - a) Walk back both anchors one shackle.
 - b) Let go both anchors one shackle.
 - c) Put one shackle on deck.

Вариант 5

1 Прочтите текст лоции, поставьте рядом с номерами пропущенных в тексте слов буквы соответствующих по смыслу слов из списка (одно слово – лишнее):

Tides and Tidal Streams: It is high **0** _____, full and change, in Portsmouth Harbour, at 11 h. 30 m. mean springs rise 13 feet, 1 _____ 10½, feet above the datum, which is a quarter foot above the level of mean low water springs.

Anchorage: Temporary anchorage during southerly winds could be found in the south-western part of Flokkavik, but only by vessels with local 2 _____, for this part of the coast is fringed with rocks, a number of which do not 3 _____.

Dangers: There is a drying ridge on west banks, about 2 miles south-eastward of South Trees Point and depths of less than one fathom (1^m8) extend about 2½ miles farther south-4 _____.

Buoys and Beacons: Hid Reef, the outer part of which lies 2¼ miles south-westward of Cedar Point, and its inner end about one mile off the western side of Annette Island, shows three rocks which dry from 5 to 7 feet, with narrow 5 _____ between them. The outer rock is marked on its northern side by a red conical buoy with a diamond 6 _____.

a passage

- b topmark
- c neaps
- d knowledge
- e dry
- f ~~water~~
- g eastward
- h treasure

Пример оформления ответа: 0 f

2 Выберите букву, под которой находится пропущенный компонент Стандартного морского навигационного словаря-разговорника.

Пример оформления ответа: 0 b

- | | | | |
|---|--------------|----------------|--------------|
| 1. We are ready to get (...). | a) aboard; | b) everyone; | c) away. |
| 2. Prepare to let (...). | a) out; | b) in; | c) go. |
| 3. Single (...) to 2 lines. | a) up; | b) off; | c) away. |
| 4. Let go (...) forward. | a) everyone; | b) everything; | c) something |
| 5. Keep (...) forward to stand by the anchor. | a) everyone; | b) boatswain; | c) someone. |
| 6. We have to move 10 metres (...). | a) slack; | b) aft; | c) ahead. |
| 7. We are (...) position. | a) in; | b) on; | c) off. |
| 8. Make (...) forward and aft. | a) away; | b) fast; | c) tight. |

3 Выберите букву, под которой находится правильный ответ на вопрос.

Пример оформления ответа: 0 b

1. Is the engine a diesel?
 - a) Yes, the engine is on bridge control.
 - b) No, the engine is a turbine.
 - c) Yes, the engine is a turbine.

2. Is the engine-room manned?
 - a) Yes, the engine-room is manned.
 - b) Yes, the engine-room is on bridge control.
 - c) Yes, the men are in the engine-room.

3. How long does it take to change the engine from ahead to astern?
 - a) It takes 1 minute to change from hard-a-port to hard-a- starboard.
 - b) It takes 3 minutes to start the engine from stopped.
 - c) It takes 3 minutes to change the engine from ahead to astern.

4. Is there extra power available in emergency while manoeuvring?
 - a) Yes, extra power is available in emergency while manoeuvring.
 - b) Yes, her maximum power ahead is 800 kwt.
 - c) Yes, the maximum power ahead in an emergency is 800 kwt.

3. We will let go the starboard anchor 2 shackles and (...) it. a) slip; b) drag; c) dredge
4. Pay (...) the cable. a) up; b) out; c) back.
5. Hold (...) both cables. a) on; b) up; c) back.
6. Has she been brought (...) ? a) down; b) on; c) up.
7. (...) the anchor ball. a) hold; b) hoist; c) check.
8. Check the anchor position (..) bearings. a) by; b) on; c) from.
9. Hold (...) the line. a) up; b) on; c) off.

*3 Выберите букву, под которой находится правильный ответ на вопрос.
Пример оформления ответа: **0 b***

1. What is the diameter of the turning circle?
 - a) The turning effect of the propeller is very strong.
 - b) The diameter of the turning circle is 1.6 cables.
 - c) The advance distance in a crash stop is 300 metres.
2. How long does it take from hard-a-port to hard-a-starboard?
 - a) You may have my manoeuvring data.
 - b) It takes 15 seconds from hard-a-port to hard-a-starboard.
 - c) The whistle control is in the chart-room.
3. What notice is required to reduce from full sea speed to manoeuvring revolutions?
 - a) Full sea speed is 10 knots.
 - b) Her manoeuvring speed at full ahead is 10 knots.
 - c) A notice of 30 minutes is required to reduce from full sea speed to manoeuvring revolutions.
4. Is the automatic pilot reliable?
 - a) Yes, the automatic pilot is reliable.
 - b) Yes, there is an automatic pilot on board the ship.
 - c) Yes, the helmsman is experienced.
5. What signal must I give on the whistle?
 - a) The whistle control is in the wheel house.
 - b) Put a man on look-out.
 - c) Give 1 long blast on the whistle.

4.1.2. ПРАКТИЧЕСКАЯ РАБОТА

Комплект оценочных заданий №4 (Аудиторная практическая работа обучающихся).

Тема 1.1 Английский язык в профессиональной деятельности

1. Учебник английского языка для моряков (Китаевич Б.Е), стр.24. Урок 3. Правила чтения:

Упр. 1 – произнесите звуки, а затем транскрипции слов.

Упр.2, стр.25 – прочитайте слова согласно правилам чтения.

2. Прочтите.

- | | | | | |
|-----------------------|---------------------------|--------------------------|-----------------------|---------------------------------|
| 1. In | 1. Let | 1. We sit | 1. Say | 1. Yak |
| 2. Win | 2. Lit | 2. He bet | 2. If I may say | 2. Yam |
| 3. Wine | 3. Lite | 3. Eat it | 3. My family | 3. Do you understand? |
| 4. Sine | 4. Ten men | 4. It's twenty feet | 4. Kate's cat | 4. Not yet |
| 5. Is | 5. Teen | 5. Did he leave? | 5. Kate's cat is fast | 5. Is she American? |
| 6. It is his | 6. Week | 6. Please repeat | 6. Cash | 6. She likes cheese |
| 7. Nine times | 7. See me | 7. Fat | 7. She | 7. Chin |
| 8. My wife | 8. We need | 8. Mat | 8. She likes fish | 8. Shin |
| 9. Try it | 9. Eat | 9. At | 9. We wish | 9. Such |
| 10. Tin | 10. East | 10. Ate | 10. Action | 10. Cheer up! |
| 11. Ten | 11. Fifty | 11. Late | 11. Fiction | 11. Book |
| 12. Set | 12. Sixty | 12. Lay | 12. Tension | 12. Shook |
| 13. Net | 13. He is | 13. Stay | 13. She's my wife | 13. Look at him! |
| 14. Life | 14. He's | 14. We can stay | 14. She's shy | 14. Can we eat lunch? |
| 15. Left | 15. He's fifteen | 15. Ten days | 15. Why? | 15. She can cook fish and chips |
| 16. Five miles | 16. He'd | 16. I hate my hat | 16. Why mention it? | 16. It's not much |
| 17. Mister | 17. He'd like wine. | 17. We have six cats | | 17. But it's cheap |
| 18. Mr. | 18. Please | 18. My cat sat in my hat | | 18. Good-bye! |
| 19. Mrs. | 19. We'd like tea, please | 19. He's bad | | |
| 20. Mrs. Mike is fine | 20. Hi, miss! | 20. May be | | |

- | | | | | |
|----------------|-------------------------|----------------------------|-------------------------|------------------------|
| 1. It | 1. Dish | 1. Boat | 1. Us | 1. Sheep |
| 2. Kit | 2. It's his dish | 2. Note | 2. He understands us | 2. Cheap |
| 3. Sit | 3. We have six fish | 3. Not | 3. Meet me at the hotel | 3. Don't cheat! |
| 4. Fix | 4. We read fiction | 4. It's not on East Street | 4. Welcome | 4. By hook or by crook |
| 5. Six | 5. Mop | 5. No, we won't go | 5. Yes | 5. In cash, please |
| 6. Fin | 6. Hop | 6. But | 6. Yesterday | 6. Cop |
| 7. I | 7. Stop and shop | 7. Cup | 7. Yellow | 7. Cope |
| 8. Fine | 8. Tot | 8. Grow up! | 8. The sun is yellow | 8. Can't |
| 9. Fin/fine | 9. Tote | 9. Six hundred | 9. Use | 9. Cent |
| 10. Nine | 10. Mope | 10. We must eat | 10. Us/use | 10. Lace |
| 11. Site | 11. No | 11. A lot | 11. Muse | 11. A nice face |
| 12. My | 12. Road | 12. Some wine | 12. Fuse | 12. I need some peace |
| 13. By | 13. Coat | 13. Come in | 13. You | 13. Try the wine |
| 14. Kite | 14. Goat | 14. He needs money | 14. Excuse me, miss | 14. It's good |
| 15. Miss | 15. Blow | 15. Does she like him? | 15. Pay attention! | 15. She took a trip |
| 16. Did | 16. Grow | 16. We like the wine | 16. Don't confuse me! | 16. She's in the city |
| 17. Bit | 17. Hello | 17. It's a hundred | 17. We have a used car | 17. He's at the Cape |
| 18. Bite | 18. Don't | 18. He's American | 18. It's cute | |
| 19. Big bite | 19. Please don't go | | | |
| 20. I like Ike | 20. We won't mention it | | | |
| | 21. It's not bad | | | |
| | 22. I hope not | | | |

1. This is Tom Small

1. A diller, a dollar

1. Cook

- | | | |
|---|-----------------------------------|----------------------------|
| 2. But he's not small – he's tall! | 2. His feet wont pitter-patter | 2. Look |
| 3. His wife is Pam Small | 3. My dentist has good manners | 3. "I am not a crook." |
| 4. And this is the Small family | 4. Don't be silly | 4. Case |
| 5. The Smalls family is a big family | 5. The men liked this dish | 5. Cease |
| 6. The Smalls have five children | 6. We wined and dined | 6. Shall we dance? |
| 7. The Small children are little | 7. Her husband worked at home | 7. It's a cinch |
| 8. But Mr. Small is big | 8. The beggar wished to be rich | 8. The |
| 9. The Small family has big Smalls | 9. He needed money | 9. Then |
| 10. And little Smalls | 10. He wanted it | 10. This |
| 11. The small family needs a big car | 11. The ice melted | 11. That's my hotel |
| 12. Pleased to meet you, Mr. and Mrs. Small | 12. I counted sheep | 12. It's over there |
| | 13. To get to sleep | 13. Thanks |
| | 14. His wife waited for us | 14. I think so |
| | 15. The teacher repeated the word | 15. He's with me |
| | | 16. We have three children |
| | | 17. That's a lot |

2. Ознакомьтесь с требованиями ПДНВ в сфере английского языка Таблица А-II/1

Функция: Судовождение на уровне эксплуатации.

Сфера компетентности	Знание, понимание и профессиональные навыки
Использование Стандартного морского разговорника ИМО и использование английского языка в письменной и устной форме	<i>Английский язык</i> Достаточное знание английского языка, позволяющее лицу командного состава пользоваться картами и другими навигационными пособиями, понимать метеорологическую информацию и сообщения относительно безопасности и эксплуатации судна, поддерживать связь с другими судами, береговыми станциями и центрами СДС, а также выполнять обязанности лица командного состава в многоязычном экипаже, включая способность использовать и понимать Стандартный морской разговорник ИМО (СМР ИМО)

Выпишите номера тех утверждений, которые не противоречат тексту.

Officer should have enough knowledge

- 1 to use charts
- 2 to read instructions
- 3 to use navigational publications
- 4 to make different calculations
- 5 to load the cargo
- 6 to understand meteorological information
- 7 to understand safety messages
- 8 to communicate with agents
- 9 to communicate with other ships
- 10 to communicate with shore-based stations.

3. Образовать предложения в повелительном наклонении.

1. Ms Smith (explain grammar to her pupils)
2. Jane (read an interesting book)
3. Pete (write a test)
4. Jack (do his homework)
5. I (paint the wall)
6. Grandma (knit)
7. Boy (play the computer game)
8. They (play the ball)
9. She (dance)
10. He (play the guitar)

11. We (watch TV)
12. Nelly (sunbathe)
13. John (play the computer game)
14. Jane (sing a song)
15. You (feed the pigeons)
16. Your son (have a bath)

4. Учебник английского языка для моряков (Китаевич Б.Е):

стр.12 -Грамматические пояснения о неопределенном артикле,

стр.19 -Грамматические пояснения об определенном артикле.

Стр.357-359 – изучить и законспектировать сравнительную таблицу употребления артиклей с существительными в единственном числе, таблицу употребления определенного артикля с именами собственными, а также рассмотреть случаи, когда артикль не употребляется (таблица 7).

5. Учебник английского языка для моряков (Китаевич Б.Е), стр.71-76. Составить «Опорный конспект». На листе формата А4 оформить конспект «The Present Indefinite Tense», в котором нет текста, а информация представлена отдельными словами, условными знаками, схематичными рисунками, стрелками, расположением единиц информации относительно друг друга.

6. *Перефразируйте следующие предложения, употребляя притяжательный падеж.*

1. Our manager's office is very big.
2. They will consider Mr. Black's proposals at their next meeting.
3. This is, in the critics' opinion, their best record for years.
4. Tom and Helen's computer is modern.
5. We have not yet received the buyers' answer.
6. Our Commercial Director's working day begins at 9 o'clock in the morning.
7. Do you know the Petrovs' telephone number?
8. My husband knows a lot about Agatha Christie's detective novels.
9. She put the boys' wet boots near the stove.

7. *Поставьте выделенные курсивом существительные в форму единственного числа. Если необходимо, измените предложения.*

1. This factory produces *furniture*.
2. The *wife* of the sailor came to the shore.
3. I have hurt my *foot* and hand.
4. In the farmyard we could see *an ox, a sheep, a cow, and a goose*.
5. Does your *tooth* still ache?
6. This is my friend's *study*.
7. He keeps his *toy* in the *box*.
8. This *lady* is that *gentleman's wife*.
9. The *child* is sitting on the bench.

8. *Обменяйтесь информацией о целях изучения языка, об использовании языка в профессиональной деятельности, способах его изучения со своими товарищами (в парах).*

Тема 1.2 Предоставление и получение личной информации

1. Китаевич Б.Е., Сергеева М.Н., Каминская Л.И., Вохмянин С.Н. Учебник английского языка для моряков// М., “Росконсульт”, 2017. (ЭБС «Лань»): выполнить упр. 31 на стр.84. Ответить на вопросы и суммировать ответы.
2. Рассказать о своей семье. Расспросить товарища о его семье.
3. Китаевич Б.Е., Сергеева М.Н., Каминская Л.И., Вохмянин С.Н. Учебник английского языка для моряков// М., “Росконсульт”, 2017. (ЭБС «Лань»). Воспроизвести диалог из задания 7 на стр. 316
4. Китаевич Б.Е., Сергеева М.Н., Каминская Л.И., Вохмянин С.Н. Учебник английского языка для моряков// М., “Росконсульт”, 2017. (ЭБС «Лань»). Написать лексический диктант по названиям стран, национальностей и языков по таблице на стр. 375.
5. Назвать на английском ряд количественных и порядковых числительных.
6. Китаевич Б.Е., Сергеева М.Н., Каминская Л.И., Вохмянин С.Н. Учебник английского языка для моряков// М., “Росконсульт”, 2017. (ЭБС «Лань»). Сделать упр.24 на стр.65.
7. Рассказать о российских праздниках.
8. Гогина, Н. А. Практическая грамматика английского языка для моряков. Рабочая тетрадь / Н. А. Гогина. - 3-е изд. - Москва: Транслит, 2016. - 224 с.: выполнить упр.7-9 на стр.15. (The Special Question)
9. Гогина, Н. А. Практическая грамматика английского языка для моряков. Рабочая тетрадь / Н. А. Гогина. - 3-е изд. - Москва: выполнить упр. 3-4 на стр.20 (Глагол to be)
10. Гогина, Н. А. Практическая грамматика английского языка для моряков. Рабочая тетрадь / Н. А. Гогина. - 3-е изд. - Москва: выполнить упр.5-9 на стр.33-35 (Глагол to have).

Тема 1.3 Общение в экипаже

1. В следующих предложениях измените время глагола на *Present Perfect*. Переведите предложения на русский язык.

1. The pupils are writing the dictation. 2. My friend is helping me to solve a difficult problem. 3. I am learning a poem 4. She is telling them an interesting story. 5. Kate is sweeping the floor. 6. The waiter is putting a bottle of lemonade in front of him. 7. I am eating my breakfast. 8. We are drinking water. 9. He is bringing them some meat and vegetables. 10. You are putting the dishes on the table.

2. Составьте словосочетания, используя *since* и *for*. Придумайте предложения с некоторыми из них.

1. last summer. 2. ... 1995. 3. ... a long time; 4. ... last month; 5. ... two weeks; 6. ... 2 March; 7. ... two hours; 8. ... 1975; 9. ... six days; 10. ... a month; 11. two years; 12. ... three days; 13. ... ten minutes; 14. ... three hundred years; 15. ... Wednesday; 16. ... seven days; 17. ...three o'clock. 18. ... 18 September; 19. ... my last birthday; 20. ... a century; 21. ... 2001.

3. Раскройте скобки и поставьте глаголы в *Present Perfect*.

1. John (write) his name. 2. I (draw) a picture. 3. Tom (blow out) the light. 4. The cat (drink) its milk. 5. The tree (fall) across the road. 6. John (give) his bicycle to his brother. 7. You (make) a

mistake. 8. We (eat) our dinner. 9. The train just (go). 10. I just (tell) the answer. 11. George never (be) in Australia. 12. John and Richard just (go away). 13. The baker (sell) all his cakes. 14. I (read) this book.

4. *Раскройте скобки, употребляя глаголы в Past Perfect.*

1. By twelve o'clock our English teacher (to examine) all the pupils. 2. I remembered that I (to drink) all the milk yesterday. 3. By ten o'clock yesterday I (to learn) the poem by Byron. 4. When Elizabeth came home yesterday she saw that her little sister (to break) her favorite doll. 5. Oliver (to finish) his English test by eleven o'clock. 6. I (to guess) that I (to lose) the road in the fog.

5. *Раскройте скобки, выбирая в каком времени употреблен глагол (Past Indefinite или Past Perfect)*

1. When Billy (to come) home, his wife already (to cook) lunch. 2. Julia (to give) me the scarf that she (to buy) yesterday. 3. Kevin (to show) his mother the composition which he (to write) yesterday. 4. Jessica (to return) from the theatre by 9 o'clock. 5. Josh (not to leave) home by 8 o'clock. 6. Yesterday I (to find) the ring that I (to lose) last week. 7. Inna (to tell) me that she (to attend) an imposing play. 8. When Billy (to wake up) yesterday his parents already (to go) to work. 9. When Mary (to come) home, her granny already (to cook) dinner. 10. Millie (to think) that she (to lose) her purse.

6. *Изучите разговорные фразы. Используйте их для моделирования диалогов по темам: За столом, занятия в свободное время, здоровый образ жизни.*

ADDRESS ОБРАЩЕНИЯ

Mr. Brown Господин Браун

Mrs. Brown Госпожа Браун (замужняя женщина)

Ms. Brown, Miss Brown Госпожа Браун (незамужняя женщина)

Sir Сэр

Ladies and Gentlemen Дамы и господа!

Excuse me, please! Извините!

Dear friends! Дорогие друзья!

GREETINGS ПРИВЕТСТВИЯ

Good Morning. Morning. Доброе утро!

Good day! Добрый день!

Good afternoon. Good evening! Добрый вечер!

How do you do? Hello. Hi. Здравствуйте!

Welcome! Добро пожаловать!

How are you? Как поживаете?

How are you feeling? Как Вы себя чувствуете?

I hope you are feeling well. Надеюсь, Вы себя хорошо чувствуете.

Not too well, I'm afraid. К сожалению, не очень хорошо.

How are you getting on? Как поживаешь?

How have you been keeping? Как Вы поживаете?

How is everything? Как дела?

Pretty fair, thank you. And what about you? Хорошо, спасибо. А как Вы?

Fine, and how are you? Хорошо, а Вы?

So-so. Так себе.

Not too bad. Неплохо.

PARTING ПРОЩАНИЕ

I must be going. Мне надо идти.

Good-bye. До свидания.

Bye for now. Пока.
 See you soon. До встречи.
 So long. До скорого свидания.
 See you again. До скорого свидания.
 See you later. До скорого свидания.
 Cheerio! Пока!
 All the best. Всего наилучшего.
 Good luck! Удачи!
 Give my regards to Mrs. Brown. Передайте привет госпоже Браун.
 My love to Olga. Передайте привет Ольге, (менее официально)
 I hope to see you soon. Надеюсь вскоре встретиться.
 I'll call you later. Позвоню.
 Have a comfortable journey! Счастливого пути!
 Keep well! Не болей. Будь здоров.
 Till we meet again. До новых встреч.
 Write to us. Пишите нам.
 Here's my address. Вот мой адрес.
 Take it for a keepsake. Возьмите это на память.

THE FIRST MEETING ПЕРВАЯ ВСТРЕЧА

Do you speak English? Вы говорите по-английски?
 A little. Немного.
 I understand English but I cannot speak it. Я понимаю по-английски, но не могу говорить.
 I can read it, but I can't speak it. Я могу читать, но не могу говорить (по-английски).
 I can read English fairly well. Я довольно сносно читаю по-английски.
 I don't get enough practice in actual speaking. У меня нет достаточной практики по разговорному языку.
 I can just make myself understood. Я могу объясняться настолько, что меня понимают.
 Let me introduce Mr. Brown. Позвольте представить господина Брауна, (официально)
 Meet Olga. Познакомьтесь с Ольгой.
 Glad to meet you. Nice to meet you. Рад(а) познакомиться.
 We've met before. Мы встречались раньше.
 I know you. Я знаю Вас.

A BUSINESS VISIT ДЕЛОВОЙ ВИЗИТ

Is Mr. Brown in? Господин Браун на месте?
 Is Mrs. Brown in? Госпожа Браун на месте?
 What's his business? Чем он занимается?
 What's your line? Какая у Вас специальность?
 What are his business hours? В какое время он работает?
 I've come on business. Я пришел по делу.
 He is busy at the moment. В данный момент он занят.
 Would you mind waiting? Вы можете подождать?
 Will he be long? Он долго будет занят?
 I can wait. Я могу подождать.
 Could I speak to you? Можно поговорить с Вами?
 I won't keep you long. Я не задержу Вас долго.
 Have a seat. Садитесь.
 I am sorry I am pressed for time. Извините, но у меня мало времени.
 I am in a hurry. Я спешу.
 I have a proposal to you. У меня есть предложение.
 We'd like to get a credit. Мы бы хотели получить кредит.
 We'd like to set up a joint venture. Мы бы хотели создать совместное предприятие.
 We'd like to discuss the project. Мы бы хотели обсудить проект.
 We shall discuss the terms of payment. Мы обсудим условия платежей.
 He wants to contact your boss. Он хочет связаться с Вашим начальником.
 We have fixed an appointment for 10.30. Мы назначили встречу на 10.30.
 The manager will consult you on a matter of business. Управляющий посоветуется с Вами по делу.
 Mr. Daily will handle the business. Мистер Дейли будет заниматься этим делом.
 Mind your own business. Занимайтесь своим делом.
 Business before pleasure. Сначала дело, потом развлечения.
 Everybody's business is nobody's business. Всеобщее дело - ничье дело.

PROBABILITY AND IMPROBABILITY ВЕРОЯТНОСТЬ И НЕВЕРОЯТНОСТЬ

Do you think it'll be warm tomorrow? Ты думаешь, завтра будет тепло?

I think so. Я думаю - да.

I don't think so. Я так не думаю.

Highly probable. Очень вероятно.

Most likely. Вероятно.

Quite probable. Вполне вероятно.

Quite likely. Вполне вероятно.

Not unlikely. Весьма возможно.

Not improbable. Весьма возможно.

Very possible. Очень возможно.

Probably. Вероятно.

Probably not. Вероятно, нет.

Likely. Возможно.

Possibly. Возможно.

Perhaps. Возможно.

It looks as if you are right. Похоже, что Вы правы.

Maybe. Может быть.

It looks like it. Похоже на то.

There's a chance that the train will be late. Не исключена возможность, что поезд опоздает.

Most unlikely. В высшей степени маловероятно.

Incredible! Невероятно!

That's very unlikely. Вряд ли.

I doubt it. Я сомневаюсь.

ADVICE СОВЕТ

I advise you to keep to the point. Советую Вам - не отклоняйтесь от темы.

You should take a bus. Вам следует сесть на автобус.

You'd better spend the weekend with us. Вам бы лучше провести выходные с нами.

Be sure to come to see us tonight. Обязательно заходите сегодня вечером.

Take it easy. Смотрите на вещи проще.

Don't hurry. Не спешите.

Don't worry. Не волнуйтесь.

Take it easy. Не обращайтесь внимания.

There is no need to take this medicine. Нет необходимости принимать это лекарство.

I think you should go to bed. Я думаю, что Вам следует лечь спать.

I don't think you should spend so much money. Я не думаю, что Вам следует тратить столько много денег.

If I were you I'd work harder. Если бы я был на Вашем месте, я бы работал больше.

If I were you, I would not ask such questions. Если бы я был на Вашем месте, я бы не задавал таких вопросов.

If I were in her place, I would be more polite. Если бы я был на ее месте, я бы был более вежлив.

I advise you not to waste time. Я советую Вам не тратить время зря.

Don't be rude to a policeman. Не будьте грубыми с полицейским.

TROUBLES НЕПРИЯТНОСТИ

He got into trouble. Он попал в беду.

I got into a fix. Я оказался в затруднительном положении.

Trouble's brewing. Будут неприятности.

Asking for trouble, eh? Напрашиваешься на неприятности, да?

You've asked for it... Ты сам лез на рожон ...

Don't let me catch you doing that again. Чтоб больше этого не было - не то смотри у меня ...

A nice kettle of fish! Хорошенькое дело!

He kicked up a shindy. Он поднял шум.

Keep away from him, he's got it in for you. Держись от него подальше: у него зуб на тебя.

You dare utter a word! Поговори у меня!

You'll catch it. Ты еще получишь.

You're in for it. Ну и попадет же тебе!

I'll teach him a lesson. Я его проучу.

He's on the war-path. Он в воинственном настроении.

Look sharp! Глядите в оба!

Beware! Остерегайтесь! Осторожно!

Take care! Осторожно!

Softly. Осторожно!
 Look out. Осторожно.
 Be careful. Осторожно.
 Watch your head. Осторожно, не стукнитесь головой.
 Watch your step. Не упадите.
 Hold tight. Держитесь крепче.
 Mind your heads! Берегите головы!
 There, now! Didn't I tell you! Вот видите! Я же Вам говорил!
 Troubles never come alone. Беда одна не приходит.

PARTING ПРОЩАНИЕ

I must be going. Мне надо идти.
 Good-bye. До свидания.
 Bye for now. Пока.
 See you soon. До встречи.
 So long. До скорого свидания.
 See you again. До скорого свидания.
 See you later. До скорого свидания.
 Cheerio! Пока!
 All the best. Всего наилучшего.
 Good luck! Удачи!
 Give my regards to Mrs. Brown. Передайте привет госпоже Браун.
 My love to Olga. Передайте привет Ольге. (менее официально)
 I hope to see you soon. Надеюсь вскоре встретиться.
 I'll call you later. Позвоню.
 Have a comfortable journey! Счастливого пути!
 Keep well! Не болей. Будь здоров.
 Till we meet again. До новых встреч.
 Write to us. Пишите нам.
 Here's my address. Вот мой адрес.
 Take it for a keepsake. Возьмите это на память.

SURPRISE УДИВЛЕНИЕ

To my surprise I like the sound of traffic. К моему удивлению, мне нравится звук транспорта.
 She gave a cry of surprise. Она вскрикнула от удивления.
 I was flabbergasted. Я был поражен. Я был изумлен.
 Talk of the devil. Легко на помине!
 Weill. Да ну! Подумайте!
 Why? Неужели?
 Oh, is that so? Разве?
 Really? Действительно?
 Never! Конечно, нет!
 Well, I never! Look who's here! Вот тебе на! Посмотри-ка, кто пришел!
 Dear me! Вот так так! Ну и ну!
 I say! Вот так так! Ну и ну!
 Good God! Боже! Боже мой!
 Goodness gracious! Господи, боже мой! Батюшки!
 Good heavens! Боже! Боже мой!
 They sprang a surprise on him. Они преподнесли ему сюрприз.
 The news was sprung upon me. Новость застала меня врасплох.
 That was an eye-opener for me. Это открыло мне глаза. Это было для меня совершенной неожиданностью.
 Just think! Подумать только!
 Just imagine! Подумать только!
 Fancy your knowing him! Вы знаете его? Подумать только!
 It's a small world. Мир тесен. Как тесен мир! (при встрече)
 Just fancy! That made him sit up! Можете себе представить! Это его хорошенько встряхнуло!
 Did you ever hear the like? Слышали ли Вы что-либо подобное!
 You could have knocked me down with a feather. От удивления я совершенно растерялся.

TRIAL AND ACHIEVEMENT ПОПЫТКА И СВЕРШЕНИЕ

Will you make it? Вы справитесь? Вы успеете?
 He'll manage it all right. Будьте уверены, он справится.

I'll do my best. Я сделаю все возможное. Я постараюсь.
 Let's take a crack at it. Давай попытаемся.
 They had a shot at it. Они попробовали свои силы.
 We had a go at it. Мы рискнули сделать это.
 Stick it out! Не поддавайся!
 You shouldn't back out of the game. Ты не должен выбывать из игры.
 He pulled it off. Ему это удалось.
 He did it on his own. Он сделал это сам. (т.е. без чьей-либо помощи)
 It's a feather in his cap. Он может этим гордиться, (о каком-либо достижении)
 He's a self-made man. Он сделал себя сам.
 The thing is as good as done. Считайте, что дело сделано.
 He saw it through. Он довел это до конца.
 Let's have done with it. Давайте закончим.
 Let's call it a day. На сегодня хватит.

AGREEMENT AND DISAGREEMENT СОГЛАСИЕ И НЕСОГЛАСИЕ

O.K. Пожалуйста.
 All right. Хорошо.
 Very well. (Ну, что же,) хорошо.
 Good. Ладно.
 With pleasure. С удовольствием.
 I don't mind. Не возражаю.
 I will. Сделаю.
 I think so. Думаю, что так.
 You are right. Вы правы.
 Oh yes! Ода!
 I agree with you. Я согласен с Вами.
 No doubt. Без сомнения.
 He felt in with me on that point. В этом вопросе он со мной согласился.
 Willingly. Охотно.
 I am with you on that. Согласен с этим.
 Count me in. Согласен. Я тоже участвую.
 Quite so. Вот именно.
 Of course. Конечно.
 By all means. Конечно.
 If that's all right by you come and have dinner with me. Если Вы не возражаете, приходите пообедать со мной.
 Yes, certainly. Да, конечно.
 It's a go. Идет.
 Exactly. Совершенно верно.
 You are mistaken. Вы ошибаетесь.
 I don't agree with you. Я не согласен с Вами.
 I don't think so. Не думаю.
 I can't agree with you. Не могу согласиться с Вами.
 I am of a different opinion. Я другого мнения.
 He holds a different view. Он по-другому смотрит на это.
 This is out of the question. Об этом не может быть и речи.
 He refused point-blank. Он отказался наотрез.
 Count me out. Я не согласен. Я не участвую.
 I'm not going there, no way. Чтобы я пошел к ним - да никогда в жизни!
 Certainly not. Конечно, нет.
 He put his foot down. Он не дал своего согласия.
 I object (to it). Я возражаю (против этого).
 Under no circumstances. Ни при каких условиях.
 No go! Ничего не выйдет.
 Nothing doing! Этот номер не пройдет!
 Not if I can help it. Если это будет зависеть от меня, то нет.
 Not for the world! Ни за что на свете!
 Nothing of the sort. Ничего подобного.
 Why on earth! С какой стати!
 I'm afraid it won't do. Боюсь, что так не пойдет.

DISCUSSION AND ARGUMENT БЕСЕДА И СПОР

Let's talk it over. Давайте обсудим это.
 Let's thrash it out. Давайте тщательно обсудим это.
 I've got to weigh the pros and cons first. Я должен сначала взвесить (все) за и против.
 This is beside the point. Это не по существу.
 You are chasing hares now. Ты теперь уклоняешься в сторону (от темы).
 Now you are not keeping to the point. Ты теперь уклоняешься в сторону.
 Now that's a moot point. Ну, это спорный вопрос.
 I'll take you up on that. Об этом мы еще поспорим с Вами.
 You can put that in your pipe and smoke it. Зарубите себе это на носу.
 This argument floored him. На этот аргумент ему нечего было ответить.
 He hasn't a leg to stand on. Его доводы очень слабы.
 This is an apple of discord. Это яблоко раздора.
 Don't argue the toss with me, do as I tell you. Не спорьте со мной, делайте, как я Вам говорю.
 Now don't you argue with him. Да не спорь ты с ним.
 We've had words with him. Мы поспорили с ним.
 Feelings ran high. Страсти разгорелись.
 I'll have it out with him right now. Я с ним объяснюсь сейчас же.
 Let's talk things over. Давайте поговорим.
 Can I have a word with you? Мне нужно поговорить с Вами.
 None of your lip! Без дерзостей.
 I won't have any back chat from you. Я не потерплю дерзостей.
 Don't you answer me back. Не возражай мне. Не дерзи.
 We had a nice little chat with her. Мы с ней мило поболтали.
 This small-talk is not for me. Пустая болтовня не для меня.
 I don't like this gossip. Не люблю я эти сплетни.
 She's such a chatterbox! Она такая болтунья!
 He's talked his head off. Он замучил нас разговорами.
 I couldn't get a word in edgeways. Я не мог ввернуть даже слова.
 They've told me the news already. Они мне уже сообщили эту новость.
 I simply can't break the news to her. Я просто не могу сообщить ей эту новость.
 Tell me straight what you think. Скажите мне прямо, что Вы думаете?
 I didn't mince matters and told them all about it. Я сказал им обо всем напрямик.
 I gave it him straight from the shoulder. Я выложил ему все начистоту.
 Better get down to brass tacks. Давайте внесем полную ясность.
 Let's call a spade a spade. Давайте называть вещи своими именами.
 I mean business. Я говорю серьезно.

DOUBT AND DISBELIEF СОМНЕНИЕ И НЕДОВЕРИЕ

Can you believe it? Вы верите этому?
 I doubt it. Сомневаюсь.
 Yes, but I rather doubt that. Да, но что-то я в этом сильно сомневаюсь.
 Really? Неужели?
 Indeed? В самом деле?
 Is that so? Это так?
 Are you sure? Вы уверены?
 I don't know for sure. Не знаю точно.
 Maybe. Может быть.
 I shouldn't say so. Не сказал бы.
 That is very odd. Это очень странно.
 He is easily taken in. Его легко провести.
 You're having me on. Вы шутите?
 Aw, quit kidding! (amer.) Перестаньте шутить!
 He's pulling my leg. Он морочит мне голову.
 Don't you take it for granted. Не принимайте это на веру.
 It's too good to be true. Невероятно! Просто не верится: слишком уж это хорошо!
 A likely tale. Так я этому и поверил.
 A tall story. Ну и небылица!
 Tell me another! Расскажи это своей бабушке!
 Tell that to the marines! Ври больше!
 Get away with you! Да ну тебя. Не болтай глупостей!
 Go on (with you)! Рассказывай! (иронич.)

You busy, my foot! Ты занят, так я и поверил!
 An admirable sight, I don't think. Хорошенький вид, нечего сказать.
 You don't say (so). Не может быть! Что Вы говорите!
 You must be joking. Вы, должно быть, шутите.

APPROVAL AND DISAPPROVAL ОДОБРЕНИЕ И НЕОДОБРЕНИЕ

That's a good idea. Хорошая мысль!
 Good for you. Молодец!
 Fine! Превосходно!
 Wonderful! Великолепно!
 Splendid! Замечательно!
 Excellent! Превосходно!
 Fantastic! Фантастика!
 Great! Великолепно!
 That's it! Вот именно!
 It's beyond my expectations! Сверх моих ожиданий!
 I approve of his behaviour. Я одобряю его поведение.
 Full marks! Отлично! Ставлю Вам пять!
 Well done! Отлично!
 I'm all for it. Я всецело одобряю это.
 Now you're talking! Вот это дело! Вот теперь ты дело говоришь!
 I think that's wise. Я думаю, это мудро.
 I wouldn't say I like it. Не сказал бы, что мне это нравится.
 I disapprove of his behaviour. Я не одобряю его поведения.
 Behave yourself. Ведите себя прилично.
 He's all against it. Он решительно не одобряет это.
 That's not a good idea. Это нехорошая идея.
 He took a poor view of the idea. Он отрицательно отнесся к этой идее.
 They made catcalls at him. Они освистали его.
 The audience whistled him. Публика освистала его.
 It's nothing to write home about. Похвалиться нечем.
 Don't talk rot. Не мели вздор.
 He is boring. Он скучен.
 She is boring. Она скучна.
 It is boring. Это скучно.

7. Изучите слова по теме:

Фраза на русском языке

Я хочу есть (пить).
 Пойдёмте в ресторан (кафе).
 Дайте пожалуйста меню.
 Приятного аппетита!
 Я хочу попробовать национальное блюдо.
 Дайте мне, пожалуйста ...
 Принесите мне ...
 Очень вкусно.
 Мне это не нравится.
 Советую взять ...
 Что Вы посоветуете?
 За ваше здоровье и благополучие!
 Больше ничего не нужно, спасибо.
 Счёт, пожалуйста.
 стакан чая, пожалуйста.
 Чашку кофе, пожалуйста.
 Я хотел бы ...
 ... сок.
 ... молоко.
 ... минеральную воду.

Перевод на английский язык

I'm hungry (thirsty).
 Let's go to a restaurant (cafe).
 Give me the menu, please.
 Bon appetit! / Have a nice meal!
 I want to try some national dish.
 Please, give me ...
 I'll have ...
 That's delicious.
 I don't like this.
 I recommend ...
 What will you recommend?
 Health and happiness!
 Nothing more, thank you.
 Bring the bill, please.
 A glass of tea, please.
 A cup of coffee, please.
 I'd like some ...
 ... juice.
 ... milk.
 ... mineral water.

Дайте мне...

May I have some ...

It's delicious - вкусно

It's good – хорошо, вкусно

It's great – великолепно, вкусно

It's terrible – ужасно

It's awful - ужасно

It's horrible - ужасно

8. Прослушайте прилагаемый текст и запишите услышанное:

9. Напишите свой список слов по теме «Продукты» (20 слов) с переводом:

Рис – rice,

...

10. Прочтите ситуации. Обсудите в парах, как бы Вы поступили в каждом из этих случаев

1. I'm working on board a vessel and one of the crew members is from Asia. Whenever I ask his opinion he doesn't say anything. But when he's with a group of his friends then he seems different and more confident.
2. I give instructions to a member of the crew who is from Asia. He nods his head and I think he has understood. But then later I find he hasn't understood at all. Why doesn't he tell me he doesn't understand me?
3. I'm from the Middle-East and work with a British crew member and I think we get on well, he's like my brother. But the other day I put my arm around him and since then he's avoided me.
4. I'm from Asia and it was my birthday, one of the crew members gave me a birthday present. I put it aside to open later. Since then he's been very cold towards me.
5. I'm British and one of the Engineers is from China, he's very intelligent, I think he's got a PhD. As he's very short I call him "shorty". Although I try to joke with him he doesn't seem to like me.
6. I'm from the Middle -East and the other day I asked one of the British crew members how much salary he received. But he didn't seem to want to talk to me, I don't know why he's so unfriendly.
7. I'm from Asia and I share a cabin with someone from the UK. Whenever I smoke in the cabin he storms out. He doesn't seem very friendly.
8. I'm an African Head of Department in a Maritime Academy. Two British Maritime consultants come to visit for several days. One is an elderly male and the other is a younger single female. I notice she appears a little annoyed when I address the questions to the male consultant and refer to her as Mrs Taylor.
9. I'm a British Maritime Trainer and am in India running a training course. I notice throughout the day that the participants constantly shake their heads as if disagreeing with me. However, at the end of the day their feedback is really positive. This leaves me feeling somewhat confused.
10. I'm British and I'm on shore leave with my Ukrainian colleagues. It's my birthday and we go to a pub to celebrate. I'm surprised that my colleagues don't buy me a drink. And after the night out another British colleague tells me that now I have the reputation of being mean.

11. Подготовить презентации/сообщения по темам:

Погода.
 Семья, дом, родственные отношения.
 Занятия в свободное время.
 Интернет.
 Здоровый образ жизни.
 Режим дня.
 Здоровое питание.
 Спорт.
 Родной город/страна.

Тема 1.4 Типы судов. Устройство судна

1. Изучите лексику по теме, прочтите текст и выполните упражнения по тексту:

Vocabulary

purpose назначение
carry перевозить
dry cargo сухой груз
liquid cargo жидкий груз
OBO (Oil-Bulk-Ore) carrier танкер-рудовоз
bulk carrier балкер
dimensions размеры
stowage укладка, штивка (груза)
perishable goods скоропортящиеся товары
liquefied natural gas (LNG) carrier танкер-газовоз
ferry паром
tug буксир
icebreaker ледокол
dredger драга, земснаряд
lightship плавучий маяк
seiner сейнер
longliner ярусолов
motorvessel теплоход
steamship пароход
turbine-driven ship турбоход
atomic-driven ship атомоход
length длина
breadth ширина
draught осадка
displacement водоизмещение

Text TYPES OF SHIPS

A vessel can be classified according to the **purpose** she serves. The most common purposes are: transportation of cargo or passengers (merchant ships), assistance and service (special duty) ships, the catching of fish (fishing vessels), peace keeping (warships).

Cargo ships can be divided into two basic types. One type **carries dry cargo**. The other carries **liquid cargo**; however an **OBO (Oil-Bulk-Ore)** ships are designed to carry both. Dry bulk cargo is carried in **bulk carriers**. The most modern type of dry cargo carriers is the container ship. They carry cargo in containers of standard **dimensions**, consequently, **stowage** is easier. Fruit, meat, dairy and other **perishable goods** are carried in refrigerated ships.

Oil tankers are the most common type of liquid cargo carrier. Two other types of liquid bulk carrier of growing importance are the **liquefied natural gas (LNG)** carrier and the chemical carrier.

The traditional passenger ship is a passenger liner. Other types are cruise ships and **ferries**.

Assistance and service vessels are **tugs, icebreakers, dredgers, lightships** and others.

Fisherman vessels are capable of fish catching and processing. They are **seiners**, trawlers, **longliners**, crab catchers and others.

Sea-going vessels are also classed according to the type of the engine into: **motorvessels, steamships, turbine-driven ships** and **atomic-driven ships**.

The main characteristics of any ship are **length** and **breadth** in metres, **draught** in feet or metres, **displacement** in tons and speed in knots, power of engine in kilowatts or bhp.

Exercises

1. Read the international words.

Classify, transportation, passenger, assistance, service, type, container, standard, fruit, product, refrigerated, tanker, natural, gas, chemical, traditional, cruise, trawler, seiner, crab, turbine, atomic, characteristics, metre, ton, kilowatt.

2. Give the English equivalents.

Наиболее распространенный; вспомогательные суда; транспортировка груза и пассажиров; военные корабли; сухогруз; танкер-рудовоз; контейнеры стандартных размеров; скоропортящиеся товары; судно для перевозки жидкого груза; плавучий маяк; земснаряд; лов и обработка рыбы; траулер; краболов; пароход; осадка; водоизмещение; мощность двигателя.

3. Answer the questions:

- 1) How can vessels be classified?
- 2) What are the two basic types of cargo ships?
- 3) What is the most modern type of dry/liquid cargo carriers?
- 4) What types of passenger ships do you know?
- 5) Name some of the special duty vessels.
- 6) What types of fishing ships do you know?
- 7) What are the main characteristics of any ship?

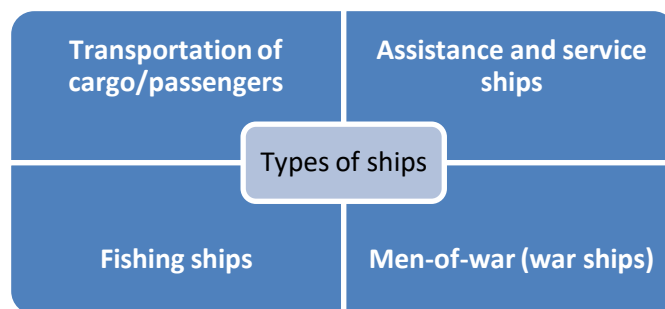
4. Match the columns.

- | | |
|----------------------|---|
| 1. A tanker | a) Carries cargo such as iron ore, grain, etc. that is loaded in bulk |
| 2. A reefer | b) Gives assistance to the ships in distress |
| 3. A salvage ship | c) Carries perishable cargoes |
| 4. A tug | d) Carries standard-sized containers in cargo holds and as deck cargo |
| 5. An ice-breaker | e) Conducts ships through the ice |
| 6. A passenger liner | f) Carries passengers |
| 7. A bulk carrier | |
| 8. A ro-ro (vehicle) | |

- | | |
|----------------------------|--|
| carrier) | g) Carries general cargo on deck and in holds |
| 9. A ferry | h) Assists ships in entering and leaving ports |
| 10. A trawler | i) Catches and processes different types of fish |
| 11. A general purpose ship | j) Carries oil |
| 12. A container ship | k) Carries passengers and cars |
| | l) Carries cars, buses and trucks that drive on/off the ship |

5. Translate the words below and divide them into four groups.

Salvage ship, tug, whale catcher, freighter, bulker, seiner, icebreaker, submarine, barge, RO-RO ship, OBO ship, SAR-vessel, cruiser, timber carrier, trawler, destroyer, pilot boat, cargo-passenger ferry, cruise liner, escort ship, tanker, reefer, processor, container vessel, fire-fighting vessel, cable layer, mine trawler, yacht, dredger, longliner, aircraft carrier, sailing ship, general cargo ship, coast-guard cutter.



6. Test yourself.

1. A vessel carrying oil in bulk.
 - a) bulker b) tanker c) reefer d) seiner
2. A vessel having special holds to freeze perishable goods.
 - a) bulker b) tanker c) reefer d) seiner
3. A vessel assisting ships to enter and leave the port.
 - a) dredger b) tug c) SAR-vessel d) RO-RO
4. A vessel which catches and processes different types of fish.
 - a) seiner b) longliner c) trawler d) reefer
5. A vessel which conducts ships through the ice.
 - a) icebreaker b) dredger c) pilot launch d) tug
6. A vessel carrying people for rest.
 - a) salvage ship b) cruise ship c) container ship d) ferry

7. Tell about different types of ships.

2. Изучите лексику по теме, прочтите текст и выполните упражнения по тексту:

SHIP'S CONSTRUCTION

hull корпус судна

main deck	главная палуба
side	борт
bottom	днище
frame	шпангоут
plating	обшивка
bow	нос (судна)
stern	корма
midships	мидель
watertight	водонепроницаемый
compartment	отсек
bulkhead	переборка
tweendeck	твиндек
engine room	машинное отделение
hatch	люк
hatch-cover	люковое закрытие
fore end	носовая оконечность
fore peak tanks	форпиковый танк
after end	кормовая оконечность
after peak tanks	ахтерпиковый танк
double bottom tanks	междудонный танк
port side	левый борт
starboard side	правый борт
underwater body	подводная часть корпуса
waterline	ватерлиния
freeboard	надводный борт
superstructure	надстройка
navigating bridge	навигационный (ходовой) мостик
radio room	радиорубка
crew's quarters	помещения экипажа
sick bay	лазарет
funnel	дымовая труба
radar mast	радиолокационная мачта
forecastle	бак
poop	ют
derrick	грузовая стрела
crane	кран
cargo winch	грузовая лебедка
Samson post	грузовая колонна
windlass	брашпиль
capstan	шпиль
bits	кнехты

Text

The main part of the ship is the **hull**. This is the area between the **main deck**, the **sides** and the **bottom**. It is made up of **frames** covered with **plating**. The hull is divided into three main parts: the forward part is called the **bow**, the rear part is called the **stern** and the part between the bow and the stern is called the **midships**.

Inside the hull is divided into a number of **watertight compartments** by decks and **bulkheads**. Bulkheads are vertical steel walls passing across the ship and along. Steel decks divide the hull horizontally. The decks which divide cargo spaces are called **tweendecks**.

The hull contains the **engine room**, cargo and other spaces and a number of tanks. The openings cut in the main deck which give access to holds are called **hatches**. The hatches are equipped with automatic **hatch-covers**.

At the **fore end** of the hull are the **fore peak tanks** and at the **after end** are the **after peak tanks**. They are used for fresh water and water ballast. The space between the holds and the bottom of the hull contains **double bottom tanks**. These are used for ballast water and fuel.

When one faces the bow, the left-hand side is called the **port side** and the right-hand side is called the **starboard side**. The part of the hull below water is the ship's **underwater body**. The distance between the **waterline** and the main deck is the vessel's **freeboard**.

All the ship's parts above the main deck are known as **superstructures** which usually include the **navigating bridge**, the **radio room**, the crew's **quarters**, the **sick bay**, the **funnel**, the **radar mast**, etc.

The raised part of the deck in the bows is called the **forecastle** and its after raised part is a **poop**. On the main deck there are cargo handling facilities (**derricks, cranes, cargo winches, Samson posts**, etc.), and also the **windlass** (on the forecastle), the **capstan** (on the poop) and **bitts**.

1. Give the English equivalents.

Водонепроницаемые отсеки; грузовые отсеки; автоматические люковые закрытия; форпиковый танк; ахтерпиковый танк; междудонный танк; правый борт; левый борт; надводный борт; подводная часть корпуса; помещения экипажа; радиолокационная мачта; кормовая приподнятая часть судна; оборудование для обработки груза; грузовая стрела; грузовая лебедка; грузовая колонна.

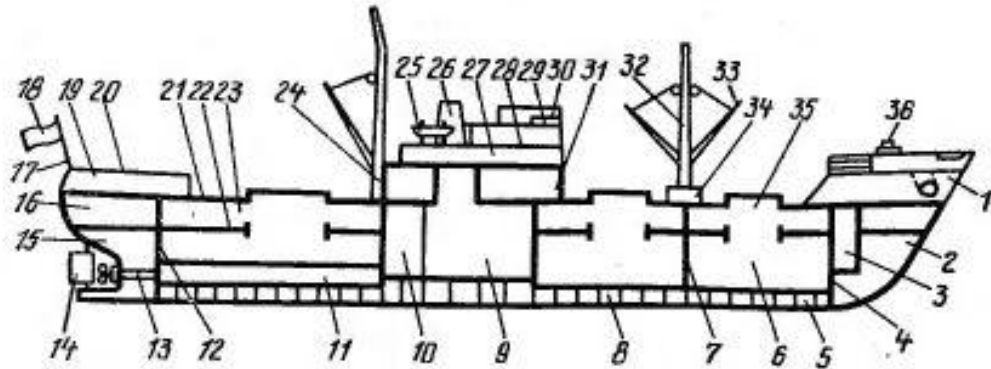
2. Match the synonyms in (a) and (b).

- a) Engine room, starboard side, ladder, instruments, derrick, dining saloon, deck officer, stern, master, port side, life-boat, compartment, fore end
- b) Machinery, gangway, room, aft, captain, left side, machinery space, rescue boat, crane, bow, right side, mess room, navigator

Complete the sentences.

1. The main part of a ship is the
2. The hull is divided into three main parts: the bow, the stern and the
3. Inside the hull is divided into
4. Vertical steel walls passing across the ship and along are called
5. The decks which divide cargo spaces are called
6. The hull contains the engine room, cargo and other spaces and
7. The space between the holds and the bottom of the hull contains
8. Double bottom tanks are used for
9. The left side of a ship is called the
10. The right side of a ship is called the
11. The part of the hull below water is the ship's
12. The distance between the waterline and the main deck is the vessel's
13. All the ship's parts above the main deck are known as
14. The raised part of the deck in the bows is called the
15. The after raised part of the deck is called the

3. Look at the figure and memorize the main parts of a ship.



1 - forepeak; 2 - forecastle; 3 - chain locker; 4 - forepeak bulkhead; 5 - double bottom tank; 6 - hold; 7 - transverse bulkhead; 8 - double bottom plating; 9 - engine room; 10 - boiler room; 11 - shaft tunnel; 12 - after peak bulkhead; 13 - propulsion installation; 14 - rudder and steering gear; 15 - after-peak; 16 - steering gear compartment; 17 - flagstaff; 18 - flag; 19 - poop; 20 - poop deck; 21 - upper deck; 22 - second deck; 23 - tweendeck; 24 - main mast; 25 - boat gear; 26 - funnel; 27 - superstructure deck; 28 - boat deck; 29 - navigating bridge deck; 30 - wheelhouse top; 31 - midship superstructure; 32 - fore mast; 33 - cargo handling gear; 34 - deck house; 35 - hatch; 36 - anchor gear.

Тема 1.5 Экипаж. Работа на борту судна

1. Прочтите текст, переведите, задайте вопросы по тексту.

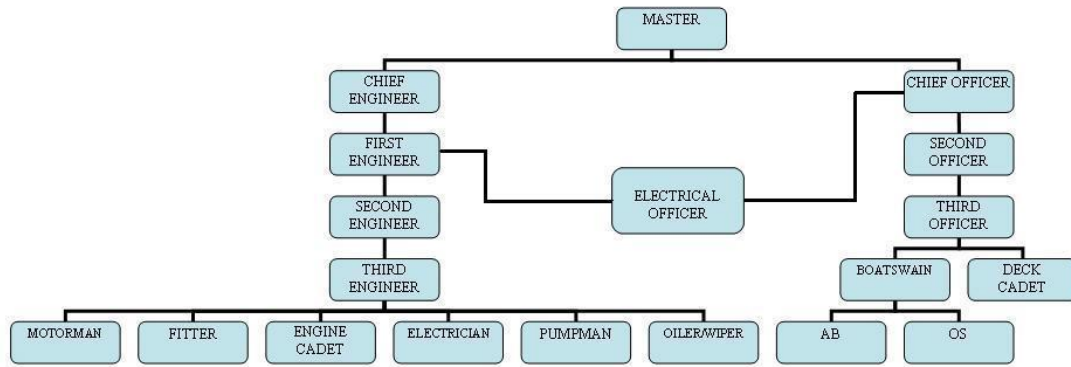
THE SHIP'S CREW

There are two departments on board modern ships. They are the Deck Department and the Engine Department. The Deck D. includes (включать) navigators, sailors, a boatswain, a doctor and a cook. The Master is responsible for the ship, her cargo and the crew, the safety of the ship. The Chief Officer is the head of the Deck D. He is responsible for cargo. The Second Mate is responsible for the crew. The Third Officer is responsible for the navigational instruments. The navigators keep watch on the navigating bridge. They define the ship's position, plot the course on the chart, take bearings, transmit and receive radio telegrams, handle nav. Instruments, navigate the ship. A Boatswain and sailors are responsible for the ship's hull, holds and tackle. A Doctor is responsible for the health of the crew and passengers.

The Engine D. consists of the Chief Engineer, the Second, the Third, the Fourth Engineers; some motormen and electricians.

They keep watch in the engine room, maintain, overhaul and repair the machinery, lubricate equipment in the engine room.

2. Перевести текст.



Ship's Crew.

Существует две службы на борту судна.

Это служба эксплуатации и служба технической эксплуатации.

Служба эксплуатации включает в себя судоводителей, боцмана, матросов, доктора.

Судоводители - это капитан, старший (первый) помощник, второй, третий, четвёртый помощники.

Капитан отвечает за судно, команду и пассажиров.

Старший помощник - глава службы эксплуатации. Он отвечает за грузовые операции.

Все судоводители несут вахту на навигационном мостике.

Они определяют местоположение судна, берут пеленг, прокладывают курс.

Доктор отвечает за здоровье команды и экипажа.

Боцман отвечает за хорошее состояние корпуса, трюмов, такелажа, за работу матросов.

Служба технической эксплуатации включает в себя механиков, мотористов, электриков.

Они несут вахту в машинном отделении.

Они следят за работой приборов, обслуживают и ремонтируют оборудование, смазывают механизмы, прибираются в машинном отделении.

3. Обсудите в парах работу экипажа на борту судна.

How many departments are there on board ship? - There are 2 D.

What are they? - They are D.D. and E.D.

Who is the head of the Deck D. (E.D., work of sailors, cargo, ...)? - It is the Chief Mate. (Chief Engineer, Boatswain, the Chief Mate, ...).

Who is responsible for the D.D. (...)? - It is

Who keeps watch on the navigating bridge? - Navigators keep watch on the bridge. (They are navigators.)

Who plots the course (Repair, navigate, ...) - It is... or They are

Where do engineers (...) keep watch? - They keep watch in the engine room (...).

How long is the watch? - It is 4 hours.

Who is responsible for ... ? - It is

What is ... responsible for? - He is responsible for

What are the duties of ... ? - He is responsible for He must ... V(глагол).

What do navigators (engineers, sailors ...) do on the bridge(in the engine room, on the deck ...)

- They V,V,V... (глаголы).

Where do cadets have shipboard training?

Where do cadets of the DD (ED) keep watch?

What will they do?

What will they learn to do?

What are the duties of cadets on board the ship?

Will cadets V?

Who Vs?

Тема 1.6 Чрезвычайные ситуации на борту

Задание 1. Подберите к словам из первой колонки правильный перевод из второй колонки

1. Accommodation fire	A. Опасность взрыва
2. Galley fire	B. Пожар в жилых помещениях
3. Cargo spaces fire	C. Пожар в грузовых помещениях
4. Seat of fire	D. Очаг возгорания
5. Danger of explosion	E. Пункт сбора по тревоге
6. Fire alarm (to raise, to sound)	F. Собираться по тревоге
7. Smoke detector (to be activated)	G. Пожарная сигнализация (срабатывать)
8. Muster station	H. Аварийная партия
9. To muster	I. Партия первой медицинской помощи
10. Fire party	J. Пожарная партия (команда)
11. Emergency party	K. Пожар на камбузе
12. Reconnaissance party (to make first estimation of the extant fire)	L. Командир аварийной партии
13. Search party (to missing and injured persons)	M. Поисковая партия (поиск пропавших и раненных)
14. First aid party	N. Группа разведки (сделать первое определение причины и степени пожара)
15. Supporting party (to supply additional equipment; to prevent spread of fire; to evacuate the casualties)	O. Партия поддержки (снабжать дополнительным оборудованием, предотвращать дальнейшее распространение пожара, эвакуировать пострадавших)
16. Leader of emergency party	P. Пожарная тревога (поднимать, объявлять)

Задание 2. Найдите среди английских фраз перевод следующих русских словосочетаний

To be in charge of... To sound (raise) the alarm To close watertight doors To isolate electrical currents To batten down the space To fight fire To put out fire To apply water spray To apply sprinkles To apply boundary cooling To release CO ₂ Foam extinguisher Carbon dioxide extinguisher Dry chemical extinguisher Abandon of ship Fire-fighting Fighting for ship unsinking Emergency procedures Use of ship available safety, fire-fighting and signal media and equipment Rescue man overboard Rescue with helicopter Fighting for vitality of ship technical media Fighting against steam Fighting against icing	Piracy Practice musters and drills Alarm operation trainings General emergency alarm Fire-fighting Entering of water Crew operations in case of entering of water Recovering stability and restoring of ship's listing Donning of lifejackets and immersion suits Muster of the assigned station Boarding, launching and clearing the survival craft and rescue boats Release from launching appliances Protect methods in launching areas Illumination in launching areas Use of all survival equipment Use of detection equipment Use of radio life-saving appliances Used of drogues Recovery of survival craft and rescue boats including stowage and securing oil pollution fighting Shipboard oil pollution emergency plan (SOPEP) Oil spill kit Training and drills
--	--

Командовать, объявить пожарную тревогу, закрыть водонепроницаемые двери, бороться с огнем, пенный огнетушитель, углекислотный огнетушитель, оставление судна, борьба за живучесть, борьба с обледенением, угроза нападения пиратов, общесудовая тревога, поступление воды, восстановление остойчивости судна, надевание спасательных жилетов и гидрокостюмов, выход к назначенным местам сбора, посадка в коллективные спасательные средства, освещение районов спуска коллективных спасательных средств, использование спасательного радиооборудования, судовой план чрезвычайных мер по борьбе с загрязнением нефтью.

Задание 3. Ознакомьтесь с лексикой по теме Безопасность на судне (СФ ИМО, стр. 248-330), приготовьтесь к аудированию основных фраз по теме.

IV-B/ 1.7 Ordering abandon vessel

- .1 Swing out no. ... lifeboat(s) and report.
 - .1.1 No. ... lifeboat(s) swung out.
- .2 Lower no. ... lifeboat(s) alongside embarkation deck and report.
 - .2.1 No. ... lifeboat(s) alongside embarkation deck.
- .3 Enter lifeboat(s) (no. ...) and report.
 - .3.1 Enter lifeboat(s) / liferaft(s) over ... deck.
 - .3.2 Enter lifeboat(s) / liferaft(s) over ladders/ nets / manropes.
 - .3.3 Jump into water and enter lifeboat(s) / liferaft(s).
 - .3.4 Jump onto liferaft(s) alongside vessel.
 - .3.5 Do not push each other when entering.
 - .3.6 Assist injured / helpless persons.
 - .3.7 Clear entrance of lifeboat / liferaft.
 - .3.8 Sit down in lifeboat / liferaft immediately.
 - .3.9 Hold on to ropes or to your seat when launching.
- .4 No. ... lifeboat(s) / liferaft(s) entered.
- .5 Let go no. ... lifeboat(s) / liferaft(s) and report.
 - .5.1 No. ... lifeboat(s) / liferaft(s) is let go.
- .6 Throw over board no. ... liferaft and report.
 - .6.1 No. ... liferaft thrown over board.
- .7 Inform coast radio stations / vessels in vicinity about number of lifeboats / liferafts launched and report.

- .7.1 Inform coast radio stations / vessels in vicinity about number of persons in each lifeboat / liferaft and report.
- .7.2 Inform coast radio stations / vessels in vicinity about number of crew members remaining on board.
- .7.3 Coast radio station ... / vessels in vicinity informed.
- .8 Stand clear of vessel and report.
- .8.1 No. ... lifeboat(s) / liferaft(s) standing clear.
- .8.2 No. ... lifeboat(s) / liferaft(s) not standing clear.
- .8.2.1 Rescue boat / no. ... motor lifeboat! Assist no. ... lifeboat(s) / liferaft(s) and report.
- .8.2.2 Rescue boat / no. ... motor lifeboat assisting - no. ... lifeboat(s) / liferaft(s) standing clear of vessel now.

IV-B/ 3.2 Fire fighting and drills

3.2.1 Reporting fire

- .1 Fire on board!
- .1.1 Smoke/fire/explosion in engine room.
- .1.2 Smoke/fire/explosion in no. ... hold(s)/tank(s).
- .1.3 Smoke/fire/explosion in superstructure.
- .1.4 Smoke/fire/explosion in accommodation.
- .1.5 Smoke/fire/explosion in ... space/area.
- .1.6 Smoke/fire/explosion on deck.
- .1.7 Smoke from ventilator(s).
- .1.8 Burnt smell in .../ from... .
- .2 Report injured persons:
- .2.1 No person injured.
- .2.2 Number of injured persons/casualties:
- .3 What is on fire?
- .3.1 Fuel on fire.
- .3.2 Cargo on fire.
- .3.3 Car(s)/truck(s)/waggon(s) on fire.
- .3.4 Containers/ ... (with dangerous goods) on fire.
- .3.5 ... on fire.
- .3.6 No information.
- .4 Is smoke toxic?
- .4.1 No, smoke not toxic.
- .4.2 Yes, smoke toxic
- .5 Is fire under control?
- .5.1 Yes, fire (in ...) under control.
- .5.2 No, fire (in ...) not under control (yet).
- .5.2.1 No, fire spreading (to ...).
- .5.2.2 No, fire (in ...) not accessible.
- .6 What is damage?
- .6.1 No damage.
- .6.2 Minor/major damage in .../ to
- .6.3 No power supply (in ...).
- .6.4 Making water in
- .7 Pressure on fire mains.
- .7.1 Fire mains under pressure.
- .8 Shut down main engine(s)/auxiliary engine(s)/
- .8.1 Main engine(s)/auxiliary engine(s)/ ... shut down.
- .9 Stop fuel.
- .9.1 Fuel stopped.
- .10 Close hatch covers.
- .10.1 Hatch covers closed.
- .11 Close damper(s) (in ...).
- .11.1 Damper(s) (in ...) closed.
- .12 Close all openings.
- .12.1 All openings closed.
- .13 Switch off ventilator(s) (in ...).
- .13.1 Ventilator(s) (in ...) switched off.
- .14 Turn bow/stern to windward.
- .14.1 Bow/stern turned to windward.

- .15 Turn port side/starboard side to windward.
- .15 .1 Port side/starboard side turned to windward.
- .16 Alter course to
- .16 .1 Course altered to

Тема 1.7 Предупреждение загрязнения водной среды

Задание 1. Прочитайте и переведите текст, ответьте на вопросы.

Environmental problems

The word environment means simply what is around us. Some people live in a town environment; for others, their environment is the countryside.

Nowadays people understand how important it is to solve the environment problems that endanger people's lives. The most serious environmental problems are: pollution in its many forms (water pollution, air pollution, nuclear pollution), noise from cars, buses, planes, etc., destruction of wildlife and countryside beauty, shortage of natural resources (metals, different kinds of fuel), the growth of population.

There is no ocean or sea, which is not used as a dump. Many seas are used for dumping industrial and nuclear waste. This poisons kills fish and sea animals. "Nuclear-poisoned" fish can be eaten by people

Many rivers and lakes are poisoned too. Fish and reptiles can't live in them. There is not enough oxygen in the water. In such places all the birds leave their habitats and many plants die. If people drink this water they can die too. It happens so because factories produce a lot of waste and pour it into rivers. So they poison water.

Most of the pollution in big cities comes from cars and buses. Air pollution is a very serious problem. In Cairo, for example, breathing the air is equivalent to smoking two packs of cigarettes a day.

More and more often people are told not to be in direct sunlight, because ultraviolet radiation from the sun can cause skin cancer. As a rule, the ozone layer in the atmosphere protects us from such radiation, but if there are holes in the ozone layer ultraviolet radiation can get to the earth. Many scientists think that these holes are the result of air pollution.

Plants and factories make the greenhouse effect.

Both clean air and clean water are necessary for our health. If people want to survive they must solve these problems quickly. Man is beginning to understand that his environment is not just his own town or country, but the whole earth. That's why people all over the world think and speak so much about ecology. People are beginning to realize the environmental problems. They join international organizations and green parties. All states must save the Earth from an ecological catastrophe.

1. What does the word «environment» mean?
2. What are the most serious environmental problems?
3. What are the serious problems with seas and oceans?
4. What does poison water in lakes and rivers?
5. What does make the greenhouse effect?
6. Why is an air so polluted in big cities?
7. What does cause skin cancer?
8. What is the function of ozone layer?
9. What can happen if there are holes in the ozone layer?
10. What can we do to protect Nature?
11. Do you think all states must save the Earth?

2. Напишите сообщение о взаимосвязи экологии и будущей профессии.

3. Ознакомьтесь с лексикой ИМО по теме «Сообщения, связанные с защитой окружающей среды». Подготовить презентацию с использованием лексики по теме.

Тема 1.8 Подготовка к практике

1. Прочтите тексты и задайте к ним по 10 вопросов разного типа.

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 1-st of September.

SHIPBOARD TRAINING

The cadets of maritime colleges usually have their practical studies either on board training vessels or merchant ships.

The cadets of the Navigation D. will keep watch at the wheel, paint the hull deck superstructures, masts, wash and scrub decks. They will launch and hoist life-boats, learn how to use life-saving appliances. They will work in the wheel-house as a helmsmen.

Skilled officers will instruct our boys how to handle a sextant and other navigational instruments. They will learn how to take bearings of light-vessels, lighthouses, how to define the ship's position on charts.

They must also know how to use echo-sounders, logs, finders.

The cadets of Radio Engineering D. will work in the radio-room transmitting and receiving radio-telegrams, weather reports and navigational warnings. They will learn how to tune and repair the equipment in case of trouble.

The cadets of the Engine D. will learn how to maintain the engine, how to lubricate and repair the equipment.

All the cadets must work hard to master their profession.

2. Ответьте на вопросы **Application Card**.

1. What is your first name?

2. When is your birthday?
3. Where are you from?
4. What is your citizenship?
5. What is your nationality?
6. What is your religion?
7. Who is your next of kin?
8. What is your address?
9. What is the size of your head?
10. What is the color of your eyes?
11. Do you have a family?
12. What is your marital status?
13. What are you?
14. Do you have any diplomas and certificates?
15. What is the number of your group?
16. Can you drive a car? (play the guitar, play football, ...)
17. Are you happy? (clever, funny, strong, gentle, hospitable, honest, musical, creative, kind, ...)
18. Why do you want to be a seaman?
19. Do you have any bad habits? (have you, have you got ...)
20. What are the traits of your character?
21. What is your favorite lesson?
22. Do you live at home or in the hostel?
23. Do you help about the house?
24. Who are you?
25. What are you?
26. How old are you?

3. Прочтите письмо курсанта. Напишите свое письмо с просьбой пройти практику в компании.

Dear Sirs,

I am Sergey Salamatov, a second-year cadet of the Arkhangelsk Maritime Institute, Russia.

I am writing to you in order to have a chance of taking my shipboard training on one of your vessels. I learned about your company from the Internet/my friends/ ... and I suppose there are great opportunities in your company to get professional skills and to improve them.

I am eighteen. My future specialty is navigation. I have good results in my theoretical course of study and I am fond of English. I am hardworking, responsible and get on well with other people. I don't smoke. I don't use alcohol and drugs.

I am always ready to answer your questions by telephone or by Skype or by any other way convenient for you.

4. Соедините слова из правого столбца со словами из левого столбца и переведите фразы:

Connecting	crew
Excess	pass
Cabin	detector
Departure	baggage
Passport	desk
Baggage	flight
Duty free	seat
Metal	board
Departure	lounge
Boarding	control
Check-in	claim
Aisle	shop

7. Прочтите текст и заполните пропуски фразами из упражнения 1

I was booked on the 1230 flight from Amsterdam to Halifax. I entered the airport and walked straight to the _____ 1. "A window seat or an

_____ 2, sir?" "A window seat, please. A non-smoking one." I put my luggage on the scales.

"I'm afraid you'll have to pay _____ 3 on that. You are 15 kilos over limit."

After checking in I made my way to _____ 4, where my documents were checked.

Security was tight and everyone had to walk through a _____ 5 before proceeding to the _____ 6.

I settled myself into a seat and periodically glanced at the _____ 7 to see when I should board the plane or if the flight was delayed.

I bought a few items at the _____ 8.

When my flight was called, I went to the gate where my _____ 9 was checked. I proceeded along the corridor, boarded my plane and one of the

_____ 10 directed me to my seat. The first leg of my journey took me to New

York, where I waited in the transit lounge for my _____ 11. Some hours later I

touched down in Halifax and picked up my cases from the _____ 12.

8. Прслушайте запись прилагаемого к занятию текста дважды и проставьте рядом с утверждениями знаки «+» (если утверждение правильное) или «-» (если утверждение неправильное)

1. Takeshi spent his shore leave with his family in Osaka.
2. Takeshi arrived at the airport at 1000.
3. The airport was not busy.
4. Marco had time to sit down and relax at the airport.
5. Takeshi had nothing to do while he was waiting at the airport.
6. Marco fell asleep while he was listening to music.
7. The plane is due to leave at 1230.

9. Переведите 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.

Тема 2.1 Обязанности вахтенного помощника капитана. Стандартный морской навигационный словарь-разговорник и Стандартные фразы Международной морской организации для общения на море

Задание 1. Прочтите и переведите текст. Ответьте на вопросы.

DUTIES OF THE OOW

The Officer of the watch is the Master's representative. His primary responsibility is the safety of the ship. The Officer of the watch is in charge of the maintenance of a continuous and alert watch on the navigating bridge. The Officer of the watch should ensure an alert all-round visual and aural look-out, identification ship and shore lights. He is responsible for steering the correct course. The Officer of the watch is in charge of close observation of the movement and bearing of approaching vessels. He should make regular observation of changes in the weather, the radar and echosounders displays. He is responsible for proper work of the navigational equipment. He informs the Master of critical and dangerous situations. When ship at anchor he provides effective lookout.

What is the Officer of the watch?

What is his primary responsibility?

What is the Officer of the watch in charge of on the navigating bridge?

What should he ensure?

Is he responsible for steering the correct course?

Is the Officer of the watch in charge of close observation of the movement and bearing of approaching vessels?

What observation should he make?

What else is he responsible for?

What does he inform the Master of?

What does he provide when ship at anchor?

Задание 2. Подберите слово подходящее по смыслу.

IMO SMCP	
As navigational and safety communications from ship-to-shore and vice versa, from ship-to-ship, and on board ship must be precise, simple and unambiguous so as to ... confusion and error, there is a need to standardize the language used.	<ul style="list-style-type: none"> • meet • increase • avoid • develop
This is of particular importance in the light of the increasing number of internationally trading vessels with crews speaking many different languages, since problems of communication may cause misunderstandings leading to ... to the vessel, the people on board and the environment.	<ul style="list-style-type: none"> • damages • grounding • collision • dangers
In 1973, the Maritime Safety Committee agreed, at its twenty-seventh session, that where language difficulties arise a ... language should be used for navigational purposes, and that language should be English.	<ul style="list-style-type: none"> • foreign • simple • useful • common
In ... the Standard Marine Navigational Vocabulary (SMNV) was developed, adopted in 1977 and amended in 1985.	<ul style="list-style-type: none"> • consequence • conclusion • addition • the end
In 1992, the Maritime Safety Committee, at its sixtieth session, instructed the Sub-Committee on Safety of Navigation to develop a more ... standardized safety language than SMNV 1985, taking into account the changing conditions in modern seafaring and covering all major safety-related verbal communications.	<ul style="list-style-type: none"> • structural • complicated • comprehensive • clear
At its sixty-eighth session in 1997, the Maritime Safety Committee adopted the ... IMO Standard Marine Communication Phrases (SMCP) developed by the Sub-Committee on Safety of Navigation.	<ul style="list-style-type: none"> • New • Modern • Necessary • Draft
The draft IMO SMCP, following international ..., was amended at the forty-sixth session of this Sub-Committee, and was given final consideration by the Maritime Safety Committee at its seventy-fourth session in the light of remarks received by the Organization.	<ul style="list-style-type: none"> • trials • gist • purchase • analysis
The IMO SMCP was ... by the Assembly in November 2001 as resolution A.918(22).	<ul style="list-style-type: none"> • followed • avoided • adopted • thought
Under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as revised 1995, the ability to use and understand the IMO SMCP is ... for the certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more.	<ul style="list-style-type: none"> • required • discussed • explained • special

Задание 3. Прочтите текст, ответьте на вопрос:

IMO STANDARD MARINE COMMUNICATION PHRASES (SMCPs)

The Maritime Safety Committee, at its sixty-eighth session (28 May to 6 June 1997), considered draft "Standard Marine Communication Phrases (SMCPs)" prepared by the Sub-Committee on Safety of Navigation and approved their dissemination.

The Committee invited Member Governments and international organizations to conduct trials using the SMCPs. Trials should be conducted on board ships, by maritime training institutes, search and rescue organizations, hydrographic offices, VTS personnel, pilots, port authorities.

These SMCP have been compiled:

- to assist in the greater safety of navigation and of the conduct of ship,
- to standardize the language used in communication for navigation at sea, in port-approaches, in waterways, harbours and on board vessels.

These phrases are not intended to supplant or contradict the International Regulations for Preventing Collisions at Sea, 1972, the International Code of Signals and normal radiotelephone practice.

These SMCP meet the requirements of the STCW Convention and of the SOLAS Convention, 1974. Knowledge, understanding and the competence to use the SMCP are required by the STCW Convention, 1978, as revised, for officers in charge of a navigational watch on vessels of 500 gross tonnage or more.

Use of the communication phrases should be made as often as possible in preference to other wording of similar meaning, and they should be part of instruction in maritime education and training.

In this way they are intended to become an acceptable safety language, to diminish misunderstanding in safety verbal communications. The SMCP build on basic knowledge of the English language, and they have been drafted in a simplified version of maritime English. Grammatical, lexical and idiomatic varieties are reduced to a minimum and standardized structures.

1 Have these SMCP been compiled to assist in the greater safety of navigation?

Задание 4. Рассмотрите под руководством преподавателя содержание и структуру справочника ИМО, составьте список тем справочника на русском и английском языках.

Тема 2.2 Лоцман на судне

TAKING A PILOT ABOARD Words and Word Combinations

pilot лоцман

to call for вызывать, звать

to hoist поднимать (*парус, флаг, груз*), поднимать на таях

master капитан (*торгового судна*)

to board подняться, взойти на судно

In the offing вдали от берега (*но в виду его*); в море, далеко на рейде

to con подавать команды рулевому, вести судно

launch катер, баркас

ladder трап

rope ladder шторм-трап

lee side подветренная сторона, подветренный борт судна

boat rope бурундук, *тж* шлюпочный бросательный конец, фалинь

watch officer вахтенный помощник

to show to показывать, провожать

to manoeuvre [mə'nu:və] маневрировать, проводить (*судно*)

berth причал

berthing place место швартовки, стоянки (*судна*)

to see to smth следить, присматривать (*за чем-л.*)

mooring [ˈmuəriŋ] швартовка, постановка на два якоря

to pilot проводить (*судно*)

tug (= **tug-boat**) буксирное судно, буксир

compulsory принудительный, обязательный

single-screw ship одновинтовое судно

twin-screwship двухвинтовое судно

draft (= **draught**) осадка (*судна*)

fore передний, носовой

aft кормовой, задний (*на корме*)

to sheer отклоняться от курса, рыскать

searchlight прожектор

International Standard Pilot Ladder лоцманский трап международного стандарта

Expressions

to take aboard принять на борт судна

the responsibility lies with ответственность лежит на

to make fast крепиться, швартоваться

to get underway сниматься (*с якоря или швартов*), отходить

to put over the boat rope завести бурундук

to steer the course идти по курсу, править по курсу

Please meet Comrade B. Познакомьтесь, пожалуйста, с тов. Б.

to make a landing подойти к пристани, к пирсу

we are now running 15 knots мы сейчас делаем 15 узлов

to hold the launch against the sea удерживать катер на волне

abreast of the point на траверзе, напротив мыса

TEXT

To call for a pilot, the ship either sends a radiogram beforehand or hoists the signal when she approaches the pilot station or, which is more common nowadays, the Master contacts the pilot station by radiotelephone. A pilot may board the ship either near the pilot station or in the offing.

When the pilot launch is nearing the ship the pilot is asked which side he wants the ladder to be lowered on. If the wind is fresh or strong, the pilot is usually taken aboard from the lee side.

To hold the launch against the sea, a boat rope is put over and the fenders are shipped on the side where the launch makes fast.

Most of the pilot boats are now equipped with a continuous rubber fender which runs along the boat's sides, bow and stern and is about 50—60 cm wide. This makes shipping the ship's fenders unnecessary. In some places where the traffic is rather dense, the Pilot Station asks the master to embark and disembark the pilot while the ship is under way (usually at a speed of not more than 16 knots).

In compliance with the International Convention for the Safety of Life at Sea, 1979, the ships shall be provided with the International Standard Pilot Ladders and Mechanical Hoists.

Usually the watch officer meets the pilot and shows him to the bridge. Then the pilot manoeuvres the ship into the harbour to her berthing place. Sometimes the pilot takes the ship only into the harbour and the port pilot boards the ship to manoeuvre her to the berth. He also sees to the mooring of the vessel.

Although the pilot is consulted as to what course should be steered and practically it is he who cons the ship to her place, yet the responsibility for the safety of the vessel lies with the captain.

EXERCISES

1. Listen to the text of the lesson again and answer the following questions:

1. What should a ship do to call for a pilot? 2. What signal flag does a ship hoist to call for a pilot? 3. Where may a pilot board the ship? 4. Which side does the pilot launch usually come along in fair weather? 5. From which side is the pilot usually taken aboard in bad weather? 6. On which side is the pilot boat sheltered from the wind, on the lee side or on the weather side? 7. What rope does the pilot launch use to make fast to the ship? 8. What kind of ladder does the pilot use to board the ship? 9. Who usually meets the pilot aboard a ship? 10. Who cons the ship with the pilot aboard? 11. Who is responsible for the ship's safety in this case?

2. Write the dictation:

In some ports, ships must take pilots. They must take pilots to manoeuvre the ship into or out of the port. Ships may call for a pilot by radio or by hoisting the signal. They may also call a pilot by radiotelephone. Ships usually hoist the International Code Flag "G". This flag means: "I require a pilot". Soon the pilot launch comes alongside the ship and the pilot boards her. The watch officer meets the pilot at the ladder. Then he shows him to the bridge.

3. Practise in pairs enacting the following situations. You act as the captain, your partner — as the operator in (a), you — as the pilot, your partner — as the watch officer in (b). Then you change your

parts:

(a) The captain calls for a pilot by radiotelephone. He informs the Pilot Station operator about his ship's position and arranges with him the time when the pilot boat will reach his ship. The ship is at anchor and is waiting for a pilot. Because of the wind the captain will take a pilot from the lee side. The operator asks the captain if the ship is fitted with the standard Pilot Ladder and recommends him to post two sailors to help the pilot to get aboard.

(b) The pilot came on the bridge. He asks the Watch Officer some details about the ship (her draft, length, breadth, speed, machinery, the course she is steering, etc.). The Watch Officer answers all his questions and asks him how far he will pilot the ship and if another pilot will relieve him.

4. Translate into English:

Чтобы вызвать лоцмана, судно должно поднять сигнал. Обычно судно поднимает флаг «Г» Международного свода сигналов. Этот сигнал означает: «Мне требуется лоцман. Лоцмана можно также вызвать по радиотелефону. В хорошую погоду лоцманский катер может подойти с любого борта судна. Чтобы подняться на судно, лоцман пользуется лоцманским трапом. У трапа лоцмана обычно встречает вахтенный помощник. Он проводит его на мостик. Лоцман не отвечает за безопасность судна. Ответственность за это несет капитан. Лоцман должен сообщить капитану обо всех местных условиях плавания.

PASSING THROUGH NARROW CHANNELS AND CANALS

Words and Word Combinations

narrow channel узкий проход (узкость)	canal канал (<i>искусственный</i>)
to proceed следовать, идти	care осторожность, внимательность
traffic движение, перевозки	separation разделение, сепарация
area площадь, район	separate отдельный
lane узкий проход, узкая полоса	fairway фарватер, судоходный канал
outer внешний, наружный	limit предел, граница
practicable осуществимый, реальный	sailing vessel парусное судно
to impede препятствовать, мешать	to engage заниматься, быть занятым (<i>обыкн pass.</i>)
fishing рыбная ловля	within внутри, в пределах
to cross пересекать, переходить	sound signal звуковой сигнал
to prescribe предписывать	rapid быстрый, скорый
blast свисток, гудок	whistle свисток, гудок, сирена
light signals световые сигналы	flash вспышка, проблеск
to intend намереваться, собираться	Intention намерение
doubt сомнение	prolonged продолжительный
to overtake обгонять	to permit позволять, разрешать
to indicate указывать	appropriate соответствующий, подходящий
to relieve <i>зд</i> освобождать	to near приближаться
a bend изгиб, поворот, излучина	to be obscured делать неясным, затемнять, затемнять, мешать
to intervene вмешиваться	obstruction препятствие, помеха
caution осторожность, осмотрительность	circumstance обстоятельство
to admit допускать	to avoid избегать
aground на мели, на грунте	visible видимый
foremast stay штаг фок мачты, оттяжка	to dispose располагать, размещать
to anchor становиться на якорь	bow нос, носовая часть (<i>судна</i>)
look-out впередсмотрящий	ahead впереди, вперед, по носу
dead ahead прямо по носу	to slow down убавить скорость
searchlight прожектор	navigational lights ходовые огни
hawser трос, швартов	to swing in поднимать на борт (<i>шлюпку, выстрел</i>)
to swing out вываливать за борт (<i>шлюпку, выстрел и т. п.</i>)	to lower спустить (<i>трап, шлюпку</i>)
pendant, pennant вымпел	to warn предупреждать
prohibition запрет, запрещение	garbage мусор, отбросы (<i>особенно пищевые</i>)
ashes зола	refuse отходы, отбросы
to empty опорожнять, выкачивать, выливать	

Expressions

as far as practicable насколько это практически возможно

to reduce speed уменьшить скорость

to take soundings делать промеры глубин

congested waters воды с оживленным движением судов

shore based расположенный на берегу, береговой

International Regulations for Preventing Collisions at Sea Международные правила по предупреждению столкновений судов в море (МППСС)

to take actions принимать меры

to take place иметь место, случаться

to sound a signal-давать звуковой сигнал

to take steps принимать меры

to keep clear of держаться в стороне, проходить не задев

to be under way находиться на ходу

to make fast крепиться, пришвартовываться

in dependence of в зависимости (*от чего-л.*)

to carry lights нести огни
all round the horizon по всему горизонту

TEXT

When sailing through narrow channels (narrows) or canals a vessel should proceed with great care and reduce her speed. Sometimes it is necessary to take soundings to avoid running aground.

In some channels or canals with intensive traffic special traffic separation schemes have been recently introduced. It means that in these congested waters all the area is divided into two or three separate lanes along which ships may proceed only in one direction. Shore based radar stations usually help the vessels there to navigate safely in these lanes.

While proceeding through narrow channels vessels shall adhere to Rule No. 9 of the International Regulations for Preventing Collisions at Sea. This Rule contains the following recommendations:

(a) 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.

(b) A vessel less than 20 meters 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.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) 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) — (i.e. at least five short and rapid blasts on the whistle or a light signal of at least five short and rapid flashes) — if in doubt as to the intention of the crossing vessel.

(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) — (i.e. two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side", or — two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side"). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34 (c) (ii) — (i.e. one prolonged, one short, one prolonged and one short blast on her whistle) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34 (d) — (see above).

(ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13 — (i.e. to keep clear of the overtaken vessel until she is finally past and clear).

(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) — (i.e. one prolonged blast which shall be answered with a prolonged blast by any approaching vessel).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

The Regulations contain many other rules of which we shall mention now only a few useful definitions: A vessel is "underway" when she is not at anchor, or made fast to the shore, or aground.

A vessel at anchor in dependence of her length shall carry one or two white lights visible all round the horizon, one at the foremast stay and the other at the stern.

A vessel aground shall carry the same white lights or light and two red lights disposed vertically one over the other and visible all round the horizon, at a distance of at least two miles.

Every vessel shall use sound signals too. In fog, mist, falling snow or heavy rainstorms, whether by day or night, a vessel under way shall sound a prolonged blast at intervals of not more than two minutes.

EXERCISES

1. Listen to the text of the lesson again and answer the following questions;

1. How should a vessel proceed through narrows? 2. What for should she take soundings from time to time? 3. Why is the traffic separation area sometimes divided into 3 lanes? 4. When should a vessel adhere to Rule 9? 5. Which side of a narrow channel should a vessel keep to? 6. May small vessels impede the passage of other vessels? 7. In what case shall a vessel not cross the fairway? 8. What signals shall a vessel use if in doubt as to the intention of the crossing vessel? 9. What signals shall a vessel use when overtaking another vessel? 10. What signals shall an overtaken vessel use when she agrees to be overtaken? 11. How long shall an overtaking vessel keep clear of the overtaken vessel? 12. How shall a vessel navigate when nearing a bend? 13. What signals shall she use in this case? 14. What should a vessel avoid to do when proceeding through a narrow channel? 15. What do we mean when we say that the vessel is "underway"? 16. What lights shall a vessel carry when at anchor? 17. What additional lights

shall a vessel carry when aground? 18. What sound signals shall a vessel use when proceeding in poor visibility?

2. Write the dictation:

In narrow channels vessels should proceed with great care and caution. As a rule, speed is also reduced. In some places soundings are taken from time to time to avoid running aground.

Sailing in congested waters is rather dangerous. In the areas of intensive traffic ships may sometimes collide with each other or cause some damage. To minimize the risk of such accidents, the area of some channels has been recently divided into separate lanes. Along each of these lanes ships may proceed only in one fixed direction. Shore-based Radar stations in these areas help the ships to navigate safely. To provide for safe navigation in different conditions of sailing special International Regulations for Preventing Collisions at Sea have been introduced. In narrow channels all the ships shall adhere to Rule 9 of these Regulations.

This rule prescribes to all vessels: (a) to keep to the outer limit of the fairway which lies on the ship's starboard side; (b) and (c) — not to impede free passage of other vessels; (d) — not to cross the fairway when these actions may impede the passage of other vessels; (e) — not to overtake other vessels unless they agree to such overtaking. Such an agreement shall be confirmed by sounding appropriate signals. In all the cases an overtaking vessel shall keep clear of the overtaken vessel.

A special system of light and sound signals has been established by these Regulations. These signals shall be used by vessels in different conditions of sailing.

3. Practise in pairs enacting the following situations. You act as the pilot, your partner — as the watch officer. Then you change your parts.

(a) Your vessel is passing through a narrow channel. The pilot warns the watch officer that they should proceed with caution, because there is a heavy traffic there. According to local regulations cargo ships must give way to passenger and hovercraft vessels. In the narrowest part of the channel your vessel will have to moor to the buoys or to the channel sides to let the oncoming vessel pass by. He recommends the watch officer to make preliminary preparations for possible anchoring or mooring. The watch officer agrees and asks some details as to anchoring or mooring.

(b) Your ship is approaching some port with a pilot aboard. You ask the pilot if there are any local regulations for carrying lights in the port area. He says that the International Regulations are applied in their port. You discuss with him what flags, light or sound signals shall be used in different situations.

4. Translate into English;

В узком проходе или на фарватере суда должны следовать с осторожностью. Как правило, суда должны снижать скорость в таких местах. Согласно МППСС, суда должны придерживаться внешней границы канала, которая находится с правого борта судна. В узкостях судам не разрешается обгонять друг друга. В тех местах, где обгон возможен, судно, намеревающееся обогнать другое судно, должно предупредить его о своем намерении. Только после того как обгоняемое судно даст свое согласие на обгон, обгоняющее судно может начать обгон.

В МППСС предписывается, какими сигналами суда должны пользоваться для связи друг с другом. В ночное время и в условиях плохой видимости суда обязаны нести ходовые или якорные огни. Ходовые огни — это один-два белых топовых огня, два бортовых огня, зеленый и красный, и белый гакобортный огонь. Якорные огни — это белые огни, видимые по всему горизонту. В зависимости от длины, судно должно нести один или два якорных огня.

ANCHORING

Words and Word Combinations

road, roadstead рейд

bearing пеленг

tidal stream приливно-отливное течение

current постоянное течение

to pay out (away) травить, вытравливать

to let go отдать (*конец, якорь*)

tide приливно-отливный цикл, прилив

to approach приближаться, подходить

ebb отлив
depth глубина
off-shore на некотором расстоянии от берега
landmark береговой ориентир
anchorage якорное место, якорная стоянка
to shelter укрывать, защищать
high land высокий берег
bottom дно
ground грунт
good-holding хорошо держащий
berth причал, место у причала, якорное место
to steer (for) править, держать курс (на)
entrance вход
to heave up поднимать, подтягивать
to arrange улаживать, договариваться, уладить, урегулировать
deck-hand палубный матрос

Expressions

to bring the ship to anchor ставить судно на якорь
 to slacken
the speed убавить, замедлить скорость
 to ride **at anchor** стоять на якоре (*на одном или двух*)
 the **ship rides to one anchor** судно стоит на одном якоре to bring
the ship's head up into the wind развернуть судно носом к ветру
 to be stem **on to the current** стоять носом к течению
 to drop **anchor** бросать (отдавать) якорь
to give a ship the sternway with the engine дать судну задний ход машиной
to swing at anchor разворачиваться на якоре
to weigh anchor сниматься с якоря, поднимать якорь
to keep in line держать в створе, состворить
to alter the course менять курс
to take a bearing on брать пеленг на что-л.
to make a standing moor становиться на два носовых якоря

TEXT

Ships may anchor either in the open roadstead or in the inner harbour. To bring the ship to anchor, it is necessary to slacken speed and stop the engine at the proper time. Both anchors must be ready to let go.

The ship may ride to one or to two anchors. If there is a strong wind, it is necessary to bring her head up into the wind. In case there is a strong tidal stream or current the ship should be stem on to the current.

When the ship is near her intended place, she is given a little sternway with the engine (if there is no wind or current) one anchor is dropped, then the anchor chain is paid out, if necessary, the other anchor is let go.

When the chain is "brought up", that is when the vessel has come to rest in water, the brake is set as tight as possible.

The scope of chain to be paid out depends on many factors, such as the size of the ship, the weather and tide conditions, the quality of the holding ground. It is the captain or the watch officer who must determine how much of chain is to be paid out in each case. Usually, a length of chain equal to about five times the depth of water is sufficient.

After the ship has been anchored the watch officer takes the anchorage bearings. He also sees that the soundings are taken at the anchorage and enters into the log book both the bearings and soundings. Then he marks the ship's position on the chart.

When the vessel is at anchor at night one or more men are posted on anchor watch. It is their duty under the officer of the watch to see to the security of the ship, to see that there is sufficient room for the vessel to swing with the tide without striking another vessel.

EXERCISES

1. Listen to the text of the lesson again and answer the following questions:

1. Where may ships anchor? 2. Should only one anchor be ready when anchoring? 3. May the ships ride to one anchor only? 4. How is the ship's head brought up in a strong wind? 5. How is the ship brought up if there is a strong current? 6. Are both anchors let go at the same time? 7. Who is to determine how much of chain should be paid out? 8. What length of chain is usually sufficient? 9. What bearings should the watch officer take after anchoring? 10. What information should he enter into the log book? 11. Where should the ship's position be marked? 12. Why should a vessel have sufficient room at the anchorage?

2. Write the dictation:

Ships anchor either inside or outside the harbour. They may ride to one or to two anchors. As a rule, before anchoring, the ship's head must be brought up into the wind. With a strong current or tidal stream the ship should be stem on to the current. Before the ship reaches the anchorage, both anchors must be ready to let go. The captain sees to the anchoring of his ship. At the proper moment he gives the command to let go the port or starboard anchor. The third mate is usually at the forecastle and reports to the bridge how much of chain has been paid out. After anchoring, the watch officer takes anchorage bearings and soundings and enters this information into the log book.

3. Practise in pairs enacting the following situations. You act as the captain, your partner—as the pilot. Then you change your parts.

(a) Your vessel *is* nearing the port you are bound for. The pilot says that most probably your ship will have to anchor in the inner harbour. You ask him about conditions on that anchorage (depth, bottom, whether sheltered or not) and from what winds, etc.). He answers all your questions and then warns that as there is pretty strong stream at the anchorage you'd better make all preliminary preparations for anchoring there. As the Captain of the ship, you give necessary orders for your crew.

(b) You ask your pilot about navigational directions for entering the port and then proceeding to the inner anchorage allotted to you. The pilot names you the marks and lights to be kept in line when proceeding to your place. As an example, take some actual port which you know better. Say aloud all the commands that you'll have to use in this case.

4. Translate into English:

Суда становятся на якорь на внутреннем или внешнем рейде. При подходе к якорному месту оба якоря должны быть готовы к отдаче. Перед отдачей якоря судно разворачивают носом к ветру. При сильном течении судно должно держаться носом против течения. После этого судну дают задний ход машиной и отдают один якорь. Затем вытравливают якорь-цепь. После этого, если необходимо, отдают второй якорь. Судно может стоять на одном или на обоих якорях. Длина вытравленной цепи зависит от многих причин: погоды, глубины якорной стоянки, характера грунта, размера судна и т. д. На якорной стоянке должно быть достаточно места для разворота судна на якорь. После того как судно поставлено на якорь, вахтенный помощник должен взять пеленги на береговые ориентиры. Он должен также промерить глубины на якорном месте. Эти данные он заносит в судовой журнал.

MOORING

Words and Word Combinations

Fenders кранцы

appropriate соответствующий, подходящий, надлежащий

headway передний ход, инерция переднего хода

sternway задний ход, инерция заднего хода

steerage-way ход, достаточный для управления рулем

to back дать задний ход

heaving line бросательный конец

ashore на берегу; на берег

head-rope носовой швартов

bow spring носовой шпринг

breast line прижимной швартов

stern rope кормовой швартов

stern spring кормовой шпринг

to secure крепить, закреплять
bollard причальная тумба
as well as так же как
to heave (heaved, hove) тянуть, выбирать, подтягивать
taut тугой, натянутый (о канате)
slack слабый, имеющий слабинку (о канате)
to veer in выбирать (конец веревки)
to veer out травить, вытравливать
compulsory принудительный
congested waters ограниченная, стесненная акватория
to need нуждаться, иметь потребность (в чем-л.)
crane кран
tied up ошвартованный, привязанный
to dredge углублять дно
to sign подписывать
quay набережная, стенка
Expressions
to make fast alongside швартоваться лагом
to make fast stern to швартоваться кормой
to get moored
to get berthed ошвартоваться
to get tied up
to bring the ship alongside the quay поставить судно к причалу,
to work the ship into her berth ошвартоваться
to make the starboard (port) landing ошвартоваться правым (левым) бортом
to get alongside starboard (port) side to швартоваться правым (левым) бортом
to run out a line подать (вытравить) конец
it is advisable рекомендуется
to swing the bow to starboard (port) развернуть носом вправо (влево), Уваливать
to sheer the stern from the quay отвести («отбить») корму от причала
to double up fore and aft завести дуплины с носа и кормы

ТЕКСТ

Ships make fast to a wharf either alongside or stern to.

When approaching a berth ships must proceed at slow speed. On deck, heaving lines and mooring ropes, as well as fenders, should be ready for use. The anchors must be ready to let go.

At an appropriate distance from the berth the engine is stopped and the ship's headway is used to bring her alongside the wharf. This headway should be just enough to keep the ship moving ahead without losing steerage-way. If a ship has too much headway it should be stopped by backing the ship with the engine or by letting the anchor go. As a matter of fact, only the off-shore anchor is dropped and then a heaving line is passed ashore. Ahead-rope, a bow spring and two breast lines are run out from the ship and secured to bollards ashore.

Working on these lines, as well as on the stern rope and stern spring which are also run out in due time, the ship is hove into her berth and made fast.

After the ship is secured in her berth, rat-guards should be placed on all the lines. For permanent moorings wire ropes are preferred to ordinary fiber ropes.

All the mooring lines should be constantly watched, as the change of weather or rise and fall of tide can make the lines too taut or too slack and this will necessitate from time to time veering them in or out. In stormy weather the ships secured in their berths usually have to double up fore and aft.

1. Listen to the text of the lesson again and answer the following questions:

1. How do ships make fast to a wharf? 2. At what speed should a ship approach the berth? 3. What should be made ready for use on deck? 4. What is the ship's headway used for in this case? 5. What should be done if the ship has too much headway? 6. When the ship has approached the berth what line is passed ashore first? 7. What other ropes are run out from the ship and secured to the bollards ashore? 8. How is the ship hove into her berth? 9. Where are rat-guards placed? 10. Why should the mooring lines be constantly watched? 11. Why should we veer in the ropes from time to time? 12. When should we veer

them out? 13. In what weather should we double up the lines? 14. How should the lines be watched if the weather is changeable?

2. Write the dictation:

When a ship approaches her berth she must proceed at slow speed. Heaving lines, mooring ropes and fenders should be ready for use. Both anchors must be ready to let go.

The third mate is usually on the forecastle deck and the second mate is on the after deck. They both attend to the berthing of the ship. The captain directs the work from the bridge.

At an appropriate distance from the berth the engine is stopped. The ship's headway is used to bring the ship alongside the quay. The engine and the rudder are used from time to time to help the ship to do so. The off-shore anchor is sometimes dropped for the same purpose. When the ship is near her berth, heaving lines and mooring ropes are passed ashore. The mooring ropes are secured to the shore bollards. Ships make fast either alongside the quay or stern to. In both cases the mooring ropes should be constantly watched.

3. Practise in pairs enacting the following situations. You act as the captain, your partner — as the pilot in (a) and as a member of the crew in (b). Then you change your parts.

(a) Your ship is leaving the anchorage and is proceeding to her allocated berth. You discuss with the pilot the situation. He recommends you to take a tug because there is a heavy traffic in the port. You discuss with him all the details of mooring and ask him about the depth and character of ground near the berth. He answers all your questions and suggests what preparations should be made for effective mooring.

(b) Your ship is mooring. You give your crew commands for approaching the berth and for making the ship fast to shore bollards.

4. Translate into English:

Я хочу рассказать вам, как мы швартовались однажды в речном порту. Портовый лоцман поднялся на судно еще в устье реки. Капитан начал расспрашивать его об условиях швартовки в этом порту. Лоцман рассказал, что течение там очень сильное, 7—8 узлов. Высота прилива тоже очень большая — до 5 метров. Глубины на входе малые, форватер узкий. Судно может входить в порт только в полную воду. у причала глубины 8—8,5 метров. Судно должно швартоваться лагом левым бортом носом против течения. По правилам порта взятие буксира является обязательным. При швартовке судно должно подрабатывать своей машиной. Судно должно иметь наготове бросательные концы, носовые и кормовые продольные концы, шпринги и прижимные концы. Судно должно иметь свои кранцы (10—12 штук). К причалу мы подходили очень осторожно на малом ходу. Застопорили машину, затем дали самый малый назад, чтобы погасить инерцию судна. Отдали правый якорь, судно развернулось на якоре. Начали потравливать якорь-цепь и приблизились к причалу. С бака подали бросательный конец и носовой шпринг. Буксир помог прижать корму к причалу. Затем подали на берег все остальные концы и закрепили их на пушках.

TOWING

Words and Word Combinations

to require требовать

to tow буксировать

to shift перешвартовываться, переводить на другой причал

job работа

to happen случаться, происходить

bottom дно, днище, подводная часть судна

repairs ремонт

hull корпус судна

tow-line буксирный трос, конец

steel wire стальная проволока

length длина, отрезок, конец (*троса*)

to afford предоставлять, давать

to communicate (with) сноситься (*с кем-л*), поддерживать связь

order порядок, последовательность

to be going собираться, намереваться

to fix устанавливать, улаживать
beforehand заранее
exact точный
to settle устраивать, урегулировать, договариваться
to advise советовать
to charge назначать цену
to shorten укорачивать
spare запасной
port quarter с кормы по левому борту
fo'c'sle [fouksl] = forcastle бак, полубак
to order заказывать

Expressions

in a number of cases в ряде случаев
the ship is disabled судно потеряло управление
to make arrangements улаживаться, договариваться, делать приготовления, принимать меры
I'll let you know я вам сообщу (дам знать)
I'll take your advice я последую вашему совету
to take in tow брать на буксир
to leave the port выйти из порта
to get into touch with связаться, установить контакт (*с кем-л.*)
to rig the bridle завести брагу

TEXT

Ships may need towing in a number of cases. When in port, tugs may be required to take ships to or from their berths. Sometimes it may be necessary to shift the ship from one berth to another and the port tug is usually ordered to do this job.

It may also happen that the ship will need dry docking for cleaning the bottom and repairs to the hull. A tug-boat will then be required to manoeuvre the ship into the dock

A ship may become disabled at sea and in this case she will need some other vessel or a tug to tow her to the nearest port.

Big ships require big tow-lines. Most modern vessels are provided with steel wire tow-lines of sufficient length. It is advisable to use wire hawsers connected with a good length of manila rope, as this will afford the necessary elasticity to tow-lines. Tug-boat towing the vessels may either pull then or push them ahead.

The towing and towed vessels communicate with each other to coordinate their actions. Nowadays they usually do it by VHF radiotelephone.

It should be added here that ships communicate with each other and with shore in a number of ways: by radio, by flags, by light and sound signals and by semaphore. The International Convention adopted a uniform system of International Code Signals which is widely used by all the countries. In this system a single letter or combination of letters signifies a whole sentence.

When the ship receives these signals the watch officer translates them into letters (or their combinations) and finds their meaning in the code book, where they are grouped in certain order.

Single-letter signals are used to denote urgent or very common messages. For instance, signal "G" means: "I require a pilot". As it was mentioned above, they also have a special meaning when used between towing and towed vessels. For example, the same signal "G" in this case means: "Cast off the towing hawser", the signal "A" signifies: "The towing hawser is fast", etc.

EXERCISES

1. Listen to the *text* of the lesson and answer the following questions.

1. What may a tug be required for when in port? 2. Whose assistance is required to take a ship into the dock? 3. What may a ship need if she becomes disabled at sea? 4. What do we call the ropes with which a vessel is towed? 5. What tow-lines are most modern ships provided with? 6. What combination of hawsers is recommended for towing and why? 7. Why should the towing and towed vessels communicate with each other? 8. What code system do they usually use? 9. In what ways do ships communicate with each other and with shore stations? 10. What does a single letter or combination of letters signify in the International Code? 11. What two meanings does the signal "G" have?

2. Write the dictation:

Very often ships need towing. In many cases they need tugs to take them into or out of port. They may also need tugs for shifting from one berth to another. As a rule, port tugs are well equipped and use their own lines and hawsers for towing. In such cases masters of ships arrange with the tug's captain how tow-lines should be secured, which side should the tug approach the ship, what signals should be used, and so on.

Things are quite different when a ship becomes disabled at sea. She may then have to ask the nearest vessel for assistance and such a vessel may not be specialized in towing. In such cases the masters of both vessels will have to settle many problems before the actual towing can begin. They must discuss what tow-lines should be used, how the distressed vessel should be approached, how the lines should be passed over and secured, and how long the tow-lines must be. Towing a disabled vessel a long way is a very difficult task because the weather may suddenly change and make the towing extremely dangerous.

3. Practise in pairs enacting the following situations. You act as the captain, your partner — as the agent in (a), as the pilot in (b), as the master of a tug in (c). Then you change your parts:

(a) Your ship is going to leave the port next day. In a conversation with your agent you ask him to order a tug-boat to tow your ship out of the port. The agent recommends you to order two tug-boats because of a strong current in the entrance. Then you arrange with the agent the amount of money they will charge for towing and the time they must arrive to your berth.

(b) Your vessel is underway. You and your pilot are on the bridge. The pilot sees some vessel at a distance showing signals. By inquiring in the Code you find that the ship is in distress. You try to contact that vessel by VHF radiotelephone and you learn that the ship is afloat but her engine is out of order. The captain of that ship requests you to tow them to the nearest port. This is a Norwegian vessel and you ask your pilot to act as an interpreter. Further you arrange with the Norwegian captain how you will approach them and will take them in tow.

(c) You arranged with the pilot station to send you two tug-boats for towing you into the port. When the tugs approached your ship you contact by VHF radiotelephone the master of one of these tugs and arrange with him the procedure of giving you their towing hawsers and towing you.

4. Translate into English:

Суда очень часто нуждаются в помощи буксиров. Чаще всего судам требуются буксиры при входе и выходе из портов, где имеется интенсивное движение. В порту судам могут понадобиться буксиры при перешвартовке с одного причала на другой. При постановке судов в сухой док для ремонта или очистки днища буксиры могут понадобиться для заводки этих судов в док; Иногда может случиться, что судно потеряет управление в море. Тогда ему может потребоваться помощь и буксировка в ближайший порт. Здесь уже буксировка много труднее. Во-первых, это буксировка морем и на большое расстояние. Погода может меняться во время буксировки, а это значит, что условия буксировки будут также меняться. Перед буксировкой необходимо договориться о многих вещах. Нужно договориться о буксирных концах, о том, как заводить их, как принимать их на борт судна. Необходимо условиться, какие сигналы должны подаваться буксирующим и буксируемым судном.

Тема 2.3 Чтение навигационных пособий. Чтение карт

Задание 1. Прочтите тексты из лоций и ответьте на вопросы

1 Lights

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. Vessels passing to the westward should give it a berth of at least 2 cables.

What structure is the rear light shown from?

2 Anchorages

With north-westerly or north-easterly winds, Eastbourne Bay affords good shelter in $3\frac{1}{2}$ fathoms, sand, abreast of the Grand Hill with Wellington Church spire open westward of the redoubt, 314^0 true, and Langney Point 25° true.

What ground is there at this anchorage?

3 Directions

Madura Haven is not sufficiently lighted for safe night navigation much eastward of Sill Rock, except with local knowledge, but secure anchorage may be reached, either in Day Road or south-eastward of Stone Rock; in the latter case, however, a vessel must be careful to avoid the submarine telegraph cables, remarked on above.

Where must a vessel be careful to avoid the submarine telegraph cables?

4 Buoys and Beacons

A black and red, vertically striped conical buoy marked "S. M." with a topmark consisting of a cone point down surmounted by a cross, is established off the entrance to Stingray, and about $1\frac{3}{4}$ miles eastward of Saldera light-and-whistle buoy.

What topmark is there on the buoy?

5 Tides and Tidal Streams

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.

What is neaps rise in Portsmouth Harbour?

6 Dangers

There is a drying ridge on west banks, about 2 miles south-eastward of South Trees Point and depths of less than one fathom (1^m8) extend about $2\frac{1}{2}$ miles farther south-eastward.

Where and how far do the depths extend?

Задание 2. Прочтите рекомендации по подходу к K. channel (К. ch.), ответьте на вопросы

Directions. No vessel should attempt to enter K. channel, without local knowledge, except in clear weather. In approaching from south-eastward, Barrier islands should be given a berth of at least 1½ miles, and in approaching from westward, the dangers southward of Thornton islands should be given a berth of at least one mile.

A vessel entering the channel should bring the summit of Whiteley island to bear 040°, midway between Rugged and Chatchannel points, to pass midway between the dangers on either side of the approach and about 4 cables north-westward of the light-and-whistle buoy. When nearing Chatchannel point, course should be altered, eastward, to pass about half a mile eastward of the point (Lat. 50°00'N., Long. 127° 14 W.).

- 1 May vessels enter K. channel without local knowledge in clear weather?
- 2 At what distance from Barrier islands should vessels proceed when approaching from south-eastward?
- 3 At what distance should the dangers be avoided when approaching from westward?
- 4 What recommendations are given to a vessel entering the channel?

Задание 3. Соедините части предложений из первой и второй колонок так, чтобы они не противоречили текстам правил 8, 9 и 21 МППСС.

1	„All-round light” means a light	A	anchoring in a narrow channel.
2	A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening	B	obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34 (e).
3	A vessel engaged in fishing shall not	C	the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
4	Any vessel shall, if the circumstances of the case admit, avoid	D	intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34 (c) (i).
5	Any alteration of course and/or speed to avoid collision shall,	E	regular intervals at a frequency of 120 flashes or more per minute.
6	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	F	showing an unbroken light over an arc of the horizon of 360 degrees.
7	A vessel proceeding along the course of a narrow channel or fairway shall keep as near to	G	if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar.
8	„Flashing light” means a light flashing at	H	impede the passage of any other vessel navigating within a narrow channel or fairway.

Задание 4. Ознакомьтесь с лексикой и переведите заголовки карты.

HEADINGS (ЗАГОЛОВКИ)

addition	добавление	decrease	уменьшать
admiralty chart	карта морского министерства	express	выражать
annual	ежегодный	figures	цифры
a. decreasing	ежегодное уменьшение	hair-line (hairline)	тонкий штрих
a. increasing	ежегодное увеличение	increase	увеличивать
annually	ежегодно	level	уровень

approximately	приблизительно	magnetic variation	магнитное склонение
boat-house	лодочная станция	natural scale	числовой масштаб
chart correction	корректурa карты	ordnance survey	военно-топографическая съемка
c. datum	ноль карты (глубины)	reduce	приводить, сводить, уменьшать
coast line	береговая линия	sea level	морской уровень
c. survey	съемка берега	scale	масштаб
compile	составлять	sounding	глубина (промеренная)
datum	ноль глубин	survey	съемка; производить съемку
d. level	нулевой уровень	under eleven	менее одиннадцати
d. of soundings	нулевая глубина, ноль глубин	underline	подчеркивать
ordnance d.	ноль топографических съемок		
all heights are expressed in feet			все высоты выражены в футах
for abbreviations see Chart No. 5011			сокращения см. на карте 5011
for details of time signals see in ...			подробности о сигналах времени смотри в ...
soundings are expressed ...			глубины выражены
soundings are reduced to Mean Sea Level			глубины приведены к среднему уровню моря
with corrections from ... Government Charts to 1957			откорректировано по ... правительственным картам до 1957г
all bearings are true and are given from seaward			все пеленги истинные и даны с моря

NORTH SEA

EAST SCHELDE

HOOK OF SCHOUWEN TO WESTKAPELLE
FROM THE NETHERLAND GOVERNMENT SURVEYS TO 1939
WITH CORRECTIONS TO 1942

*Soundings in hairline chiefly from surveys by Captain W. Hewitt
R.N., H.M.S. Fairu 1831—1840*

*All Bearings are true (thus: — 126° etc.) and are given from
Seaward*

*Underlined figures on drying banks and rocks express the heights
in feet above Mean High Water Springs*

For abbreviations see Admiralty Chart 5011

Natural Scale 1:50,000 (at Lat. 51°40' N.)

Projection — Mercator

Soundings in Fathoms

*(under Eleven in Fathoms and Feet) reduced
approximately to the level of Mean Low Water Springs
at Schouwen Bank*

*and two feet below the level of M.L.W.S. at Vere and
Westkapelle*

Задание 5. Ознакомьтесь с лексикой и переведите тексты примечаний, выбрав 10 самых сложных для Вас.

NOTES (ПРИМЕЧАНИЯ)

adjacent	смежный, прилегающий	firing area	район стрельбы
adjust	регулировать, устанавливать, согласовывать, улаживать	fishing ground	район рыбного промысла
adjust a compass	уничтожать девиацию компаса, определять девиацию компаса	fishing stakes	рыболовные заколы
agree	согласовывать	frequently	часто
appropriate area	соответствующий площадь, район	guide	руководство
		incandescent lamp	лампа накаливания

certain	определенный, некоторый	likely	вероятно
charted	нанесенный на карту	mapped	нанесенный на карту
consider	рассматривать, полагать	occur	иметь место, случаться
consult	зд. посмотреть, справиться	prohibit	запрещать
determination	определение	safe	безопасный
diminish	уменьшать	variable	непостоянный
dotted line	пунктирная линия	various	различный
pecked I.	пунктирная линия	vary	изменяться
drift net	дрифторная сеть	warn	предупреждать, предостерегать
existence	наличие, существование		
details will be found		подробности можно найти	
in connection with construction work		в связи со строительными работами	
see larger chart No ...		см. карту большего масштаба № ...	
according to the latest Swedish charts		согласно последним(новейшим) шведским картам	
radio Navigational Aids		радионавигационные средства	
... are liable to pay damages		должны оплатить компенсацию за нанесенные убытки	
owing to the existence		из-за наличия	
mariners are warned		моряки предупреждаются	
previous to the publication		до издания чего-либо	
enclosed by pecked line		окруженный пунктирной линией	
the larger scale chart must be consulted		надо посмотреть карту большего масштаба	
on the port hand (side)		с левой стороны	
on the starboard hand (side)		с правой стороны	
attention is called		просят обращать внимание	

NOTES

1. Considerable changes are reported in the Bay, and especially in the inner Harbour.
2. Beacons for adjusting compasses are erected in various positions in K., but are not shown on the chart.
3. Fishing stakes are likely to be met within the area embraced by the chart.
4. The figures against the quays and jetties, e.g. (12) give the number of Berths.
5. Details of the annual periods of exhibition of certain Lights on this chart will be found in the Admiralty List of Lights.
6. To agree with the Chart of the Entrance to the Gulf of Riga (No. 2263) the Longitude of OP as shown on this chart should be increased 55 seconds.
7. Foreign Men of War are prohibited from anchoring in, or passing through Kobenhaven Roadstead without permission.
8. See larger scale Chart No. 1094.
9. Tidal race is not appreciable.
10. Height above datum of soundings.
11. The annual change in Magnetic Variation is shown at certain positions on the curves. A positive (+) prefix denotes an annual increase, and a negative (—) prefix an annual decrease.
12. Currents off the East Coast of G. are variable. During the months of January to April they are likely to set towards the shore.
13. Radio Navigational aids shown are limited to those appropriate to the scale of the chart.
14. The North Sea Canal is illuminated by electric incandescent lamps, about 16 feet high, at distance apart varying from 490 to 790 feet. Coloured lights mark the entrances to the side channels.
15. According to the latest Swedish Government Charts, the Longitudes of all places on this chart should be decreased by about 6 seconds.
16. Vessels are prohibited from anchoring between the pecked lines in Cowes Harbour.

17. Certain light sectors are not shown on this chart, details of these and also of the annual periods of certain lights will be found in the Admiralty List of Lights.
18. Owing to the existence of Drift Nets in the Flintrans vessels are warned to keep on the line of the light-buoys.
19. In Cowes Harbour the lights, buoys, beacons and wrecks are not shown on this chart; for these the larger scale chart must be consulted.
20. The changes in the Channels, Sands, Lights, Beacons and Buoys on this coast are so frequent that this Chart cannot be considered a safe guide.
21. Vessels are warned not to anchor in the area enclosed by pecked lines between Hurst PL and Island of Wight, owing to existence of Telegraph Cable.
22. Attention is called to note on currents in Admiralty Sailing Directions.

Задание 6. Ознакомьтесь с лексикой и переведите тексты предостережений.

CAUTIONS (ПРЕДОСТЕРЕЖЕНИЯ)

abnormal magnetic condition	состояние магнитной аномалии	lay out (laid, laid)	устанавливать
abound	изобиловать	mine	мина
accordingly	соответственно	mine field	минное поле
amend	исправлять	mistake (for)	ошибочно принять что-либо за другое
comparatively	сравнительно	omit	опускать, зд. не включать
congested area	переполненный район	overcrowding	переполнение
cover	покрывать, охватывать	oyster	устрица
dredged	углубленный	oyster bed	слой устриц
exercise	выполнять (об обязанностях) проявлять	position	положение, позиция
existence doubtful (E. D.)	существование сомнительно	p. approximate	положение приближенное
formerly	прежде	p. doubtful	положение сомнительное
ground	зд. отдавать якорь	rely on (upon)	полагаться на что-либо
imperfect	неполный, неточный	shift	перемещать
indicate	указывать	state	состояние
as found necessary		когда найдут необходимым	
the existence and positions of buoys cannot be relied on		нельзя полагаться на наличие и на местоположение буев	
great caution should be exercised /care should be taken		необходимо проявить большую осторожность	
starboard hand channel buoys		буи по правой стороне фарватера	

CAUTIONS

1. Abnormal magnetic conditions exist in the area covered by this Chart.
2. Great caution should be exercised when near the land or in comparatively shallow water.
3. As the space enclosed by the dotted line has not been surveyed and is known to abound with dangers ships are cautioned not to attempt to pass within it.
4. The buoys and beacons marking the inland waters and the approaches thereto can only be considered as a general guide.
5. The coast in the vicinity of Cape G. is from old imperfect surveys and should be regarded as approximate and approached with great caution.
6. The changes in the Channels, Sands and Buoys on this coast are so frequent that this chart cannot be considered as a safe guide to the rivers. Certain light sectors are not shown; details of these will be found in the Admiralty List of Lights.

7. The buoys are constantly shifted as the Channels change and the light sectors are amended as found necessary frequently previous to the publication of a Notice to Mariners. Mariners are warned accordingly not to mistake them for starboard hand channel buoys.
8. Only the outer buoys are shown along the coast of Holland, for details of buoyage in the various entrances see larger scale charts.
9. Vessels are warned not to anchor in the areas enclosed by pecked lines 1) off Benacre Ness, and 2) off Aldeburgh, owing to the existence of Telegraph Cables.
10. Owing to the small scale of this chart numerous wrecks are omitted in areas covered by larger scale to avoid overcrowding in congested areas.
11. The whole of the entrance of East "S" as well as a considerable area of the shallow water eastwards to the "R" is occupied by oyster beds. Ships grounding are liable to pay damages.
12. Owing to the imperfect nature of the surveys this chart must be used with caution.
13. Steamers approaching Hurst P. are required to reduce speed when the International Code Signal "T. E." is shown from vessels lying at Fort Victoria Pier.
14. For state of Mined Areas see Admiralty Notice to Mariners of latest date on this subject.
15. The changes in the Sands are very frequent and the Buoys are constantly shifted. Only those Buoys are shown which indicate the entrances to the various Channels. Light sectors are not shown on this chart. Wrecks are not shown in the inner waters.
16. Within the restricted areas indicated by pecked lines in the vicinity of H. navigation is prohibited.
17. In the area covered by larger scale charts lights, buoys, fog signals and wrecks are omitted from this chart except for the outer buoys, the principal lights and seaward sectors.

Тема 2.4 Санитарный осмотр судна. Таможенный досмотр

Упражнение 1 Прочтите текст, подготовьте устный перевод и ответьте на вопросы письменно. Приготовьтесь отвечать на вопросы без опоры на текст (в классе).

MEDICAL INSPECTION OF THE SHIP

On the arrival of a ship in a foreign port the first person who comes aboard is the medical officer of the port. In some ports medical officers are sometimes called Health Officers. His duty is to examine the members of the crew for infectious diseases. He also examines the Bill of Health which the ship got in her last port of call.

If the Bill of Health is "clean" and there is no infectious disease on board the medical officer issues the Certificate of Pratique. This certificate allows the vessel to enter the port and to discharge her cargo. It also allows the ship's crew and passengers to land.

If the ship has arrived from the port where people or animals are suffering from infectious diseases or if there have been some cases of infectious diseases aboard the ship during her voyage, the ship is put in quarantine.

The medical officer is also under duty to examine whether the ship has proper certificates of deratization and disinfection.

In case of some casualty or if there are some sick people on board, the medical officer renders assistance in placing the injured or sick persons for hospital treatment.

Sometimes customs officers and pilots are authorized to give ships free pratique provided the ships have "clean" bills of health.

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?

Упражнение 2 Прочтите диалоги и ответьте на один вопрос по каждому диалогу

1

- Good morning, Captain. My name is ... I am a health officer.
- Nice to meet you Mr. ... Sit down, please.
- Thank you, Captain. Let's get down to business. Have you any sick people on board?
- No, practically not, except one sailor, who sprained (...) his arm.
- I suppose everything is O.K. with him now?
- Yes. The arm does not hurt him any longer.
- What about infectious diseases? Were there any cases for the last six months?
- No, there were no cases of infectious diseases on board our vessel.
- That's good. Now will you fill up the Maritime Declaration of Health? Here is the blank form.
- O.K.

2

- What ports did you call at during the voyage?
- We were in Japan and China ports.
- Were these ports suffering from infectious diseases?
- No, they weren't.
- Well, when did you last have deratization on board your vessel?
- We have a Deratization Exemption Certificate. So we haven't had Deratization for a long time.
- When was that Certificate issued?
- It was issued on the 24-th of January 1995.
- May I have a look at it?
- Yes, certainly. Here you are.
- Everything is O.K. You may have the quarantine flag down. Here is your Certificate of free pratique.

3

- Have you got any animals on board?
- Yes, we have a cat and a dog.
- Will you show me Health Certificates for your animals?
- I'm sorry to say but we haven't got such documents at the moment. Well, how can I obtain such Certificates?
- You should have your animals examined by veterinary Inspector and he'll issue Certificates.
- Can I let my animals out on deck?
- Certainly not. The cat and the dog must be confined till they are examined by the veterinary Inspector.

4

- I suspect your sailor is ill with some infectious disease.
- What makes you think so?
- He told me he had been suffering from diarrhea for several days. I'm afraid it looks like cholera. Besides there is a rash on his body all over. That's too bad. Do you want to take him

to the hospital?

- Yes. An ambulance boat will be here in 10 minutes.
- And what will be with my vessel?
- According to Regulations you'll be kept in quarantine for a week. You see we'll have to carry out disinfection on your vessel.
- I think you may start it now. Will you inspect the galley and store-rooms?
- Yes, we will. Besides we will take your fresh water for analysis.
- We have a water purifier on board. I think our water has nothing to do with the diseases.
- We will see. And now, please, sign in that sailor in the Maritime Declaration of Health.

5

- Good afternoon. I've come to examine your ship. I'm a medical officer. Have you any sick people on board?
- Yes, two men were badly injured during the storm.
- What injuries did they get?
- One of them has broken his leg, the other one has sprained his arm.
- Bad luck. Do they get medical treatment?
- Yes, certainly they do, but they need hospital treatment. They both must be x-rayed, you know.
- I'll see to that later on, when we have finished the examination.
- Shall I have all hands mustered and lined up for the doctor's inspection?
- No, that's not necessary. I'll examine them one by one. Have you anybody ill with infectious diseases? No cases of diarrhoea?
- No, everybody is in good health.
- Have you had an unusual mortality among the rats on board your ship?
- No, we haven't. We maintain the ship practically ratfree, as we often do fumigation.
- Where do you come from?
- We come from Odessa.
- What was your last port of call?
- Our last port of call was Naples, Italy.
- Show me your latest Bill of Health, please.
- Here is our latest Bill of Health. It was issued at Naples.
- Thank you. It's O.K. Will you kindly present your deratization and disinfection certificates?
- Here they are. The ship was fumigated a month ago.
- So, everything is O.K. and I'll give you free pratique.

6

- I'm sorry, but we have to keep your ship in quarantine.
- What's the reasons for that?
- We are informed about an epidemic of cholera in Hongkong where you were five days ago.
- How long shall we be kept in quarantine?
- According to regulations you'll be kept in quarantine for another week. Now we'll have to carry out disinfection.
- How long will it take you to carry out the disinfection?
- It won't take much time, a couple of hours, perhaps.
- All right; you may start then. What other regulations should we carry out?
- All the requirements are stated in the declaration which you must sign and hand over to me. You may retain a copy of this declaration.
- That's clear. Anything else?
- Fruit, vegetable, flowers are not allowed to be landed.

What has happened to a sailor?

When did they last have deratization on board their vessel?
 How can the ship obtain Certificates for the animals?
 What action will be taken in case of this infectious disease?
 What injuries did these sick people on board get?
 How long will it take them to carry out the disinfection?

Упражнение 3 Прочтите текст, подготовьте устный перевод и ответьте на вопросы письменно. Приготовьтесь отвечать на вопросы без опоры на текст (в классе).

EXAMINING THE SHIP BY THE CUSTOMS

It is required that the captain of a ship shall report his vessel to the Customs House within 24 hours of arrival in a foreign port. That means that the captain is to fill up (заполнять) the blank form of the captain's declaration or report list (показания капитана таможене) and to hand it over to the Customs together with certain ship's papers (судовые документы). Usually the following papers are required for entering inwards: ship register (судовое свидетельство), certificate of pratique, bill of health, manifest of cargo (грузовой манифест), list of stores (список запасов), search note (акт таможенного досмотра), crew list and others.

As the matter of fact, all formalities connected with clearing in (производить таможенную очистку по приходу в порт) and out are fulfilled by the ship's agent.

The customs officers come aboard the ship to search (обыскивать, обследовать, осматривать) or "rummage" the vessel for unentered (незаявленные) goods and to see if there are any prohibited goods or goods liable to duty (товары, облагаемые пошлиной).

It is well known that each country imposes import duties on (налагать ввозную пошлину) certain goods brought into the country.

To prevent smuggling (заниматься контрабандой) such goods as spirits (спиртные напитки), wines, cigarettes, tobacco, perfumes, photocameras and others, the customs officers request the captain to give the ship's store bond (подписка о том, что облагаемые пошлиной судовые запасы будут использованы только для нужд команды) on dutiable goods kept aboard for the use of the ship's crew and passengers.

The customs officers sometimes leave for the crew only a certain quota and place under seal (опечатать, опломбировать) the surplus stores. In some countries the Customs place the radio room under seal too.

Before any cargo is allowed to be shipped the vessel must be entered outwards (регистрировать отход судна). This is done by the muster signing the "Entry outward" (декларация по уходу) from and delivering it to the customs.

Leaving the port the ship must have: the clearance label with seal (which is sometimes called the "Cocket Card"), the victualling-bill (разрешение на беспошлинную погрузку продовольствия), the port clearance (разрешение порта на отход) and the bill of health.

1. Who shall the master report to 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?

Упражнение 4 Подберите к словам и фразам из первой колонки перевод из второй колонки, запишите в тетради.

1	Surplus stores	Запрещенные
2	Victualling bill	Заявление капитана таможне
3	Customs regulations	Акт таможенного досмотра
4	Not reported (unentered)	Опечатать, опломбировать запасы
5	Goods liable to duty (dutable)	Таможенное свидетельство
6	Search note	Судовое свидетельство
7	Cargo manifest	Незаявленные
8	Prohibited	Таможенная Декларация о личных вещах, подлежащих таможенному досмотру
9	Crew's effects declaration	Излишек запасов
10	To smuggle	Заниматься контрабандой
11	Place under seal (to seal)	Товары, облагаемые пошлиной
12	Customs declaration	Таможенные правила
13	Ship's register	Таможенная декларация
14	General declaration (vessel report)	Декларация судового груза
15	Custom House clearance	Разрешение на беспошлинную погрузку продовольствия

Тема 2.5 Грузовые работы

Упражнение 1 Подберите к словам и фразам из первой колонки перевод из второй колонки

1	To lash	Отправка, отгрузка
2	Shipper	Неплотный, протекающий, имеющий течь
3	Shipment	Бригадир, старший грузчик
4	To check marking	Грузоотправитель
5	To reject	Крепить, найтовить
6	Sound	Упакованный
7	Packed	Стропить, закреплять стропом
8	Stevedore	Прочный, крепкий, ненарушенный (<i>о таре</i>)
9	Foreman	Упаковочная клеть или корзина
10	Crate	Перемещение, передвижение (<i>груза</i>)
11	Tier	Портовый грузчик, стивидор
12	Dunnage	Ряд, ярус
13	Leaky	Подстилочный и сепарационный материал
14	To sling	Отвергать; браковать, отбрасывать
15	Shifting	Проверять маркировку

Упражнение 2 Переведите диалоги

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."

Упражнение 3 Закончите предложения, соединив части из первой и второй колонок и переведите

1	What is deadweight	calculation.
2	What is container	of vessel?
3	How many cubic metres of cargo space are	capacity of vessel?
4	How many containers can vessel	load on deck?
5	What is size of hatch	complete?
6	What is depth of no.	openings?
7	These slings do not permit	2 hold?
8	Make stability	required?
9	Is cargo list available and	safe cargo handling.
10	Yes, goods ready	to load.

Упражнение 4 Задайте вопросы к фразам ИМО по теме Cargo and Cargo Handling

1 These slings do not permit safe cargo handling. **Do ...?**

2 Siffeners are available. **Are ...?**

3 Vessel is prepared for loading. **Is ...?**

4 Cargo list is available and complete. **Is ...?**

5 Holds are free of smell. **Are ...?**

6 Safety arrangements in hold are operational. **Are...?**

Упражнение 6. Составьте фразы ИМО из перепутанных местами слов.

Cargo and Cargo Handling

1 deadweight, what, of vessel, is?

2 hold capacity, is, what, of vessel?

3 how, containers, can, load on deck, vessel, many?

4 what, size of, hatch openings, is?

5 hatch, unlock, covers.

6 stowage plan, agree, stevedores, with.

7 calculation, make, stability.

Упражнение 7. Переведите фразы ИМО по теме Maintaining cargo handling equipment

Check hatch covers for damage and report. Cargo battens damaged. Replace damaged lashings. Hold ladder bent. Straighten hold ladder. Hold ventilators are not operational. Are winch motors operational?	Check repair of crane personally. Check careful and safe stowage. Check proper use of handling gear. Do not use hooks for handling bags. Stow empty containers in topmost tiers. Relash all lashings.
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Упражнение 8. Выберите правильный вариант окончания предложений по теме Handling dangerous goods

1	This package contains IMO - Class	A	6 goods.
2	Take actions according to Emergency	B	loading.
3	Close hatch - switch on fire extinguishing	C	2 hold.
4	These goods are flammable - handle	D	keep dry.
5	These goods are liable to spontaneous	E	system.
6	These goods emit flammable gases in contact with water -	F	with caution.
7	No smoking when	G	Plan and report.
8	Separate contaminated goods	H	water.
9	Minor explosion in number	I	from other goods.
10	Check proper segregation	J	breathing apparatus.
11	Stow flammable goods away from	K	of goods.
12	Temperature in container increasing rapidly. Cool down container with	L	heating and combustion.
13	Put on protective clothing and	M	engine room bulkhead.

Упражнение 9. Задайте вопросы к фразам ИМО по теме Handling liquid goods, bunkers and ballast - pollution prevention

1 Scuppers are plugged. **Are ...?** 2 Fire extinguishers are standing by. **What ...?** 3 Spill control gear is standing by. **Is ...?** 4 Oil spill plan is available. **What ...?** 5 Pumpmen are instructed. **Who ...?** 6 Oil spill plan will be available in 10 minutes. **When ...?** 7 Bonding wire is fitted. **What ...?** 8 You can connect loading arm. **Can...?**

Упражнение 10. Составьте фразы ИМО из перепутанных местами слов по темам Reporting and cleaning up spillage, Ballast handling и Cleaning tanks

by, standing, oil clearance team.
stopped, pumping, is?
informed, pollution control, is.
closed, is, sea suction valve?
into sludge tank, and, sludge, dispose, report.
keep, working pressure, safe.

Упражнение 11. Переведите фразы ИМО по теме Preparing for sea

- 1 Close and secure hatch covers for sea and report
- 2 Lash and secure goods for sea and report.
- 3 Close and secure bow door and report.
- 4 Lower and secure derricks for sea and report.
- 5 Check lashings and securings and report.
- 6 Check seaworthiness of holds and report
- 7 How many cubic meters loaded?
- 8 How much ballast can vessel take?
- 9 Check trim.
- 10 Fill double-bottom tank.

Упражнение 12. Выберите правильный вариант окончания предложений по теме Cargo Care

1	Switch on hold ventilation to	A	log - book.
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2	Protect deck cargo	B	voyage.
3	Secure shifting cargo in no.	C	against sun.
4	Temperature in no. 1 hold above	D	operational?
5	Humidity of the cargo below	E	in 12 minutes.
6	Two containers are damaged by	F	heavy seas.
7	Enter all checks into	G	supply air.
8	Check cargo regularly during	H	normal.
9	Is equipment for cargo care	I	normal.
10	Temperature recorders in holds will be operational	J	3 hold and report.

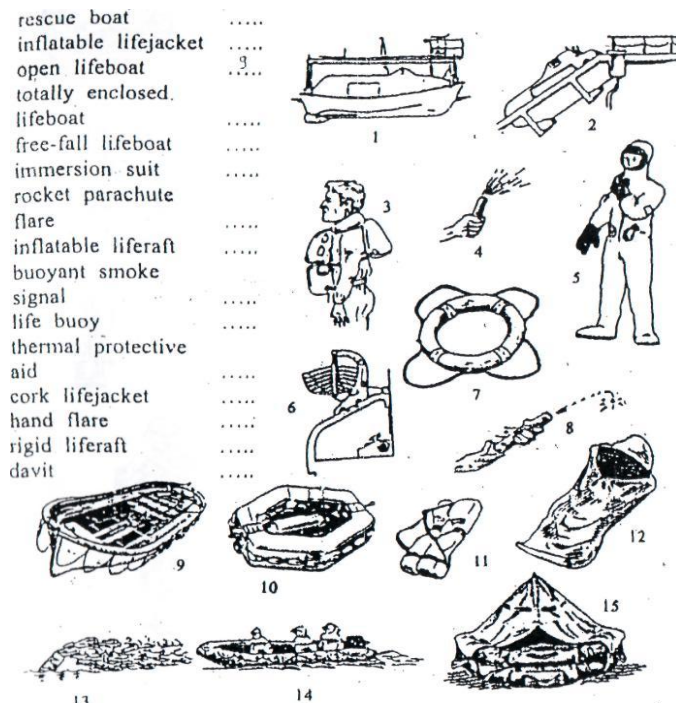
Тема 2.6 Морская безопасность

Упражнение 1 Расшифруйте и переведите:

SOLAS, STCW, COLREG, MARPOL, ISM CODE, ISPS CODE.

Упражнение 2 Напишите рядом со словосочетаниями номера картинок, совпадающих с ними по значению

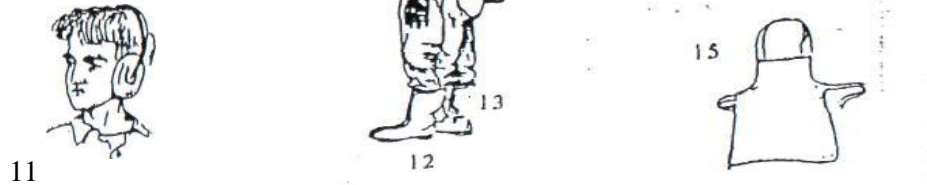
LIFE-SAVING APPLIANCES AND ARRANGEMENTS 1.



Упражнение 3 Напишите рядом со словосочетаниями номера картинок, совпадающих с ними по значению

PROTECTIVE CLOTHING AND EQUIPMENT 1.

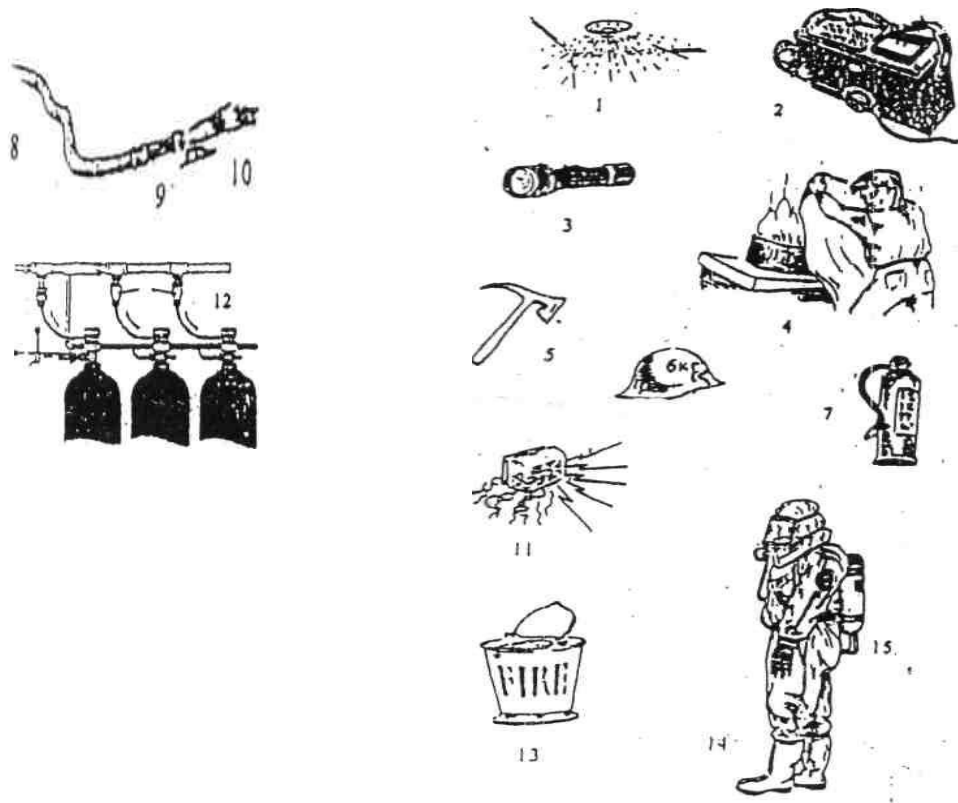
- goggles
- helmet
- lifeline
- torch
- gloves
- earmuffs
- face shield
- protective suit
- ear plug
- apron
- boots
- overall
- safety belt
- filter mask
- breathing apparatus



Упражнение 4 Напишите рядом со словосочетаниями номера картинок, совпадающих с ними по значению

FIRE-FIGHTING

- 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



Упражнение 5 Расставьте перепутанные местами части текста по порядку.
Запишите буквы в правильном порядке

ABANDON SHIP

A On lifeboat alarm (seven short sound signals followed by a long signal) we must stop work and go to the muster station. If possible we must put on warm clothes and boots.

B If (any) somebody is missing we will initiate searching. The chief-mate points the survival craft first to be launched and gives necessary orders. We must report if assistance is required.

C Release the boat's tails (освободить концы). Start the engine and clear the boat off me ship (отстранить шлюпку от судна), check if anyone is missing.

D Launching of survival craft only upon the master's orders. Only master gives the order "Abandon ship". In his absence the chief officer will take command.

E The engine must be stopped before launching. We must stay in the area, use radio and signal equipment, keep a sharp look out.

F We must don an immersion suit (life-jacket) before launching. If the time allows bring my identification papers. Everybody must carry out the Commander's orders and tasks which may include me following: Lower the lifeboat to the boat deck. Enter the lifeboat.

Упражнение 6 Вставьте пропущенные в тексте слова из списка**PERSON OVERBOARD**

Actions to be carried out:

Release 1 _____ with light and smoke signal on the side the crew member has fallen overboard.
 Take immediate avoiding action so as not to run over the 2 _____ overboard.
 Sound 3 _____ prolonged blasts of the ship's whistle and repeat as necessary.
 Post a lookout with 4 _____ and instructions to maintain a continuous watch on the man overboard.
 Hoist signal 5 _____ 'O'. Commence a recovery manoeuvre, such as a Williamson turn.
 Engage hand steering, if helmsman available. Note ship's 6 _____, wind speed and direction and time
 Inform 7 _____, if not already on the bridge. Inform engine room.
 Place engines on 8 _____.
 Muster rescue boat's crew. Prepare rescue 9 _____ for possible launching.
 Distribute portable VHF radios for 10 _____.
 Rig pilot 11 _____/nets to assist in the recovery.
 Make ship's position available to radio room/GMDSS station.
 Broadcast URGENCY message to ships 12 _____.

Man
 Lifebuoy
 Flag
 Three
 Binoculars
 Position
 Boat
 Stand-by
 Master
 Ladder
 In the vicinity
 Communication

Упражнение 7 Переведите выделенные жирным шрифтом словосочетания*From RULE 3*

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...

From RULE 8

- (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.
- (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.
- (e) 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.

From RULE 9

- (a) **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.
- (b) 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.
- (c) A vessel engaged in fishing shall not impede the passage of any other **vessel navigating within a narrow channel or fairway**.
- (d) **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.
- (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.

From RULE 18

Except where Rules 9, 10 and 13 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
- (i) **a vessel not under command;**
 - (ii) a vessel restricted in her ability to manoeuvre;

- (iii) a vessel engaged in fishing;
- (iv) a sailing vessel.
- (b) A sailing **vessel underway** shall **keep out of the way of**:
 - (i) a vessel not under command;
 - (ii) a vessel restricted in her ability to manoeuvre;
 - (iii) a vessel engaged in fishing...

Упражнение 8 Прочтите текст ответьте на вопросы

A BRIDGE TOO FAR

Narrative

A laden cargo vessel made contact with the supports of a bridge when making her way upriver, at night, before a 2.5 knot tidal stream. The vessel's pilot was very experienced and was an expert at negotiating this difficult stretch of water, which had a history of accidents. The bridge was situated about a cable beyond a bend in the river, allowing little room for error in the run-up to the bridge. Due to the moonless sky and very still river it was extremely difficult to visually differentiate between the water and the riverbank. As the vessel made its way upriver, on the flood stream, it was essential she made enough way to maintain steerage. There were transit lights on the bridge; no other marks or lighting were available to guide masters and pilots during their approach.

As the pilot neared the bend in the river, he reduced the vessel's speed from 10 knots over the ground, but did not check to confirm his new speed. His view from the wheelhouse was affected by the flood-lighting on the bridge, which coincidentally was in line with the vessel's very low wheelhouse windows and caused a "dazzle effect" as the ship neared the bridge; this was exacerbated by the reflection of the lights from the mirror-like surface of the river. The pilot misjudged the vessel's position, and by the time this became apparent to him it was too late to take corrective action to prevent her from hitting the bridge, causing substantial damage to the cargo vessel and bridge supports. Fortunately no one was injured.

The Lessons

1. Even the most experienced mariners can make mistakes, and the risk of this happening can often be exacerbated when performing tasks that have been done many times before. Familiarity and complacency can lead to shortcuts being taken, often with tragic consequences. Do not rely on experience alone when negotiating difficult waterways; use the navigational aids provided to assist you to navigate safely, no matter how confident you may feel about the developing situation.
2. The vessel was running before a 2.5 knot tidal stream, and a further 3 to 4 knots were needed to maintain steerage, giving a speed over the ground of at least 5.5 knots. Although the pilot did instinctively take action to reduce the speed of the vessel from 10 knots before attempting to negotiate the bend in the river and pass under the bridge, he did not verify that the vessel was proceeding at a suitable speed before she reached the bridge. No matter how experienced the bridge team, difficult areas should always be transited at the minimum safe speed, thus allowing more time for corrective action to be taken and damage to be minimised if things do go wrong.

Over the years, numerous accidents involving this bridge had occurred at night, yet nothing had been done to assist masters and pilots to better position their vessels during their approach to it. Harbour authorities have an obligation to ensure that appropriate navigation marks and lights are in place in areas under their jurisdiction, and thus to help protect harbour users, their facilities and the environment from harm.

When did a laden cargo vessel make contact with the supports of a bridge?

Where was the bridge situated?

Why was it extremely difficult to visually differentiate between the water and the riverbank?

Did the pilot reduce the vessel's speed? Did he but check to confirm his new speed?

What was his view from the wheelhouse affected by?

What did the vessel's hitting the cause?

Was anyone injured?

Упражнение 9 Переведите фразы ИМО по теме, при необходимости используйте Стандартные фразы ИМО для общения на море. Изд. 4-е, переработанное и исправленное. - СПб.: ЦНИИМФ, 2015

Dangerous obstruction located in position.

No sufficient depth of water in position.

Navigation closed in area.

Salvage operations in position. Wide berth requested.

Hampered vessel in position.

Vessel in position not complying with traffic regulations.

Route diverted.

Tide falling. It is ... hours after high water.

Tide slack.

Wind expected to increase.

Barometer dropping (rapidly).

Is shore based radar assistance available?

How was your position obtained?

Is your radar working?

What range scale are you using?

Advise you change to smaller range scale.

You are leaving my radar screen.

I have lost radar contact.

You are in centre of fairway.

You are on reference line.

You are getting closer to vessel ahead.

Vessel on opposite course passing your starboard side.

MV ... following you will overtake you on your port side.

Your track is parallel with reference line.

Your track is diverging from reference line.

Your track is converging to reference line.

You are steering dangerous course.

Advise you keep your present course.

Have you altered course?

You are running into danger.

Shallow water ahead of you.

Submerged wreck ahead of you.

Risk of collision.

Fog bank ahead of you.

Do not enter Traffic Lane.

Tide with you.

Anchoring prohibited.

Do not dredge anchor.

You have permission to anchor until pilot arrives.
 You are obstructing other traffic.
 Are you dragging anchor?
 Your berth is not clear.
 Berthing delayed by 2 hours.
 Get underway.
 According to my radar, your course does not comply with Rule 10 of International Regulations for Preventing Collisions at Sea.
 Your navigation lights not visible.
 It is dangerous to alter course to starboard side.
 Your present course too close to outbound vessel.
 Do not overtake.
 You must wait for lock clearance.
 You must take pilot - pilotage compulsory.
 You are exempted from pilotage.
 In what position can I take pilot?
 When will pilot embark?
 Stand by pilot ladder.
 Rig pilot ladder on port side.
 Pilot ladder unsafe.
 Have heaving line ready at pilot ladder.
 Make lee on your port side.
 Embarkation not possible.

Тема 2.7 Работа с корреспонденцией

1/ MATCH THE PARTS OF THE SENTENCES WITH THEIR TRANSLATION:

1. We look forward to your reply.	a. Мы были бы признательны за ответ по ...
2. We would appreciate a prompt answer.	b. Мы (были) рады узнать (Мы с удовольствием узнали)
3. We would be grateful if you would let us have details of ...	c. Просим прислать нам
4. We are pleased to learn ...	d. Нас особенно интересует
5. We would appreciate a reply by ...	e. Мы были бы благодарны, если бы Вы сообщили нам подробности о ...
6. We require ... for immediate delivery.	f. Нам требуется ... для незамедлительной доставки
7. We are particularly interested in ...	g. С нетерпением ждем Вашего ответа.
8. We ask you to send us ...	h. Были бы признательны за быстрый ответ
9. We are looking forward to hearing from you.	i. С нетерпением ждем ответа
10. Thank you in advance for any information you can give us.	j. Заранее благодарим Вас за информацию
11. We thank you in advance.	k. Заранее благодарны Вам.
12. We shall (should) be glad (obliged) if you will (would) send us	l. Мы будем (были бы) признательны, если Вы пришлете (если Вы прислали) нам ...

2/ Fill in prepositions of, for, on, in, to, from, by, in, on, for, in, of, in, in, of, for, in, from, of, at, of, in, with, of, on, to, of, of, by, out. There are three odd prepositions.

1. Please inform us your decision immediately.
2. They have been working together ... some years.
3. We insist ... prompt delivery.
4. Can you guarantee delivery ... three weeks?
5. We are looking forward hearing you.
6. Please inform us cable.
7. The vessel will arrive ... St. Petersburg ... the 15th of September.
8. You are to pay ... the goods ... cash.
9. The amount ... freight will be paid ... advance ... the port ... loading.
10. We thank you ... your enquiry.
11. The equipment will be delivered ... 8 months ... the date ... receipt your order.
12. The equipment will be delivered ... the end ... this week.
13. ... accordance ... your requirements we send you a copy ... the account.
14. So she is ... her way ... the port ... destination.

3/ Fill in *make* or *do*.

1. The Master wanted the crew ... all the necessary arrangements for the departure.
2. He have ... a mistake.
3. He ... his best.
4. We should ... particular inquiries about their production facilities.
5. ... up your mind to ... what is right.
6. Payment is to be ... by an irrevocable letter of credit.
7. We have been ... business with this company for 10 years.
8. Have you ... an appointment with Mr. Lake yet?
9. We know that your equipment is in great demand now and that you have ... well lately.
10. I don't know what we can ... about this new sailor. She can't ... even the simplest things right.

4/ Make up a letter from these sentences.

I would like to draw your attention to inefficient and

the stevedores broke two bundles of boards while

Besides, part of the cargo was chafed by the steel

incompetent discharge of the cargo of deals and boards from my ship by the stevedores. During discharge

of the cargo of timber from Holds 1 and 2 today and yesterday

wire sling used by the stevedores. The lots of the cargo had been properly marked as shown in the stowage

plan, but while collection boards from the broken bundles the stevedores mixed them with boards bearing different marks

discharging them into lighters and part of the cargo fall overboard into the water.

and numbers. In view of the above, warn you that I will hold the stevedoring company responsible for all the damage. Please advice the consignees and all concerned.

5/ Translate the titles of the letters and match them with the appropriate letters.

Shifting impossible: ship immobilized for engine repair

Detention of vessel

Fine for alleged oil spill

Rejecting a claim about mutual responsibility for the collision

Claim for compensation rejected

Claim: responsibility for collision

Damage to container

To arrange repair of the hull and machinery

STATEMENT OF SEA PROTEST

Cargo mixed & damaged while discharging

Laytime expiring, ship waiting for berth

Claim for demurrage money

Failure to provide full load

Claim for bad stowage rejected

Improper lashing of deck containers

Damage to container

Pilferage: request to investigate

Freight not paid in full

LETTERS:

1/

I would like to draw your attention to inefficient and incompetent discharge of the cargo of deals and boards from my ship by the stevedores. During discharge of the cargo of timber from Holds land 2 today and yesterday the stevedores broke two bundles of boards while discharging them

into lighters and part of the cargo fall overboard into the water. Besides, part of the cargo was chafed by the steel wire sling used by the stevedores. The lots of the cargo had been properly marked as shown in the stowage plan, but while collection boards from the broken bundles the stevedores mixed them with boards bearing different marks and numbers. In view of the above, warn you that I will hold the stevedoring company responsible for all the damage. Please advice the consignees and all concerned.

2/

This is to inform you that due to your failure to provide the cargo of cotton for my vessel as fast as she could receive, as per C/P dated 03.01.98 laytime allowed for loading expired at 08.00 hours local time

08.03.98. From that time till completion of loading, that is 15.00 hours 10.03.98 the vessel was on demurrage. So, the time of the vessel on demurrage is 2 days and 6 hours 30 minutes, which per the C/P makes the total of 10750 \$.

I hold you responsible for the above sum and kindly ask you to pay it before our departure.

3/

This is to advise you that, as scheduled, my vessel arrived at the outer roads of your port at 05.00 lay time on June 24. The Port Authorities let me know that here was no berth available in the port, and they recommended me to anchor. At present the waiting for berth. I remind you that, according to the C/P, "time wasted in waiting for berth is counted as loading or discharging time". So, lay time commenced to count, from 1.00 p.m. June 24, and after 2 days the ship will be on demurrage. Please inform all concerned and take necessary action.

4/

This is to inform you that according to our computation before and after loading the cargo of cotton under Charter Party dated July 7, the weight of the cargo is only 1600 metric tons and not 1750 as per the above Charter Party.

As the time allowed for loading expires at 16:00 tomorrow? Please let me know? If you wish to complete the cargo. If not, I will hold you responsible for dead freight on 150 metric tons which, according to the terms of the Charter Party is \$U.S. 650, and kindly ask you to pay the above sum before the ships departure.

5/

I regret to inform you that lashing of cargo by the stevedores at our two last calls at your port was carried out negligently. The bridge fittings and lashing rods were not properly tightened and mostly only assembled together. In view of the above kindly ask to take action and instruct the stevedores to report completion of their work to the ship's Cargo Officer and not to leave without his approval. Otherwise, the ship will not leave the port until the cargo is properly lashed and secured. In this case we shall hold the stevedoring company fully responsible for all extra expenses and losses caused by such a delay of the ship.

6/

Referring to your telex of July 14, regarding damage to the shipment of machinery in crates, please be advised of the following. The damage to the cargo was first noticed by the Cargo Officer on June 17, when he was making daily inspecting lashing of the cargo in the holds, he found some of the braces securing the crates gone and the wire broken. Immediate additional

lashing of the crates was impossible, owing to heavy rolling and pitching of the vessel. The fact and extent of damage was ascertained by a surveyor immediately upon the ship's arrival in port. I can't agree with you that the damage was caused by improper stowage or lack of due care on the part of the ship's crew. As soon as it became possible, we made additional lashing in order to prevent further damage. So, in my view, the crew has done everything that can be reasonably expected to safeguard the cargo.

In view of the above, I reject your claim as groundless.

7/

As provided in the C/P the goods were to be delivered to you against payment of \$25000, representing the amount of freight to be collected on delivery of the goods.

Today, at 12.00 a.m., I was informed by our Agents, Messrs. "... " that the money had not been paid as yet. Under the circumstances I had to stop unloading and to detain a sufficient portion of goods until the said freight is paid in full.

I give you a formal warning hereby that if the money is not paid today, by 16.00 at the latest, I will exercise my right of lien to cover my losses and expenses.

8/

I regret to inform you that today, 1.20 p.m., while the stevedores were out for lunch break, a watch Sailor in Hold 1 found a box the cargo of wrist watches the packing of which had been broken. The Watch Officer immediately called in the Chief Stevedore. On inspecting they found shortage of 100 pieces of watches. An appropriate statement of facts has been drawn up. As before the beginning of discharging the contents of all the goods had been inspected by a Cargo Surveyor and the goods had been found to be in proper condition, it is evidently a case of pilferage by the stevedores working in that hold.

In view of the above, I have to request you to investigate this matter.

9/

This is to inform you that today, on the 14th of July, while discharging the cargo from my vessel, due to rough handling of the containers and inefficiency of the stevedores, 1 container was struck against the comings of hatch 4. As a result of this, the container was dented and the cargo inside the container was

damage. An appropriate Statement of Fact showing details of damage and signed by the Foreman of the Stevedoring Company is enclosed herewith. Please note that we shall reject any possible claim for this damage as under the terms of the Stevedoring Agreement the Stevedoring Company undertakes to refund damages.

10/

With reference to your order, to shift our vessel from berth A-1 to berth A-3 today at 19.00 hours, please note that my vessel will not be able to carry out your order since the vessel is immobilized as per prior permission for overhaul of the main engine. Acting on the promise of the Appledore Co., in my request for permission to immobilize the vessel I indicated that the ship would be immobilized until 16.00 today. Unfortunately, the work has not been completed, and according to the repair team, will require another 12 hours for overhaul.

11/

Please inform the Harbor Master and all concerned that I positively protest against detention of my ship in connection with the investigation of oil slick found alongside my vessel this morning. As I have already told the Port Safety Inspector, we can't wait till 11.00 a.m. tomorrow, when the results of the analyses will be ready. We are completing cargo operations today by 16.00 and our departure has been arranged for 19.00

I think detention is absolutely unnecessary, as I can leave a bank guarantee for the sum of the fine.

Please take all necessary measures to have my ship immediately released from detainment.

12/

This is inform you that at 11.00 today 7th instant your representative visited our vessel and accused us of an alleged pillage of oil and non-reporting the above to the Port Authorities. On inspecting the vessel and the ship's papers it was established that no oil pumping operations had been carried out after berthing, and that all the seals on the discharge valves here intact. I would like to inform you that oil slick was found at 10.30 by the Watch Officer who tried to call you twice on Channel 16. It was duly recorded in the ship's logbook.

I explained all this to your officer who fined us \$10000 for non-reporting and \$50000 for oil pollution.

In view of the above, I kindly ask you to reconsider the decision of your representative and cancel the fine as unjustified.

13/

I,....., the Master of the m/v Utopia under the flag of the Russian Federation, Gross Tonnage 15893, Net Tonnage 8092, registered at the port of St. Petersburg, International Call Letters UUSW, sailed from the port of Mobile, Afa., USA on August 15, 1992, bound for St. Petersburg with 6750 metric tons of general cargo, the vessel being then tight, staunch and strong, well manned, victualled and sound, and in all respects fit for the said intended voyage.

At 18.00 GMT on 1992 in position Latitude 45-20 North and Longitude 015-10 West the ship encountered a heavy storm with stern wind of Force 9-10 from WSW and a heavy swell up to 8 meters. As a result of this, the vessel suffered heavy pitching and rolling up to 28 to either side. At 20.00 GMT the vessel had to reduce her speed to 10 knots to reduce the rolling. At 23.00 GMT due to shifting of the cargo of pipes in Holds 2 and 3 vessel sustained a permanent list of 10 degrees to starboard and had to deviate to the port of refuge Breast. At 09.00 on August 26, 1992 the vessel was moored at Pier 18 in the port of Breast.

14/

This is to inform you that, today, on the 24th of March 1992, at 11.20 GMT, proceeding to Houston through the Houston Ship Channel, our vessel collided with your vessel which had entered the opposite traffic lane for overtaking a tug near Buoy 70. Our vessel sustained considerable hull damage the amount of which is being ascertained.

As your vessel started overtaking without having made certain as to the safety of the maneuver, thus violating the COLREGs, and entering the opposite traffic lane made the collision inevitable, I hold your Master fully responsible for this collision and all the losses and damage arising therefrom. In my opinion he could not have failed to see our vessel proceeding in the opposite direction.

I also give you a formal notice hereby that a damage survey of my vessel will be held at 1.00 (local time) tomorrow, the 25th of March, 1992 in the Port of Houston, after our arrival in port.

Тема 2.8 Работа в машинном отделении

Задание 1 Прочтите и переведите текст, ответьте на вопросы

ENGINE DEPARTMENT. WATCHKEEPING

Anybody who wants to be a Marine Engineer must be ready and prepared to spend a long period in training. Practical training is of crucial importance because the sea environment is very **demanding**. Sea training is not easy, although it only takes place when a candidate has sufficient knowledge already.

The Chief Engineer is in charge of the Engine Department. He is responsible for all technical operations of the vessel, including engineering, electrical and mechanical units. He has to keep documents on the machinery working as well as the repairs carried out on the vessel. He also **logs** fuel oil **consumption**. A varying number of officers, **petty officers** and **ratings** assist the chief engineer. The engine officers' hierarchy goes as follows:

- 1) The First Engineer. He is responsible for maintenance and operations of the engineering and technical units.
- 2) The Second Engineer. His responsibilities usually include the maintenance of lubricating systems, engine room auxiliaries, and electrical equipment.
- 3) The Third Engineer. He is usually responsible for fuel and water systems. He also supervises tank **soundings** and monitors the boiler room equipment.
- 4) The Fourth Engineer. His responsibilities may include, for instance, the operation and maintenance of engine room auxiliaries.
- 5) The Motorman. His duties are defined by the head of the engine department and can include, for example, the daily maintenance and cleaning of specific engine parts.

The machinery driving a vessel which is **underway** is usually operated 24 hours a day.

All running machinery must be controlled continuously in order to **prevent** any **failure** of the equipment. The majority of control systems on modern ships are automatic. A ship may operate for agreed periods with unmanned machinery, called UMS (Unattended Machinery Spaces).

The standard system of watches adopted on board is usually a four-hour period on duty followed by eight-hour rest. The word "watch" means both the period and the crew working at that time. The three watches in any 12 hour period are usually: 12 to 4, 4 to 8, 8 to 12. Thus, for instance, an engineer on duty for the 8 to 12 watch works from 8 a.m. to 12 noon and from 8 a.m. to 12 midnight.

A watch is usually made up of an engineer in charge with an assistant engineer and a rating.

Time at sea is expressed using the 24-hour system, as opposed to the 12-hour system commonly used on land.

ON LAND	AT SEA
6.00 a.m. – six o'clock	0600 – six hours
1.30 p.m. – one thirty	1330 – thirteen hours thirty
5.25 p.m. – five twenty five	1725 – seventeen hours twenty five
midnight	0000 or 2400 – twenty four hours

Noon or midday	1200 – twelve hours
----------------	---------------------

demanding требовательный
to log вносить в вахтенный журнал
consumption потребление
petty officer старшина
ratings рядовой состав
sounding зондирование
underway на ходу
to prevent предотвращать
failure авария, повреждение

- 1) Who is in charge of the Engine Department?
- 2) What are the responsibilities of the Chief Engineer?
- 3) Who assists the Chief Engineer?
- 4) Who is responsible for lubricating systems?
- 5) Who is in charge of fuel and water systems?
- 6) What are the duties of a motorman?
- 7) What is called the UMS?
- 8) How many hours a day must running machinery be controlled?
- 9) How long is the period of watch at sea?

Расскажите о работе в машинном отделении, опираясь на следующие слова:

- to be in command of *something*
- to be in charge of *something*
- to be the head of *something* or *somebody*
- to be responsible to *somebody*
- to be responsible for *something* or *somebody*
- to take responsibility for *something* or *somebody*
- to manage *something* or *somebody*
- to have authority over *somebody*

Задание 2 Прочтите текст и выполните задания

DUTIES OF AN ENGINEER

The Chief Engineer of every ship having consulted with the Master has **to ensure a safe engineering watch**. **An officer in charge of an engineering watch** is the Chief-engineer officer's representative and is responsible for safe work and operation of all machinery and equipment under the responsibility of the watch. Under his direction engine-room ratings assist in the safe and efficient operation of the **propulsion machinery** and auxiliary equipment.

Taking over a watch

1. **The relieving officer of an engineering watch** should ensure that the members of the relieving watch are fully capable of performing their duties effectively.
2. Prior to taking over an engineering watch relieving officer himself checks the following:

- a) the level of water in all tanks (**bilges**, ballast, **slop tanks**, fresh water tanks, etc.);
- b) the condition and level of fuel in the reserve tanks, **settling tanks**, **day tanks** and others;
- c) condition and **mode of operation** of the various main and auxiliary systems, including **the electrical power distribution system**;
- d) the **availability** of fire-fighting appliances;
- e) the state of completion of **engine-room log**.

Performing an engineering watch

An officer in charge of an engineering watch ...

1. is responsible for machinery-space operation;
2. should keep the main propulsion plant and auxiliary machinery under constant supervision. He also ensures that the adequate **rounds** of the machinery and **steering gear space** are made for observing and reporting the **breakdowns**.
3. reports to the chief engineer immediately
 - when engine damage or a **malfunction** occurs which may be such as **to endanger** the safety of the ship;
 - when any malfunction occurs which may cause damage or breakdown of main engine or auxiliary machinery;
 - in any **emergency** or if in any doubt as to what decision or measures to take.

relieving officer of an engineering watch заступающий на вахту

officer in charge of an engineering watch вахтенный механик

to ensure обеспечить

safe безопасный

propulsion machinery энергетические установки

to take over a watch принимать вахту

bilges льялы

slop tank сливной танк

settling tank отстойный танк

day tank расходный танк

mode of operation режим эксплуатации

electrical power distribution system система распределения эл/энергии

availability наличие, доступность

engine-room log журнал машинного отделения

round обход

steering gear space румпельное отделение

breakdown поломка

malfunction неисправность, сбой

to endanger подвергать опасности

emergency аварийная ситуация

Задания по тексту

1 Найдите в тексте эквиваленты словосочетаний:

Обеспечить безопасную вахту в машинном отделении; представитель старшего механика; под его руководством; заступающий на вахту; эффективно выполнять свои обязанности; уровень воды во всех танках; режим эксплуатации; средства пожаротушения; журнал машинного отделения; под постоянным наблюдением; ре-

гулярные обходы машинного отделения; докладывать старшему механику; в случае сомнения.

2 Заполните пропуски необходимыми предложениями.

- 1) An officer ___ charge ___ an engineering watch is responsible ___ safe work.
- 2) Prior ___ taking ___ an engineering watch the relieving officer checks the condition and mode ___ operation ___ the main and auxiliary systems.
- 3) An officer ___ charge ___ an engineering watch reports ___ the Chief engineer when engine damage occurs.

3 Подберите синонимы к данным словам.

to assist, malfunction, machinery space, operation, effectively, various, prior to

4 Соедините части фраз из первого и второго столбцов.

1. *the level of*
2. *the mode of*
3. *the availability of*
4. *the state of*
5. *an officer in charge of*
6. *the Chief engineer of*
7. *efficient operation of*
8. *to be fully capable of*
9. *under the responsibility of*
10. *the adequate rounds of*

- a) operation
- b) machinery
- c) every ship
- d) *water of all tanks*
- e) all the machinery
- f) performing one's duties
- g) the watch
- h) completion of the log
- i) an engineering watch
- j) fire-fighting appliances

5 Ответьте на вопросы:

- 1) Who has to ensure a safe engineering watch?
- 2) What should the relieving officer check before taking over an engineering watch?
- 3) Who is responsible for machinery space operation?
- 4) What are the adequate rounds of the machinery space made for?
- 5) What should an officer in charges of engineering watch do in any emergency?

6 Переведите на английский язык.

1. Вахтенный механик отвечает за работу всего оборудования в машинном отделении.
2. Заступающий на вахту лично проверяет уровень воды и топлива во всех цистернах, состояние главных и вспомогательных систем, наличие средств пожаротушения, заполнение журнала машинного отделения.
3. Вахтенный механик делает постоянные обходы машинного отделения, докладывает старшему механику о поломках двигателя, о любой аварийной ситуации.

7 Расскажите об обязанностях:

relieving officer of an engineering watch,

officer in charge of an engineering watch.

Задание 3. Переведите фразы ИМО

IV-A/ 3.7 Briefing on special events (also see PART III, Safety communications)

- . 1 Engine alarm at ... UTC/local time due to
- . 2 Speed reduced at ... UTC/local time due to
- . 3 Engine(s) stopped at ... UTC/local time due to
- . 4 Course altered at ... UTC/local time due to
- . 5 Master/Chief Engineer called at ... UTC/local time due to

IV-A/ 3.8 Briefing on temperatures, pressures and soundings

- . 1 ...(*equipment*) temperature ... degrees (centigrade).
- . 1.1 ... temperature below normal.
- . 1.2 ... temperature above normal.
- . 1.3 ... temperature critical.
- . 2 ...(*equipment*) pressure ... kiloponds/bars.
- . 2.1 ... pressure below normal.
- . 2.2 ... pressure above normal.
- . 2.3 ... pressure critical.
- . 3 Ballast/fresh water/fuel/ oil/slop sounding ... metres/ cubic metres.
- . 3.1 Sounding of no ... cargo tank ... metres/ cubic metres.
- . 3.2 Sounding of no ... cargo hold ... centimetres.
- . 3.3 Sounding of

IV-A/ 3.9 Briefing on operation of main engine and auxiliary equipment (also see 3.8)

- . 1 (present) revolutions of main engine(s) ... per minute.
- . 2 (present) output of main engine(s) ... kilowatts.
- . 2.1 (present) output of auxiliary engine(s) ... kilowatts.
- . 3 (present) pitch of propeller(s) ... degrees.
- . 4 Problems with machinery.
- . 4.1 Problems with main engine(s).
- . 4.2 Problems with auxiliary engine(s).
- . 4.3 Problems with
- . 5 No problems with
- . 6 Call watch engineer (if problems continue).
- . 6.1 Call watch engineer ... minutes before arrival at approach/at ... UTC/local time.

IV-A/ 3.10 Briefing on pumping of fuel, ballast water, etc.

- . 1 No pumping at present.
- . 2 Filled (no.) ... double bottom tank(s).
- . 2.1 Filling (no.) ... double bottom tank(s).
- . 3 Discharged (no.) ... double bottom tank(s).
- . 3.1 Discharging (no.) ... double bottom tank(s).
- . 4 Filled (no.) ... tanks(s).
- . 4.1 Filling (no.) ... tanks(s).
- . 5 Discharged (no.) ... tanks(s).
- . 5.1 Discharging (no.) ... tanks(s).
- . 6 Transferred fuel/ballast/ fresh water/ oil from (no.) ... tank(s) to (no.) ... tank(s).
- . 6.1 Transferring fuel/ballast/ fresh water/ oil from (no.) ... tank(s) to (no.) ... tank(s).
- . 7 Require further generator to operate additional pump(s).

IV-A/ 3.11 Briefing on special machinery events and repairs

- . 1 Breakdown of main engine(s) (at ... UTC/local time)..
- . 1.1 Breakdown of main engine(s) from ... to ... UTC/local time.
- . 2 Breakdown of ... (at ... UTC/local time)
- . 2.1 Breakdown of ... from ... to ... UTC/local time.
- . 3 Total blackout (at ... UTC/local time).
- . 3.1 Total blackout from ... to ... UTC/local time.
- . 3.2 Blackout in ... (at ... UTC/local time) .
- . 3.3 Blackout in ... from ... to ... UTC/local time.
- . 4 Main engine(s) stopped ... at ... UTC/local time due to
- . 4.1 Main engine(s) stopped from ... to... UTC/local time due to
- . 5 Speed reduced (at ... UTC/local time) due to
- . 5.1 Speed reduced from ... to ... UTC/local time due to

- . 6 Call Master/ Chief engineer if revolutions of main engine(s) below ... per minute.
- . 6.1 Call Master/ Chief engineer/ watch engineer if

IV-A/ 3.12 Briefing on record keeping

- . 1 Log books/record books completed and signed.
- . 1.1 Note book entries will be copied (into the log books/ record books) after watch.
- . 2 Change paper of data logger/ echo sounder/ ... recorder.
- . 2.1 Refill toner/ ink of data logger/ echo sounder/ ... recorder .

IV-A/ 3.13 Handing and taking over the watch or the conn

- .1 (The Master or an officer handing over the watch should say:)

You now have the watch.

- .1.1 (The relieving officer should confirm and say:)

I now have the watch.

- .2 (The Master when called to the bridge and taking over the conn from the officer of the watch, should say:)

I now have the conn.

- .2.1 (The officer of the watch should confirm and say:)

You now have the conn.

Тема 2.9 Чтение технических инструкций

Задание 1 Прочтите рекомендации, подготовьте конспект по особенностям перевода технических текстов, примените полученную информацию при переводе текстов, указанных ниже.

Рекомендации по техническому переводу

Каждый специалист в своей профессиональной деятельности может столкнуться с необходимостью технического перевода. Это может быть книга, инструкция, или руководство по эксплуатации на английском языке, которую нужно понять и перевести. Письменный технический перевод выполняется с использованием словарей, общих и специальных, справочников и специальной литературы на русском и иностранном языках.

Технические тексты насыщены фактическим содержанием, в них много терминов, оборотов с неличными формами глагола и пассивных конструкций.

В специальном тексте даже хорошо знакомое слово может оказаться термином. Так, например **man-of-war** значит не *солдат*, а *военный корабль*; **lip** – *край*, **dead** – *обесточенный* в электромеханике и т. п.

В качестве терминов в механике часто используются существительные, которые являются частью человеческого тела или предметами одежды. Например: **arm** *плечо, рычаг*; **head** *головка (поршня)*; **shoulder** *фланец*; **shoe** *башмак (крейцкопфа)* и т.п.

Большинство слов в английском языке многозначны.

Например, словарь указывает несколько значений слова **lock**:

- 1) замок; затвор; запор
- 2) фиксатор; стопор; защёлка
- 3) фиксация
- 4) блокировка
- 5) шлюз
- 6) стопорный винт; чека
- 9) затор, пробка

Следует внимательно просмотреть все словарное гнездо и отыскать подходящее для данного контекста, т.е. адекватное слово.

Может оказаться, что ни одно из значений слова, приведенных в словаре, не подходит. В таком случае вывести из затруднения может языковая догадка, но в первую очередь – знание и понимание соответствующей отрасли техники.

При работе со словарем следует помнить, что слова даются в их исходной форме. Начальную форму слова можно установить, отбрасывая его грамматическое окончание. Основные морфологические суффиксы английского языка: **-(e)s**, **-(e)r**, **-(e)st**, **-(e)d**, **-ing**.

Не все производные слова включаются в словарь. Если в словаре не указано значение производного слова, его можно установить на основе правил словообразования. Например, чтобы определить значение слова **unpredictable**, отбрасываем приставку и суффикс, определяем значение слова **predict** *предсказывать, предвидеть*. Приставка **un-**

означает отрицание, а суффикс прилагательного **-able** - способность, наличие качества. Устанавливаем значение слова **unpredictable** - *непредвиденный*.

В технической литературе на английском языке часто употребляются цепочки из поставленных рядом слов, которые не связаны между собой синтаксическими средствами, т.е. предложениями. Например: overload prevention **device** *устройство для предотвращения перегрузки*; two stage single-cylinder air-cooled reciprocating **compressor** *двухступенчатый одноцилиндровый компрессор с возвратно-поступательным движением поршня и с воздушным охлаждением* и т.д. В приведенных словосочетаниях коренными являются последние слова, а все предшествующие служат определениями к ним.

Если переводить английское предложение с его твердым порядком слов без перегруппировки, получается дословный перевод. Дословный перевод может быть правильным, если все английские слова в предложении имеют эквиваленты в русском языке и структура предложения имеет полное соответствие в русском языке, например:

We all know that without alternating current radio-communication is impossible.

Мы все знаем, что без переменного тока радиосвязь невозможна.

Но дословный перевод возможен не всегда, и от дословного перевода следует отличать недопустимый в практике перевода буквальный перевод, т.е. простой механический перевод слов иностранного текста без учета их грамматических и логических связей.

При переводе с английского языка на русский рекомендуется следующая последовательность работы над текстом:

1. Прочитывается весь текст.
2. Текст размечается, выделяются непонятные слова, термины и сокращения.

Их значения желательно раскрыть до перевода с учетом контекста. Англо-американские неметрические меры переводятся в метрические.

3. Делается полный перевод в письменном виде.
4. Просматривается весь текст и освобождается от несвойственных русскому

языку оборотов и терминов.

В заключение следует напомнить, что главными помощниками при переводе технических текстов являются словари, отраслевые справочники, знание грамматики и профессиональная компетенция специалиста.

TEXTS FOR TRANSLATION

IN-LINE ENGINES AND V-ENGINES

Diesel engines may have cylinders that are placed “in line” or in a bevel position. Compared to the in-line engine the advantages of the V-engine are obvious: a V-engine requires one crankshaft and takes up less space. Therefore the V-engine is very suited to be installed in engine rooms of limited size, contrary to the in-line engine, which cannot be used in small engine rooms due to its height. The in-line engine is not as costly as the V-engine. The construction of the in-line engine is simple, which makes the maintenance and overhauling relatively easy and cheap.

TRUNK ENGINES AND CROSSHEAD ENGINES

As to the construction of diesel engines we distinguish two main types: the trunk engine and the crosshead engine. In a trunk engine the piston pin and crank pin are directly connected to each other by the connecting rod. Trunk engines are of compacted build and are mostly medium-speed or high-speed engines. Compared to the crosshead engines they do not

require more maintenance. The crosshead engine is taller because of the crosshead and piston rod, which require more space. These engines are mainly used in large vessels.

OPPOSED-PISTON ENGINES

In the opposed-piston engine the cylinder has a length equivalent to two ordinary cylinders and is open at both ends. Two pistons are provided for each cylinder, the lower piston being connected to the crankshaft in the usual way. The upper piston is attached by means of a piston rod to a yoke above the upper end of the cylinder. The ends of this yoke are connected by side rods to connecting rods extending downward to the cranks, one of each side of the crank that is driven by the lower piston. The two side cranks are set at 180° to the centre crank. The stroke of the upper cylinder is sometimes less than that of the lower cylinder. This crank arrangement causes the pistons to move in opposite directions.

On the compression stroke the two pistons move inward, compressing the air between them, and the space between the pistons forms a combustion chamber into which the fuel is injected. The pressure then forces the pistons apart and as they travel in opposite directions to the ends of the cylinder each acts on its own connection to the crankshaft, the centre crank pushing downward and the two side cranks pulling upward.

At the end of the strokes the upper piston uncovers the exhaust ports and the lower piston the scavenging ports, and the gases are blown out of the cylinder.

PRESSURE-CHARGING

In an engine which draws its combustion air direct from the atmosphere the density of the induced air charge is approximately the same as the ambient air density.

This air density determines the maximum weight of fuel and maximum power that can be developed by the engine. The charge air density is increased by a compressor between the ambient air and the cylinder. The more the weight of air, the greater weight of fuel can be burned in the same cylinder the more power is developed in the engine. The power for driving the compressor has an important influence on the operating efficiency of the engine.

It is uneconomical to drive the compressor direct from the engine because some of the additional power is absorbed and fuel consumption is increased.

If the compressor is driven by the heat energy in the engine exhaust gases – about 35% of the total heat energy in the fuel is discharged to the exhaust gases – the increase in power is proportional to the increase in charge-air density. This is the essential principle of exhaust turbo-charging.

The turboblower comprises a gas turbine, driven by the engine exhaust gases. The power generated in the turbine must equal that required by the compressor. The advantages of pressure-charging by means of an exhaust turboblower system are:

1. a substantial increase in power output;
2. a substantial reduction in the engine dimensions and weight;
3. a reduction in initial cost;
4. increased reliability and reduced maintenance costs.

FUNCTIONS OF AUXILIARY MACHINERY

Besides running and maintaining the main propulsion machinery of the ship, the engine officer has a great deal of auxiliary machinery to look after. Auxiliary machinery covers everything mechanical on board ship except the main engines and boilers. It includes almost all the pipes and fittings and the equipment¹ needed to carry out a number of functions. These functions may be summarized as follows: To supply the needs of the main engines and boilers. Air compressors are used to supply compressed air for starting engines. Coolers are used for

cooling either oil or water. Water for the boilers is also heated before being admitted into the boiler by feed water pumps. This increases the efficiency of the boiler.

To keep the ship dry and trimmed. This is done through the bilge and ballast pumping systems. The former² removes water which has gathered in machinery, cargo and other spaces. The latter³ pumps water into and out of ballast tanks. In general cargo ships, these systems are usually interconnected and served by the same pumps. In tankers and other bulk carriers, these systems are entirely (completely) separate, because these ships may need to ballast at 12,000 tons/hour and therefore need larger pumps.

- To supply domestic needs such as fresh and sea water, sanitation; heating or cooling of air, ventilation.

- To apply the main power of the engines for propulsion and manoeuvring. The engine power is transmitted to the propeller by a line of shafting. This is made up of the thrust shaft, intermediate shafts and the propeller shaft. Steering gear is also necessary to operate the rudder for manoeuvring.

- To supply the ship with electrical power and lighting. This is done by steam or diesel-powered generators.

- To moor the ship and handle cargo. Deck machinery is extensive and varied. It can be divided into anchor-handling machinery (windlasses and capstans), mooring machinery (winches and capstans), and cargo-handling machinery (winches and cranes). It also includes cargo oil pumps.

- To provide for safety. Firefighting and fire detection equipment, lifeboat engines and launching gear are also included.

- To prevent oil and sewage pollution.

Responsibility for auxiliary machinery is often delegated to individual engineer officers, each one taking responsibility for the efficient working of certain items⁴. A lot of equipment is duplicated, so that for example, one generator can be overhauled without cutting off the supply of electricity to the ship. Engineer officers on tankers are also involved in (busy with) operating the cargo pumping machinery.

MAINTENANCE SCHEDULE OF MARINE DIESEL ENGINE

Engine builders supply detailed instructions on the operation and maintenance their machinery so that regular maintenance work can be carried out and break can be kept to a minimum. These instruction manuals are usually kept by the C Engineer, but they are made available to all members of the engine-room staff. intervals at which an engine and its parts must be inspected will vary from make and will depend on the use the engine has been put to, and therefore the 1 outline which follows is meant only as a general guide.

At frequent intervals, fuel pumps should be examined and adjusted if necessary; When the engine is running, this will be shown by comparing engine indicator c and by exhaust temperatures. Pistons should also be examined frequently for cracks.

At intervals of six weeks, the fuel valves should be taken out and care inspected. Atomizers and filters can be washed with clean paraffin and then dried warm place. Cleaning rags must not be used because they leave behind small pieo fluff, which may block up holes. Valve seats should also be tested and if the) pitted or scratched, the surface should be reground.

If possible, the upper piston rings should be examined at intervals of one m during the first six months' service. After that inspection periods can be extends long as their condition continues to be satisfactory.

At intervals of six months the upper pistons, if cooled, must be inspectec deposits of carbon in cooling spaces and cooling pipes. When new piston ring: fitted, care must be taken to ensure there is sufficient clearance to allow foi expansion of the rings. Exhaust belts and manifold must also be examined excessive carbon deposits removed. All carbon deposits should also be removed i cylinder ports. Cylinder liners must be examined externally for deposits of seal

these deposits cannot be removed by flushing with water, then the liner must be removed for cleaning. The liner should also be measured for wear and renewed, if the limit for wear has been reached. The clearances of connecting-rod top and bottom ends should also be examined every six months and adjusted if necessary. In addition, lubricating-oil sumps and tanks should be cleaned of sediment.

At intervals of one year the manoeuvring gear must be examined for wear at joints of levers and rods. The alignment of the crankshaft should be checked and incorrect alignment corrected. The main bearings must be examined and readings taken for wear. The clearances of all crankshaft bearings must be maintained at the figure recommended by the makers. Finally, starting air piping and air bottles must be cleaned and steamed out, and the lubricating oil system thoroughly examined and cleared of deposits.

It must be emphasized that the above-mentioned parts are only some of the items which must be regularly maintained to ensure the efficient working of the machinery.

LIST OF REPAIRS

I. Mechanical Part

Main Engine B & W (type 650 VBF – 90)

1. Disconnecting and removing the pipes, scraping the rusty areas and applying two coats of anticorrosive paint to the crankcase (200 sq. m.). Cleaning the pipes and refitting in place with new packings.

2. Replacing 6 cylinder liners with rubber packings.

3. Cleaning the 6 cylinder heads and washing the cooling spaces with chemical solution.

Pressure testing

1 — machining the sealing base of 6 heads.

2 — machining the exhaust valve seats.

3 — machining the nozzle seats.

4 — machining the inlet valve seats.

5 — machining the cyl. liner seats.

6 — rectifying in place the cyl. liner seats in the crankcase (with tools of ship's supply).

4. Cylinder head fittings (in connection with item 7).

1 — rectifying, adjusting and pressure testing the safety valves.

2 — replacing the indicating valves "Klinger".

3 — rectifying and pressure testing the starting valves.

5. Exhaust valves (6 pcs spare). Cleaning with chemical solution and overhauling in workshop the 6 valves.

Replacing of:

1 — shutters and seats (12 pcs)

2 — valve stem guides (12")

3 — valve springs (6")

4 — valve spring guides (6")

6. Maintenance in workshop of the exhaust valve gears (6 pcs) and replacing the following details (in connection with item 5):

1 — rocker arm fixing bolts — 6 sets

2 — rocker arm pins and bushes — 8 sets

3 — pins — 6 pcs

4 — guide bushes — 12 pcs

7. Removing the 6 cylinder covers, withdrawing the pistons with connecting rods, replacing the piston rings, cleaning, examining, calibrating the liners and refitting.

Removing, cleaning and refitting the telescopic pipes. Replacing 4 guide rings to each piston.

8. Withdrawing the piston pins (6 pcs), and removing the connecting rods; refitting with

new piston pins.

9. Maintenance of the air starting control system with replacement of distribution stop valve (1 pc).

10. Main stop valve. Dismantling, overhauling in workshop, testing and refitting in place.

11. Overhauling 12 injectors with replacement of nozzles, springs, air drain sleeves and high pressure pipes (nozzles of owner supply).

12. Air coolers (2 pcs): Cleaning with chemical solution, pressure testing and renewals excluded.

13. Disconnecting and dismantling 3 main bearings. Polishing in place the shaft journals and checking the alignment. Remetalling, machining in workshop and refitting in place the 3 main bearings 255 x 240 mm. Adjusting excluded. Checking twice the clearances and once the wear down.

14. Delivering to the Owner's representative the report of the M. E. measurements and checkings.

15. Diesel auxiliary engines "D & W" (4 pcs).

Centering and aligning the generator shafts with the crankshafts (4 pcs). Assistance of our personnel for regulating and checking the auxiliary engines during the sea trials. Delivering to the Owner's representative the reports of the measurements and checkings. Delivering the certificates of the new pieces and of the trials.

16. Transporting the propeller into workshop. Disassembling the propeller hub, cleaning and checking the details and reassembling.

17. Life boat engines (2 pcs) "MWM" Manheim, type KD 211Z-2 cyl.

Disassembling the 2 engines, rectifying in workshop the crankshafts, remetalling, machining and adjusting the main and the big end bearings. Reassembling the 2 engines with replacement of the following details:

1 — oil scraper ring (2 pcs)

2 — piston ring (2 pcs)

3 — piston and valves of fuel oil pumps (2 pcs)

4 — injector nozzles (2 pcs).

Maintenance of:

1 — suction and discharge valves

2 — reversing gear sleeves (2 pcs)

3 — propeller shafts.

Replacement of:

1 — cooling pumps (2 pcs)

2 — stern gland packings (2 pcs)

3 — cooling pump belts (2 pcs).

18. CO₂ fire prevention system "B & W". Overhauling and refilling of 16 CO₂ bottles.

19. Checking by pressure test the CO₂ system. Delivering the certificates. Repairs and renewals excluded.

20. Cleaning the fire and water side of the boilers.

Replacing the hot well (size 2000x2000x1000 mm.). Replacing the coil in the hot well 25 x 3000 mm.

SHIP'S FUELING OPERATIONS

Prior to arriving at the port in which you are to take fuel oil, allow both settlers to burn down to between 4 and 6 feet. The first reason for this is that in the event of an excess of pressure on the filling line during fueling, or if all the ship's tanks are 100% full, the fuel oil will automatically overflow into the port settler. (Fuel oil may also be manually "dumped" into the settler by opening the filling valve connection from the filling line to the settler). If the port settler becomes 100% full, it will automatically overflow into the starboard settler. The

starboard settler overflow is overboard. The second reason for having the settler level low prior to fueling is to provide a space for oil when taking the "head" off the fuel tanks after all the fuel has been taken.

An accurate sounding of all fuel oil tanks must be taken before fueling, not only to enable the chief engineer to place his order but also so that you will know where the oil is going and will be able to check on the tank filling.

The double bottom tanks will fill up first and the deep tanks last. No fuel will be taken directly into the settling tanks.

When finished sounding each fuel oil tank, place the pipe plug securely in the quick closing valve to prevent any accidental spillage out of the sounding tube.

Before the fuel barge arrives, place wooden plugs in all scuppers to prevent any spillage from going over the ship's side. Hang the vent covers on the tank vents as provided. Also have on hand in the fueling port a bag of sawdust and a bag of rags, the proper size wrenches and a block and tackle to aid in hooking up the fuel hose. Have a new gasket ready for the fuel connection. A sound powered phone connection is provided in the bunkering port and at the fueling station in the engine room. Have these phones tested and ready for use before pumping operations start. Open all valves on all fuel oil manifolds, both the suction and transfer side. (Suction valves are painted black and transfer valves are red). Also open the fuel oil filling valve and the crossover from the filling to the transfer main.

When connecting the filling hose, check to make sure there are no rags, etc., in it. They are sometimes there to prevent oil spillage when disconnecting the hose, and the rags become forgotten. Any rags coming into the fuel system will become stuck on the manifold valve seats and make it impossible to get any suction with the fuel oil transfer pump.

Check with the barge man or pumpman to get the capacity of his pump or pumps, the temperature of the fuel oil, and get a sample of the oil for the chief engineer.

Notify the bridge that you are ready to start the fueling operation. Monitor the static head indicator and pressure gauge.

The static head indicator read in feet of head pressure in the fuel oil standpipe. 29 to 33 feet on the scale indicated slow filling; 33 to 37 feet indicated a normal head, and 37 to 41 feet indicated excessive head and overflowing. Normal pressure in PSI on the 0-60 pressure gauge connected to the filling line would be about 4 PSI. The red hand on this gauge is set at 10 and indicated excessive pressure.

Immediately following fueling operations, sound all fuel oil tanks and take the head pressure off the tanks by transferring a few barrels from each tank to the settling tanks via the fuel oil transfer pump.

Safety Precautions

Correct operation and maintenance are crucial points for obtaining optimum safety in the engine room. The general measures mentioned here should therefore be routine practice for the entire engine room staff.

Special Dangers: Warning

Keep clear of space below crane with load.

The opening of cocks may cause discharge of hot liquids or gases.

Think out beforehand which way liquids, gases or flames will move, and keep clear.

The dismantling of parts may cause the release of springs.

The removal of fuel valves (or other valves in the cylinder cover) may cause oil to run down onto the piston crown. If the piston is hot, an explosion might blow out the valve.

When testing fuel valves, do not touch the spray holes, as the jets may pierce the skin.

Cleanliness

The engine room should be kept clean both above and below the floor plates.

If there is a risk of grit or sand blowing into the engine room, when the ship is in port, the ventilation should be stopped and ventilating ducts, skylights and engine room doors closed.

Welding, or other work which causes spreading of grit and/or swarf, must not be carried out near the engine unless it is closed or protected, and the turbocharger air intake filters covered.

The exterior of the engine should be kept clean, and the paintwork maintained, so that leakages can be easily detected.

Warning !

Keep the areas around the relief valves free of oil, grease, etc. to prevent the risk of fire caused by the emitted hot air/gas in the event that the relief valves open.

Fire

Do not weld or use naked lights in the engine room, until it has been ascertained that no explosive gases, vapour or liquids are present

If the crankcase is opened before the engine is cold, welding and the use of naked flames will involve the risk of explosions and fire. The same applies to inspection of oil tanks and of the spaces below the floor.

Attention is furthermore drawn to the danger of fire when using paint and solvents having a low flash point.

Porous insulating material, soaked with oil from leakages, is easily inflammable and should be renewed.

Order/Tidiness

Hand tools should be placed on easily accessible tool panels. Special tools should be fastened in the engine room, close to the area of application.

No major objects must be left unfastened, and the floor and passages should be kept clear.

Spares

Large spare parts should, as far as possible, be placed near the area of application, well secured, and accessible by crane.

All spares should be protected against corrosion and mechanical damage. The stock should be checked at intervals and replenished in good time.

Lighting

Ample working light should be permanently installed at appropriate places in the engine room, and portable working light should be obtainable everywhere. Special lamps should be available for insertion through the scavenge ports.

Low Temperatures - freezing

If there is a risk of freezing, then all engines, pumps, coolers, and pipe systems should be emptied of cooling water.

Check and Maintain

Measuring equipment, filter elements, and lubricating oil condition.

Entering the Crankcase or Cylinder

Always ensure that the turning gear is engaged; even at the quay, the wake from other ships may turn the propeller and thus the engine.

Check beforehand that the starting air supply to the engine and the starting air distributor is shut off.

In case of oil mist alarm, precautions must be taken before opening to crankcase.

Turning Gear

Before engaging the turning gear, check that the starting air supply is shut off, and that the indicator cocks are open.

When the turning gear is engaged, check that the indicator lamp "Turning gear in" has switched on.

4.1.3. УСТНЫЙ ОПРОС

Устный опрос № 1 по теме 1.1 Английский язык в профессиональной деятельности.

- Is it necessary for OOW to use charts?
- Must OOW be ready to read instructions?
- Does he read navigational publications?
- Does he make different calculations working on the bridge?
- Is it necessary for OOW to know how to load the cargo?
- Should he understand meteorological information?
- Does OOW understand safety messages?
- Is it necessary for OOW to communicate with agents?
- Is it OOW's duty to communicate with other ships?
- Does he communicate with shore-based stations?

Устный опрос № 2 по теме 1.2 Предоставление и получение личной информации

- What is your name (surname/ middle name)?
- When is your birthday?
- When were you born?
- How old are you?
- Where are you from?
- What is your nationality?
- What is your address?
- What is your telephone (mobile) number?
- What is your e-mail?
- What is your marital status?
- Are you married or single?
- What are you?
- What school did you finish?
- Where do you study?
- What is the number of your group?
- What is your future profession? Why do you want to be a sailor?
- What is your favourite subject?
- What is your hobby?
- Are you a sport fan?

Устный опрос № 3 по теме 1.3 Общение в экипаже

- What is your name (surname/ middle name)?
- When is your birthday?
- When were you born?
- How old are you?
- Where are you from?
- What is your nationality?
- What is your address?
- What is your telephone (mobile) number?
- What is your e-mail?
- What is your marital status? Are you married or single?
- What are you?
- What school did you finish?
- Where do you study?

What is the number of your group?
 What is your future profession?
 Why do you want to be a sailor?
 What is your favourite subject?
 What is your hobby?
 Are you a sport fan?
 What do you usually do in the evenings?
 Do you like to watch TV?
 What TV programmes (films) do you prefer?
 Can you play the guitar (the piano, the violin)?
 Do you prefer to read books or to play computer games?
 What is your favourite book (computer game)?
 Do you go in for sports?
 What are your favourite sport games?
 Do you go to a gym?
 Do you help your parents about the house?
 Do you clean your room (wash the dishes)?
 Who goes shopping in your family?
 Have you got a pet? Who looks after your pet?
 When does your family have supper?
 When do you go to bed?
 Do you have a hobby? What is your hobby?
 What do you usually do in your free time?
 Do you visit cinemas, theatres, museums?
 Where do you study?
 When and whom was the Maritime college founded?
 Who founded the Maritime college?
 Where was it founded?
 Where is your college?
 How many departments are there in your college? What are they?
 What specialists does your college train?
 How long does the course of training last?
 What year cadet are you now?
 What subjects do you study?
 What subject is interesting for you?
 Is your education free of charge?
 Do you get a scholarship?
 Do you have a uniform?
 What is your future profession?
 When do your lessons begin?
 When do you have your exams?
 When will you graduate from the college?

Устный опрос № 4 по теме 1.4 Типы судов. Устройство судна

What is the main part of the ship?
 What parts is the hull divided into?
 What is the hull divided into inside?
 How are vertical steel walls passing across the ship and along called?
 How are the decks which divide cargo spaces called?
 What does the hull contain?
 What does the space between the holds and the bottom of the hull contain?

What are double bottom tanks used for?
 How is the left side of a ship called?
 How is the right side of a ship called?
 What is underwater body?
 What is freeboard?
 What is superstructure?
 What is forecastle?
 What is poop?

Устный опрос № 5 по теме 1.5 Экипаж. Работа на борту судна

How many departments are there usually on board cargo ship?
 What are they?
 Who is the head of the Deck Department?
 Who is the head of the Engine Department?
 What is the Master responsible for?
 Must the Master be a well-qualified and experienced navigator? Why?
 Must the Master know English well?
 Why is it important for the Master to know English well?
 Must the Master keep watch on the navigating bridge?
 Who keeps watch on the navigating bridge?
 How often do the seamen relieve each other of watch on the bridge?
 May a navigator leave the bridge when he is on watch there?
 Who is responsible for the Engine Department?
 How many people does the Engine Department usually consist of?
 What must the Chief Engineer know to be well-qualified and skilled?
 Who keeps watch in the engine-room?
 Who keeps watch in the radio-room? 2
 What is the Radio Officer responsible for?
 Why is it necessary to have continuous radio watch on board some ships?
 What equipment can radio-officers repair and maintain?
 Who is responsible for the work of sailors?
 What are the Boatswain's duties?
 What are the main duties of the sailors?
 Why must the seamen be skilled and well-qualified?

Устный опрос №6 по теме 1.6 Чрезвычайные ситуации на борту

What are main emergencies on board a vessel?
 What fire-fighting equipment do you know?
 What life-saving appliances are there on board a vessel?
 What does Master's list mean?
 What is muster station?
 What alarms on board a vessel do you know?

What do you do in case you see someone has fallen overboard?

Who is responsible for the safety of the ship?

What is safe working practice?

Устный опрос № 7 по теме 1.7 Предупреждение загрязнения водной среды

What does the word «environment» mean?

What are the most serious environmental problems?

What are the serious problems with seas and oceans?

What does poison water in lakes and rivers?

What does make the greenhouse effect?

Why is an air so polluted in big cities?

What does cause skin cancer?

What is the function of ozone layer?

What can happen if there are holes in the ozone layer?

What can we do to protect Nature?

Do you think all states must save the Earth?

Устный опрос № 8 по теме 1.8 Подготовка к практике

Where do the cadets of the navigation department usually have their shipboard training?

What do they learn to do during this training?

Where do they keep watch?

What must they do to master their future profession?

Where will the cadets of the radio engineering department work during their future shipboard training?

Where will they keep watch?

What radio messages, will they receive and transmit?

Who will instruct them during their training?

Where did the cadets of the engineering department work during their last shipboard training?

Where did they keep watch?

What did they learn to do during their training?

Why is it necessary for the future engineers to have training on board ship?

Where do the cadets of the port operation department improve their skills?

What did they do during their last training?

Will they sail on board ship during their next training?

What must the cadets of this department do to master their future profession?

Устный опрос № 9 по теме 2.1 Обязанности вахтенного помощника капитана. Стандартный морской навигационный словарь-разговорник и Стандартные фразы Международной морской организации для общения на море

What is the Officer of the watch?

What is his primary responsibility?

What is the Officer of the watch in charge of on the navigating bridge?

What should he ensure?

Is he responsible for steering the correct course?

Is the Officer of the watch in charge of close observation of the movement and bearing of approaching vessels?

What observation should he make?

What else is he responsible for?

What does he inform the Master of?

What does he provide when ship at anchor?

Устный опрос № 10 по теме 2.2 Лоцман на судне

TAKING A PILOT ABOARD

1. What should a ship do to call for a pilot?
2. What signal flag does a ship hoist to call for a pilot?
3. Where may a pilot board the ship?
4. Which side does the pilot launch usually come along in fair weather?
5. From which side is the pilot usually taken aboard in bad weather?
6. On which side is the pilot boat sheltered from the wind, on the lee side or on the weather side?
7. What rope does the pilot launch use to make fast to the ship?
8. What kind of ladder does the pilot use to board the ship?
9. Who usually meets the pilot aboard a ship?
10. Who cons the ship with the pilot aboard?
11. Who is responsible for the ship's safety in this case?

PASSING THROUGH NARROW CHANNELS AND CANALS

1. How should a vessel proceed through narrows?
2. What for should she take soundings from time to time?
3. Why is the traffic separation area sometimes divided into 3 lanes?
4. When should a vessel adhere to Rule 9?
5. Which side of a narrow channel should a vessel keep to?
6. May small vessels impede the passage of other vessels?
7. In what case shall a vessel not cross the fairway?
8. What signals shall a vessel use if in doubt as to the intention of the crossing vessel?
9. What signals shall a vessel use when overtaking another vessel?
10. What signals shall an overtaken vessel use when she agrees to be overtaken?
11. How long shall an overtaking vessel keep clear of the overtaken vessel?
12. How shall a vessel navigate when nearing a bend?
13. What signals shall she use in this case?
14. What should a vessel avoid to do when proceeding through a narrow channel?
15. What do we mean when we say that the vessel is "underway"?
16. What lights shall a vessel carry when at anchor?
17. What additional lights shall a vessel carry when aground?
18. What sound signals shall a vessel use when proceeding in poor visibility?

ANCHORING

1. Where may ships anchor?
2. Should only one anchor be ready when anchoring?
3. May the ships ride to one anchor only?

4. How is the ship's head brought up in a strong wind?
5. How is the ship brought up if there is a strong current?
6. Are both anchors let go at the same time?
7. Who is to determine how much of chain should be paid out?
8. What length of chain is usually sufficient?
9. What bearings should the watch officer take after anchoring?
10. What information should he enter into the log book?
11. Where should the ship's position be marked?
12. Why should a vessel have sufficient room at the anchorage?

MOORING

1. How do ships make fast to a wharf?
2. At what speed should a ship approach the berth?
3. What should be made ready for use on deck?
4. What is the ship's headway used for in this case?
5. What should be done if the ship has too much headway?
6. When the ship has approached the berth what line is passed ashore first?
7. What other ropes are run out from the ship and secured to the bollards ashore?
8. How is the ship hove into her berth?
9. Where are rat-guards placed?
10. Why should the mooring lines be constantly watched?
11. Why should we veer in the ropes from time to time?
12. When should we veer them out?
13. In what weather should we double up the lines?
14. How should the lines be watched if the weather is changeable?

TOWING

1. What may a tug be required for when in port?
2. Whose assistance is required to take a ship into the dock?
3. What may a ship need if she becomes disabled at sea?
4. What do we call the ropes with which a vessel is towed?
5. What tow-lines are most modern ships provided with?
6. What combination of hawsers is recommended for towing and why?
7. Why should the towing and towed vessels communicate with each other?
8. What code system do they usually use?
9. In what ways do ships communicate with each other and with shore stations?
10. What does a single letter or combination of letters signify in the International Code?
11. What two meanings does the signal "G" have?

Устный опрос № 11 по теме 2.3 Чтение навигационных пособий. Чтение карт

What light shines continuously?

What is the characteristic of F1 ?

What do abbreviations Q and VQ mean?

What is the difference between Fl and Oc?

Which light has light intervals equal to dark intervals?

What is Al?

What are group lights?
 What light is the most conspicuous?
 What is a fixed light used for?
 What purpose does a lighthouse serve?
 Where are lighthouses built?
 What shape can lighthouses be?
 What material are lighthouses built of?
 What types of lights may be exhibited from lighthouses?
 What buoyage systems are employed worldwide?
 What are buoys in the Lateral system used to indicate?
 What subsystems is the Lateral system subdivided into?
 How is the starboard side of the fairway indicated in the A-system?
 How is the port side of the fairway indicated in the A-system?
 What subsystem is employed in America and some oriental countries?
 What are buoys in the Cardinal system used to indicate?
 How is the position of the danger indicated?
 What will give the navigator information regarding the vessel's position in reference to the position of the danger?
 What colour light are special buoys fitted with?
 What do landfall marks mark?
 What colour light are isolated danger marks fitted with?
 Where can you read about buoys and beacons?
 What dangers may threaten the ship's safety?
 What book should a navigator consult to avoid dangers?
 Why is navigation especially dangerous in the North?
 Why is the ice in bays more dangerous than in the open sea?
 What do we call ice formations attached to the shore?
 Where is fast ice found?
 What makes sometimes the navigator change the ship's course in the Northern seas?
 When is it especially recommended to keep a sharp look out?
 What is meant by directions?
 In what form are they given?
 Why are several courses recommended for ships?
 What landmarks are used to show the direction of approach?
 What line may lead the ship clear of dangers?
 What is understood by leading line?
 What useful information may be found in Pilot Books under the heading 'Directions'?
 What effect are tides mainly created by?
 What are centrifugal forces caused by?
 What forces produce exceptionally strong tides?
 What are these tides called?
 As a result of what are neap tides produced?
 When do we speak of slack tides?
 Why is high slack tide especially important to the mariner?

Устный опрос № 12 по теме 2.4 Санитарный осмотр судна. Таможенный досмотр

Who is the first person to come aboard on the ship's arrival?
 What is the duty of the medical officer of the port?
 What documents is he to examine?
 Who issues the bill of health?

In what case is the certificate of pratique given to the ship?
 Who issues the certificate of pratique?
 What does this document allow the ship to do?
 What does this document allow the crew and passengers to do?
 In what case is the ship put in quarantine?
 What assistance does the medical officer render when there are sick or injured persons aboard?
 To whom shall the master report his ship's arrival in port?
 Within how many hours should he do so?
 What blank form is he to fill in?
 To whom is this declaration handed over?
 What papers are required to enter a vessel inwards?
 Who fulfils all these formalities?
 What do the customs officers come aboard for?
 What should they search for?
 What do we call the money which we pay for the imported goods?
 What goods are often smuggled into a country?
 What document do the Customs request from the ship to prevent such smuggling?
 What is usually done with the surplus stores?
 When should a vessel be entered outwards?
 How is a vessel entered outwards?

Устный опрос № 13 по теме 2.5 Грузовые работы

What kinds of cargo do you know?
 What cargo did your vessel carry during your shipboard training?
 What do the following phrases mean:
 Check repair of crane personally.
 Check careful and safe stowage.
 Check proper use of handling gear.
 Do not use hooks for handling bags.
 Stow empty containers in topmost tiers.
 Relash all lashings.
 Check hatch covers for damage and report.
 Cargo battens damaged.
 Replace damaged lashings.
 Hold ladder bent.
 Straighten hold ladder.
 Hold ventilators are not operational.
 Are winch motors operational?

Устный опрос № 14 по теме 2.6 Морская безопасность

What should be taken into consideration choosing working clothes for use in machinery spaces?
 Should the working clothes be loose?
 What sleeves is it preferable to wear?
 What about pockets?
 Why is it dangerous to have something round your neck?

When is it necessary to wear goggles?
 What characteristics should industrial footwear have?
 When safety helmets should be worn?
 How can you protect your ears?
 Is it allowed to dry clothes in the machinery space?

Устный опрос № 15 по теме 2.7 Работа с корреспонденцией

What are main rules of writing business letters?
 What are parts of business letters?
 What phrases to start a business letter do you know?
 How is it possible to finish business letter?
 Can you translate the following expressions...

We look forward to your reply.
 We would appreciate a prompt answer.
 We would be grateful if you would let us have details of
 We are pleased to learn ...
 We would appreciate a reply by ...
 We require ... for immediate delivery.
 We are particularly interested in ...
 We ask you to send us ...
 We are looking forward to hearing from you.
 Thank you in advance for any information you can give us.
 We thank you in advance.
 We shall (should) be glad (obliged) if you will (would) send us...?

Устный опрос № 16 по теме 2.8 Работа в машинном отделении

Who is in charge of the Engine Department?
 What are the responsibilities of the Chief Engineer?
 Who assists the Chief Engineer?
 Who is responsible for lubricating systems?
 Who is in charge of fuel and water systems?
 What are the duties of a motorman?
 What is called the UMS?
 How many hours a day must running machinery be controlled?
 How long is the period of watch at sea?
 Who has to ensure a safe engineering watch?
 What should the relieving officer check before taking over an engineering watch?
 Who is responsible for machinery space operation?
 What are the adequate rounds of the machinery space made for?
 What should an officer in charges of engineering watch do in any emergency?

Устный опрос № 17 по теме 2.9 Чтение технических инструкций

С помощью каких источников выполняется технический перевод?
 В чем основная особенность технических текстов?

Приведите примеры использования в качестве терминов существительных, которые являются частью человеческого тела или предметами одежды.

Приведите примеры многозначных слов.

Что может помочь в том случае, когда ни одно из значений слова, приведенных в словаре, не подходит?

Что необходимо помнить при работе со словарем?

Как можно установить значение производного слова, если в словаре не указано его?

Как переводить цепочки из поставленных рядом слов, которые не связаны между собой синтаксическими средствами, т.е. предлогами?

Когда может быть правильным дословный перевод?

Что значит буквальный перевод?

Какая последовательность работы над текстом рекомендуется при переводе с английского языка на русский?

Назовите главных помощников при переводе технических текстов.

4.2. Задания для промежуточной аттестации

П Е Р Е Ч Е Н Ь

вопросов и практических заданий

для подготовки к дифференцированному зачету (4 семестр)

по учебной дисциплине

ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК

В ПРОФЕССИОНАЛЬНОЙ ДЕЯТЕЛЬНОСТИ

для обучающихся по специальности **26.02.03 Судовождение**

Перечень вопросов заданий

1. Поддержать беседу на предложенную тему.
2. Укажите единственно правильный вариант ответа.
3. Перевести предложения.

Перечень тем к вопросу 1

About you and your family.

Arkhangelsk – a cultural and industrial centre.

Arkhangelsk – a large port.

Around the Institute.

Around the ship.

Biography.

Duties on board a ship.

Ecological problems and my profession.

English and your profession.

Family life.

Free-time activities. Your hobby.

Healthy style of life.

Internet, its advantages and disadvantages.

Location of safety equipment on board your vessel.

Moscow.

Principal particulars of the ship, parts of ships.

Russia.

Safe working practice.

Ship's crew.

Shipboard training.

Speak about your daily routine.

Sport in your life.

Types of ships.

Visit to a doctor.

What did you do yesterday?

Your biography.

Your own room (your cabin).

Your plans for the future.

Перечень заданий к вопросу 2

2 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;
 - b) will learn;
 - c) learnt;
 - d) are learning.
10. We _____ English since we entered the Institute.
 - a) studied;
 - b) study;
 - c) have studied;
 - d) has study.
11. Next week we ____ come into that port.
 - a) come;
 - b) came;
 - c) will come;
 - d) were coming.
12. This equipment ____ modern
 - a) is;
 - b) am;
 - c) are
13. They ____ their homework at the moment.
 - a) do;
 - b) does;
 - c) are doing;
 - 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.
 a) have known; c) know;
 b) knew; d) will know.
19. He _____ by sea yet.
 a) has never been; c) is never been;
 b) have never been; d) will never be.
20. We _____ at the Arctic Maritime Institute.
 a) studies; c) studied;
 b) study; d) have studied.

3 *Укажите единственно верный перевод слова.*

1. братъ
 a) to take; c) to put;
 b) to work; d) to see.
2. работать
 a) to overhaul; c) to work;
 b) to repair; d) to lubricate.
3. входить
 a) to come; c) to go;
 b) to enter; d) to carry.
4. красить
 a) to paint; c) to scrub;
 b) to clean; d) to work.
5. нести вахту
 a) to keep watch; c) to clean the deck;
 b) to watch keep; d) to sail.
6. оставлять, покидать
 a) to live; c) to take;
 b) to leave; d) to bring.
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. |

Перечень предложений к вопросу 3

- 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 круизной 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.

П Е Р Е Ч Е Н Ь

вопросов и практических заданий
 для подготовки к дифференцированному зачету (6 семестр)
 по учебной дисциплине

ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК

В ПРОФЕССИОНАЛЬНОЙ ДЕЯТЕЛЬНОСТИ

для обучающихся по специальности **26.02.03 Судовождение**

Перечень вопросов заданий

1. Объясните ситуацию с использованием терминологии Стандартного навигационного словаря-справочника ИМО.

Перечень практических заданий

1. The whole ship is on fire in posn ...
2. Fire has been located in the engine room and in the superstructure.
3. Fire has been located in no. 2 hold.
4. The cargo is on fire; smoke is not poisonous.
5. Vessel is unmanoeuvrable.
6. Fire cannot be extinguished by vessel's own equipment.
7. Six crew members have been wounded; two crew members were killed.
8. Water is entering the vessel below the waterline.
9. Vessel is heeling over to port side we will put cargo overboard to stop heeling.
10. Vessel is unable to continue her voyage.
11. Tug assistance is needed.
12. Vessel is unable to manoeuvre and is adrift in posn ...
13. She needs tug assistance.
14. We have had a collision with MV Garland.
15. Vessel is damaged above water line.
16. Vessel is aground in posn ...
17. Refloating expected when tide gets higher.
18. Vessel is losing dangerous substance (IMO – class 6).
19. Vessel is being attacked by pirates.
20. No damage has been caused to the vessel.
21. Six crew members have been wounded; nobody was killed.
22. Vessel will continue her voyage.
23. Vessel doesn't require any assistance.
24. Search And Rescue – Unit is underway to distress position to render assistance. ETA distress position within one hour.
25. SRU will be the on-scene coordinator.
26. Vessel requests for helicopter with doctor.
27. Weather in distress position; wind SW₃; visibility is moderate; sea is smooth; current is 2.5 knots to SW.
28. Message from RCC: helicopter is airborne and on its way; helicopter will arrive in distress position within one hour.
29. Information for helicopter pilot: relative wind direction is 045 degrees at 26 knots. All is clear for landing.
30. Someone has fallen overboard in posn.
31. Request to all vessels to assist and report any result.
32. The search for the missing person stopped; no one was found.
33. Vessel is unmanoeuvrable due to problems with main engine.
34. Other traffic must keep a safe distance.
35. Tug assistance is needed.
36. Vessel has problems with her manoeuvrability.
37. Other vessels in this vicinity must stay at a safe distance.
38. There is a vessel manoeuvring with difficulty in posn ...
39. Traffic must proceed carefully and must stay at a safe distance.
40. Vessel has problems with her stability because of heavy icing.
41. Gale warning: wind direction NW force Beaufort 9, backing W and expected to increase force 11.
42. Swell of 3 metres from SW is expected within the next hour.
43. We expect a freak wave by 23.45 UTC in posn ...

44. Depth as indicated in chart must be reduced by 1.2 meter because of wind.
45. Abnormally low water is expected within 2 hours.
46. Water is not deep enough.
47. The tide is 2 metres higher than expected.
48. We have a visibility of about 100 metres.
49. We have reduced visibility due to fog.
50. We expect that visibility will decrease to 50 metres.
51. Ice warning an iceberg has been located in our position.
52. We expect that the ice situation in this area will become worse.
53. Ice-breaker assistance cancelled and will start again at 1200 hrs UTC.
54. We have detected a buoy adrift in vicinity of posn ...
55. We have detected an unlit derelict vessel adrift ...
56. A shoal (position not yet confirmed) in posn ...
57. A shoal (position confirmed) in posn ...
58. We are performing dangerous operations in posn ...
59. Traffic is requested to keep distance from operations.
60. No light on CA4-buoy in posn ...
61. AP2- buoy in posn ... is unreliable.
62. FL1- buoy in posn ... is missing.
63. Leading light on pierhead temporarily not in use.
64. We are going to drop sb anchor.
65. 6 shackles must be put in the water.
66. Drop starboard anchor!
67. Cable is leading astern; anchor is holding.
68. Put on anchor lights and hoist the ball.
69. Anchor position must be checked by bearings every 15 minutes.
70. We are going to heave anchor.
71. Turn on the windlass.
72. Start heaving port anchor.
73. Anchor is loose from the ground.
74. There are 3 shackles left to come in
75. Anchor is clear of the water
76. Anchor has been fastened
77. We are going to berth on starboard side
78. Prepare heaving lines forward and aft.
79. Fasten the lines forward and aft.
80. Keep tension on the springs.
81. Prepare to start engines.
82. Start the engines.
83. Everybody is ready for departure.
84. Prepare to cast off!
85. Let go all but the essential lines.
86. Cast off the head line: slacken the head line and heave it on board.
87. Finished casting off.
88. Rudder must be held in the fore and aft position.
89. Five degrees of starboard rudder.
90. Rudder fully over to port side.
91. Stop the swing of the vessel's head in a turn.
92. Reduce the vessel's swing rapidly.
93. Reduce the amount of rudder and hold.
94. Steer steady course on the compass-heading.

95. OOW: gives helm order: steer 182 degr. port side. Helmsman: repeats order: and indicates when the vessel is on course.
96. OOW: ... repeats helms man.
97. Engine power: very slow ahead.
98. Engine power: slow ahead.
99. Engine power: ahead at half power.
100. Engine power: ahead at full power.
101. Engine power: astern at half power.
102. Engine power: from full ahead to full astern.
103. Operation of engines no longer required.

П Е Р Е Ч Е Н Ь

вопросов и практических заданий для подготовки к зачету (8 семестр)

по учебной дисциплине

ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК

В ПРОФЕССИОНАЛЬНОЙ ДЕЯТЕЛЬНОСТИ

для обучающихся по специальности **26.02.03 Судовождение**

Перечень вопросов заданий

1. Прочитать и перевести текст.
2. Составить и воспроизвести диалог по заданной ситуации.

Перечень практических заданий

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 =
2. 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 =
3. 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 =
4. 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 =
5. 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 =
6. 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 =
7. 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 =
8. 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 =

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

311400 Z = areas A 15 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 =

10. 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 =

11. 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.

12. 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.

13. 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.

14. 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 = Roervic variable breeze force 3 or 4 mainly dry vis otherwise good.

15. 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. Vessels passing to the westward should give it a berth of at least 2 cables.

16. With north-westerly or north-easterly winds, Eastbourne Bay affords good shelter in 3½ fathoms, sand, abreast of the Grand Hill with Wellington Church spire open westward of the redoubt, 3140 true, and Langney Point 25° true.

17. Madura Haven is not sufficiently lighted for safe night navigation much eastward of Sill Rock, except with local knowledge, but secure anchorage may be reached, either in Day Road or south-eastward of Stone Rock; in the latter case, however, a vessel must be careful to avoid the submarine telegraph cables, remarked on above.

18. A black and red, vertically striped conical buoy marked "S. M." with a topmark consisting of a cone point down surmounted by a cross, is established off the entrance to Stingray, and about ¼ miles eastward of Saldera light-and-whistle buoy.

19. It is high water, full and change, in Portsmouth Harbour, at 11 h. 30 m. mean springs rise 13 feet, neaps 10½, feet above the datum, which is a quarter foot above the level of mean low water springs.

20. Temporary anchorage during southerly winds could be found in the south-western part of Flokkavik, but only by vessels with local knowledge, for this part of the coast is fringed with rocks, a number of which do not dry.

21. There is a drying ridge on west banks, about 2 miles south-eastward of South Trees Point and depths of less than one fathom (1m8) extend about 2½ miles farther south-eastward.

22. Hid Reef, the outer part of which lies 2¼ miles south-westward of Cedar Point, and its inner end about one mile off the western side of Annette Island, shows three rocks which dry from 5 to 7 feet, with narrow passage between them. The outer rock is marked on its northern side by a red conical buoy with a diamond topmark.

23. Anchorage, sheltered from easterly and southerly winds may be taken off Vagavik, in a depth of about 16 fathoms, fine sand and mud, northward of Vagastapi. The anchorage is dangerous with northerly winds which sent in a heavy sea.

24. The channels are also marked by leading beacons, consisting of posts with diamond shaped topmark, painted black with a white vertical line, erected on the banks of the river.

25. Bullock Patch (Lat. 50°42' N., Long. 0°55' W.), consisting of 2 patches of 4½ and 5 fathoms, lies 255° true, 5 miles from Selsea and about the same distance southward of the entrance to Chichester Harbour.

26. It is high water, full and change, in Santana Inlet at 3 h. 0 m.; springs rise 12½ feet, neaps 10½ feet. The ebb stream is always much stronger than the flood and runs about 3 knots an hour at springs.

27. 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.

28. The stream in the offing off Beachy Head begins to run east-ward at the time of low water at Beachy Head, and westward at high water. Close inshore between Selsea and Beachy Head the streams turn earlier than in the offing, the west-going stream commencing about 1½ hours before it is high water at Dover and the east-going stream 5 hours after high water there. Southward of the Royal Light-vessel (Lat. 60°43' N, Long. 0°27' E), the two streams meet at 5 hours before high water at Dover, and separate one hour after high water at Dover. The east-going stream has a maximum rate varying from 3 knots at springs to 2 knots at neaps; the west-going stream 2 knots. Strong winds accelerate or retard both time and rate of the streams according to their direction.

29. It is high water, full and change, at San Sebastian Bay, at 3 h. 20 m.; but the tide is accelerated or retarded according to the wind; ordinary swings rise 12 feet, and neaps 9 feet. With strong winds from SW to NW the tide rises 1 to 1½ feet above the usual level. The tidal streams are felt in the bay. On the coast in fine weather, the flood stream sets eastward and the ebb westward. During thick weather the current runs strong to the eastward.

30. Groves Bank, over which the least depth is 19 fathoms, is a detached bank extending in a northerly direction for a distance of about 7 miles of the northernmost extremity of Grimsey.

31. A light-buoy, exhibiting a fixed red light, is established southward of Auts Bank in a position about $\frac{1}{4}$ miles east-north-eastward of Colpoys Point; A light-buoy exhibiting a fixed green light is established near the anchorage in a position about 5 cables north-north-eastward of Range Point. The positions of the lightbuoys are not to be depended upon.

32 Two leading lights are exhibited, the front light, at an elevation of 12 feet, from a light-structure, situated on the northern side of Zamalin Harbour close to the coast and about 8 cables northward of Crew Point of the northern extremity of Allan Island; and the rear light at an elevation of 20 feet, from a circular hut, situated about three-quarters of a cable northward of the front light. These lights in line, bearing 346° , lead into Zamalin Harbour.

1

Вы - капитан судна Gammon. При подходе к порту лоцман просит Вас сообщить ему маневренные элементы Вашего судна. Его интересует:

1. каков диаметр циркуляции судна;
2. каковы смещения вперед и вбок, проходимые судном по инерции при аварийном реверсе;
3. каково время перекладки руля с борта на борт;
4. очень ли велик эффект винта.

Вы отвечаете, что:

1. диаметр циркуляции судна - 1,6 кб;
2. смещение судна вперед, проходимое по инерции при аварийном реверсе, равно 400 м, смещен судна вбок отсутствует, так как судно имеет 2 винта;
3. время перекладки руля с борта на борт - 15 секунд;
4. поворотный эффект винта невелик.

Лоцман благодарит Вас за информацию и просит выставить впередсмотрящего. Затем, выяснив, что рулевой опытный и понимает английский язык, дает команду доложить, если судно не будет слушаться руля.

2

Вы - капитан т/х Gammon. При подходе к порту лоцман просит Вас сообщить ему маневренные элементы Вашего судна. Его интересует:

1. какое предупреждение надо дать для перехода с полного морского хода на маневренный режим;
2. какова маневренная скорость судна на полном ходу вперед;
3. какова полная морская скорость судна.

Вы отвечаете, что:

1. для перехода с полного морского хода на маневренный режим надо дать предупреждение в 30 минут;
2. маневренная скорость судна на полном ходу вперед - 15 узлов;
3. полная морская скорость судна - 18 узлов.

Лоцман благодарит Вас за информацию, сообщает, что скорость на фарватере 5 узлов и дает инструкцию держать ход 5 узлов.

3

Вы - капитан т/х Gammon. Лоцман просит Вас дать ему информацию о двигателе судна. Его интересует:

1. является ли двигатель дизельным или турбиной;

2. осуществляется ли управление машинами из машинного отделения или имеется управление с мостика.

Получив ответы на данные вопросы, лоцман интересуется винтами:

1. имеет ли судно один или два винта;
2. имеет ли судно винты регулируемого шага;
3. как вращаются винты на полном ходу - внутрь или наружу судна;
4. имеются ли носовое или кормовое подруливающие устройства.

Вы объясняете лоцману, что судно имеет два винта регулируемого шага, которые вращаются на переднем ходу внутрь судна. Судно также имеет носовое подруливающее устройство.

Лоцман благодарит Вас за информацию.

4

Вы - капитан т/х *Gammon*.

Лоцман сообщает Вам, что Вы направляетесь к месту якорной стоянки и будете становиться на оба якоря. Поэтому он инструктирует Вас приготовить к отдаче оба якоря.

Спустя некоторое время он спрашивает Вас, готовы ли якоря к отдаче. Получив утвердительный ответ, лоцман командует отдать оба якоря. Затем следует инструкция травить якорь-цепи и объяснение Вам, что Вы вытравите 5 смычек обеих якорь-цепей и будете волочить якоря.

Когда выполнены Ваши приказы якорной команде отдать оба якоря и вытравить 5 смычек обеих якорь-цепей, лоцман спрашивает Вас, пришло ли судно на якорь-цепь.

Получив утвердительный ответ, лоцман рекомендует Вам включить якорные огни (так как уже темнеет), а на следующий день поднять сигнальный якорный шар, а также проверить место постановки на якорь по пеленгам.

5

Вы - капитан т/х *Gammon*.

Лоцман дает Вам рекомендации во время постановки на якорь. Сначала он инструктирует Вас приспустить одну смычку правого якоря на клюз, а затем задержать правую якорь-цепь.

Вы выполняете инструкции лоцмана и докладываете об этом.

Затем лоцман дает команду отдать правый якорь и, когда команда выполнена, спрашивает Вас, как смотрит якорь-цепь, и забрал ли якорь.

Вы отвечаете, что якорь-цепь смотрит в корму и якорь забрал.

Лоцман рекомендует Вам подобрать одну смычку правой якорь-цепи и включить якорные огни.

После выполнения этих рекомендаций лоцман прощается.

6

Вы - капитан т/х *Gammon*. Лоцман дает Вам распоряжение подготовиться выбирать якорь. Он хочет получить информацию о состоянии якоря и спрашивает Вас:

1. как смотрит якорь-цепь;
2. о натяжении якорь-цепи.

Вы отвечаете, что:

1. якорь-цепь смотрит под форштевень;
2. якорь-цепь натянута туго.

Получив данную информацию, лоцман дает команду сообщить брашпиль и выбирать правый якорь.

Когда Вы докладываете, что якорь вышел из воды, лоцман дает команду «стоп выбирать» и спрашивает, чист ли якорь.

Получив положительный ответ, лоцман спрашивает, сколько смычек осталось не выбрано. Вы отвечаете, что осталась невыбранной полсмычки.

Лоцман сдает команду поднять якорь на полсмычки.

Выполнив распоряжения лоцмана, Вы сообщаете ему, что якорь на месте и «походному».

Лоцман дает команду «Машина товсь».

7

Вы - капитан т/х *Gammon*.

Перед постановкой к причалу лоцман информирует Вас, что Вы будете швартоваться правым бортом к палам.

Вы интересуетесь, должны ли Вы готовить кранцы на баке и юте.

Лоцман инструктирует Вас, чтобы Вы не готовили кранцы на баке и юте, потому что кранцы имеются на причале.

Лоцман также спрашивает, имеются ли в носовой и кормовой части швартовые лебедки для всех концов.

Когда Вы отвечаете утвердительно, лоцман отдает приказ приготовить бросательные концы на носу и на корме, а также приготовить проводник. При этом он инструктирует Вас, чтобы носовые и кормовые концы заводили через центральные клюзы, а носовой и кормовой шпринги через носовой правый и кормовой правый клюзы.

Вы подтверждаете получение инструкций.

Затем лоцман спрашивает Вас, чисто ли за кормой.

Когда Вы отвечаете, что за кормой чисто, лоцман дает команду «стоп проворачивать винт» и «подать бросательные концы на берег швартовщикам».

Вы подтверждаете получение инструкций.

8

Вы - капитан т/х *Gammon*. Когда бросательные концы поданы, лоцман дает команды:

1. подать носовой и кормовой шпринги;
2. подать два носовых и два кормовых продольных конца швартовщикам на берег;
3. подать носовой и кормовой прижимные концы.

Вы подтверждаете получение инструкций и докладываете об их выполнении.

Затем лоцман объясняет Вам, что швартовщики будут крепить концы найтовыми, поэтому просит подать швартовщикам найтовы для крепления швартовов.

Вы обещаете сделать это.

Лоцман просит Вас доложить расстояние от носа и кормы до палов.

Вы докладываете, что расстояние от кормы до палов 20 метров, от носа до палов 15 метров.

Лоцман считает, что необходимо протянуться на 5 метров вперед и дает команду выбрать носовые концы и травить кормовые концы.

Когда, по Вашему докладу, судно протянулось на 5 метров вперед, лоцман отдает команду «стоп выбирать» и «стоп травить». Он сообщает Вам, что Вы встали на место и рекомендует:

1. закрепить носовые и кормовые концы;
- держат концы втугую, но не порвать тросы.

9

Вы - капитан т/х *Gamton*. Лоцман помогает Вам во время отхода от причала.

Перед отходом от причала лоцман спрашивает Вас, готовы ли машины. Получив отрицательный ответ, лоцман спрашивает, сколько времени нужно для приготовления машин.

Вы отвечаете, что это займет 15 минут.

Лоцман дает команду приготовиться к съемке.

Через 15 минут Вы докладываете, что Вы готовы к съемке.

Лоцман советует Вам выставить кого-либо у якоря и дает последовательно команды:

1. убрать дополнительные швартовы, оставить по 1 продольному и по 1 шпрингу на носу и на корме;
2. потравить носовой и кормовой продольный и прижимные концы;
3. потравить носовой и кормовой шпринги;
4. отдать носовые и кормовые;
5. выбрать носовые и кормовые концы;
6. выбрать носовой и кормовой шпринги.

Затем лоцман спрашивает Вас, чисто ли за кормой.

Когда он получает положительный ответ, он предупреждает: «Осторожно, работаем машиной».

П Е Р Е Ч Е Н Ь

вопросов и практических заданий для подготовки к экзамену (9 семестр)

по учебной дисциплине

ОГСЭ.04 ИНОСТРАННЫЙ ЯЗЫК

В ПРОФЕССИОНАЛЬНОЙ ДЕЯТЕЛЬНОСТИ

для обучающихся по специальности **26.02.03 Судовождение**

Перечень вопросов заданий

- 1 Прочтите и переведите текст и ответьте на вопросы.
- 2 Поддержите беседу на тему.
- 3 Воспроизведите диалог по заданной ситуации, используя средства связи.
- 4 Переведите предложения с русского языка на английский, используя профессиональную терминологию, лексику ИМО.

Перечень практических заданий по вопросу 1

1 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. A black spindle buoy with cylindrical topmark is moored off the extreme of the shallow reef, extending about 1½ cables southward from rocky ledges, one of which dries 9 feet.

There is a convenient anchorage for vessels with local knowledge in depth of 8 fathoms (14^m6), hard sand, with Hoog Island bearing 215° distant about one mile; also about half a mile eastward of this islet in a depth of about 11 fathoms (20^m1). Care must be taken, however to avoid the reefs in this locality.

Submarine cables. - Submarine cables cross the harbour from a position close to S. situated 3¼ cables north-eastward of A. point. Vessels should not anchor in the vicinity of these cables, the positions of which are indicated by wavy lines on the chart.

2 Directions. To minimise the effects of the tidal streams at the harbour entrance it is recommended that vessels enter harbour on the in-going stream and depart on the out-going stream. The optimum time to enter Lowestoft is 1 hour before local HW or 1 hour after local LW when the tidal streams across the entrance should be weak. Whether approaching from the N or S, the approach should be made as slowly as possible until about 100 m off the entrance when speed should be increased and the appropriate wheel applied to maintain the centerline of the entrance. Entry is feasible during E gales just after LW as the offshore sandbanks make an excellent breakwater. Entry is not advisable for large or low powered vessels during SE gales.

On the northern extremity of the north-western islet is a white pyramidal beacon 13 feet high, surmounted by a cross, and on the south-eastern islet is a similar beacon surmounted by an inverted cone and a cross. These beacons in line bearing 105°, lead through the channel southward of Larzatita Island, situated about a mile west-north-westward.

3 Directions. Wells Fairway Light-buoy (safe water) (53° 00'N, 0°51'E) is moored 7 cables NNE of the entrance to the approach channel called The Run. It lies between Bob Hall's Sand to the E and West Sands to the W. The outer part of the channel is marked by buoys, some lighted, which are moved as necessary and should not be relied upon. The inner part of the channel lies between the sands off High Cape and those off The Bink, 1½ miles E. High Cape and The Bink are sand ridges. The channel is marked by beacons, some lighted, with diamond topmarks on the W side and square topmarks on the E side. The lifeboat house stands on the coast at the N end of a straight embankment constructed for the reclamation of Holkham Marshes, and which runs S from the sandhills to the town. At the S end of the embankment the channel turns E for The Quay.

In difficult parts of the river the channel is marked by red conical and black can buoys; during winter they are replaced by spar buoys. Red buoys indicate that the channel lies between them and the right bank and they must therefore be left on the starboard hand by vessels proceeding up-river.

4 Directions. No vessel should attempt to enter Kyuquot channel, without local knowledge, except in clear weather. In approaching from south-eastward, Barrier islands should be given a berth of at least 1½ miles, and in approaching from westward, the dangers southward of Thornton islands should be given a berth of at least one mile.

A vessel entering the channel should bring the summit of Whiteley island to bear 040°, midway between Rugged and Chatchannel points, to pass midway between the dangers on either side of the approach and about 4 cables north-westward of the light-and-whistle buoy. When nearing Chatchannel point, course should be altered, eastward, to pass about half a mile eastward of the point (*Lat. 50°00'N., Long. 127° 14' W.*)

Anchorage may be obtained by vessels with local knowledge westward of Arnesseyjar, with the northern extremity of that islet bearing about 85°, and Arnes Church, in the southwestern corner of the bay, bearing about 202°.

5 Vessels may find anchorage, in depths of from 7m3 to 18m3, mud, westward of the head of the westward breakwater (*Lat. 11°07'N., Long. 74°51' W.*): but the holding ground is not very good. This anchorage affords a good shelter.

An approach to S. isles from south-westward or westward requires caution in hazy or thick weather *on account of the rocky ledges* extending in those directions, the principle of these are Nan-deeps, about 2 miles west-north-westward of A., C. rocks, B. rock and C.B. ridge, and the various ledges extending north-westward from P. head at the south-western extremity of the islands. P. bank, with a least depth of 13 fathoms (23m8) over it, lies nearly 3 miles southward of B. rock; the overfalls make it dangerous to open boats in rough weather.

The fairway buoy, situated about 4 miles north-westward of Cora Lighthouse, is a red and black chequered conical buoy with a topmark consisting of a double cross over a cone point

down. No. 1 red and No. 2 black, situated about 8 cables southeastward of the fairway buoy have a cage and a truncated cone topmark respectively.

6 Two leading lights are exhibited, the front light, at an elevation of 12 feet, from a light-structure, situated on the northern side of Zamalin Harbour close to the coast and about 8 cables northward of Crew Point of the northern extremity of Alan Island; and the rear light at an elevation of 20 feet from a circular hut, situated about three-quarters of a cable northward of the front light. These lights in line, bearing 346° , lead into Zamalin Harbour.

S. bank, a shoal of pulverized shell and fine gravel, extends for about $3\frac{1}{2}$ miles north-eastward from a position about 6 cables north-eastward of S.P. lighthouse; close to its southern end there are depths of 7 and 11 feet (2m1 and 3m4), and on other parts there are 11 to 30 feet (3m4 to 9m1), with occasionally greater depths. The bank terminates at the north-eastern end in a sandy shoal nearly one mile in length, with a least depth of 15 feet (4m6). In boisterous weather the sea breaks heavily on all parts of S. bank, especially on the south-western end; with strong easterly winds there is no shelter between the shoal and the land, the broken water extending to the coast.

7 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 =

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 =

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.

8 Forecast Dover Wight Portland = Wind northeasterly force 5 or 7 backing northerly and decreasing to force 4 or 6 Rain 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.

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 =

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 =

9 Check the lube oil pressure daily. The pressure should be 1,5 Kg per sq.cm = 21 lbs/sq. in (psi). Keep the oil level up to the full mark of the dipstick. Make control when the engine stands still. The lube oil should be changed the first time after 50 working hours, the next time after another 150 working hours and then at least once a year. Draining is made by unscrewing the drain plug at the bottom of the crankcase just after stopping the engine when the oil is warm and easy to drain. Before refilling with fresh oil wipe out the inside of the crankcase with a clean rag (use material free from fluff, do not use cotton waste). Dip the rag in gas oil and clean the lube oil suction strainer placed on the drain plug and clean the sump. When changing the lube oil, clean the lubricating oil filter with petrol or gas oil. Refill the sump with fresh lube oil.

10 Pistons should be examined frequently for cracks. The upper piston rings should be examined once a month during the first six months service and then as necessary depending on their condition. At intervals of six months piston heads if cooled must be examined for deposits of carbon in cooling spaces and cooling pipes. Exhaust valves, manifold and cylinder ports should also be examined and excessive carbon deposits should be removed. Cylinder liners must be examined externally for deposits of scale. The liners should also be examined for wear and renewed if necessary. The clearance of the connecting rod - top and bottom ends should also be examined and adjusted if necessary. At intervals of one year the manoeuvring gear should be examined for wear at the joints of levers and rods. The alignment of the crankshaft should be checked and corrected if necessary. The main bearings should be examined and readings taken for wear.

11 The diesel engine is an internal combustion engine which ignites the fuel by injecting it into hot high pressure air in a combustion chamber. The diesel engine has either a four - stroke or a two - stroke cycle. A stroke is a travel of the piston between its extreme points. The four stroke cycle consists of inlet (or suction), compression, power (or working stroke) and exhaust. This cycle is completed in two revolutions of the crankshaft. At the top dead centre (TDC) the inlet valve opens and fresh air is drawn in as the piston moves down - suction stroke. At the bottom dead centre (BDC) the inlet valve closes and the air in the cylinder is compressed as the piston rises-compression. Fuel is injected as the piston reaches TDC and combustion takes place producing very high pressure in the gases. These gases force the piston down and at BDC the exhaust valve opens. The final stroke is the exhausting of the burnt gases as the piston rises to TDC.

12

1 During start of the bunker the pumping rate is kept low, this is done so as to check that the oil is coming to the tank to which the valve is opened.

2 After confirming the oil is coming to the proper tank the pumping rate is increased as agreed before.

3 Generally only one tank filling is preferred because gauging of more than one tank at a time increases the chances of overflow.

4 The max allowable to which tank is filled is 90% and when the tank level reaches about to maximum level the barge is told to pump at low pumping rate so as to top up the tank, and then the valve of other tank is opened.

5 During bunkering, sounding is taken regularly and the frequency of sounding is more when the tank is near to full. Many vessels have tank gauges which show tank level in control room but this is only to be relied if the system is working properly.

6 The temperature of bunker is also to be checked; generally the barge or supplier will provide the bunker temperature. Temperature above this may lead to shortfall in bunker.

7 A continuous sample is taken during bunkering with the help of sampling cock at the manifold.

Перечень тем по вопросу 2

1. Personal information (personal information, family, hobbies, plans for the future ...)
2. Ship's construction
3. Types of ships
4. Crew of a vessel
5. Duties of the OOW
6. Shipboard Training
7. Passing through narrows

8. Taking a pilot aboard
9. Anchoring
10. Mooring
11. Towing
12. Safe working practice
13. Safety system on board a ship. Alarms. Life-saving equipment
14. Engine room equipment.

Перечень ситуаций по вопросу 3

Situation 1. Port Control asks your vessel to give the particulars of the ship. Listen to the warning and respond.

Your name: Northern Star.

Your call sign: UVST.

Your destination port: Odessa.

Your cargo: general cargo.

Situation 2: Your vessel "Bravo" (SPYT) is making contact with Singapore Pilot Station. You require a pilot for Quarantine Anchorage. Make sure they read you good. Singapore Pilot Station reads you poor and advises to change the channel.

Your present position: 5 miles eastward of Peak Island, speed: 10 knots course: 250 degrees. Ask for berthing instructions.

Situation 3. Your vessel "Arkhangelsk" (UEXT) is calling Alfa information service. You require navigational assistance to reach the anchorage. Your position obtained by DECCA is 3 miles northward buoy no. 3. Your present course is 035 degrees, speed - 12 knots. You are using 2 miles range scale.

Situation 4. Shore-based station Alfa asks your vessel "Murmansk" (PWCE) to reduce speed, as it is dangerous. The station recommends safe speed and asks to alter the course. Your vessel complies with the request.

Situation 5. Your vessel "Rodina", PWNR, is calling Istanbul Pilot Station in order to take a pilot. Ask the Pilot station what position you can take the pilot in. Istanbul Pilot Station gives instructions. Ask for more instructions. Additional information: your freeboard is 4 metres.

Situation 6. Your vessel "Pobeda", CPEN, is calling Port Control. Ask for permission to enter traffic lane. Ask the Pilot station what position you can take the pilot in. Istanbul Pilot Station gives instructions. Ask for more instructions. Additional information: your freeboard is 4 metres.

Situation 7. Your vessel "Solombala" is making contact with Singapore Pilot Station. Make sure they read you good. You are waiting for a pilot boat to come.

Your position is 1 mile westward of the Peak Island. Ask for instructions. Answer the questions of the Pilot Station. Your gross tonnage is 16,800 tns, length is 154 metres, draught is 5.0 metres fore, 5.75 metres aft. Ask for berthing instructions for your vessel.

Situation 8. "Neva" (UWST) asks for permission to proceed along the strait without a pilot. Answer the questions of the Messina station. Your flag state is Russian. Your port of registry is St. Petersburg. Your gross tonnage is 6,336 tns, length is 122 metres. You are bound for Alexandria. Last port of call is Cagliari. You have general cargo - 2000 tns. of caustic soda in metallic barrels. At first, the Messina station does not give permission to proceed without a pilot, as your cargo is dangerous.

Situation 9. Your ship Horizon, UVST, and a large vessel approaching Cagliari from northeast, distance five miles from the entrance, are on opposite courses. There is a risk of collision. Get in touch with the vessel, inform her about the danger and make arrangements to pass clear of each other. You suggest passing red-to-red. Repeat the most important part of your message. Ask for the vessel's intentions.

Situation 10. Two vessels are clearing up the situation about their position in traffic lanes. "Venice" asks your m/v "Nadezhda" to keep away from the traffic lane. But your present position is right. You are half a cable from the traffic lane. You are keeping to your starboard as much as possible. Receive information from "Venice".

Situation 11. Two ships are passing clear of each other. Your vessel "Nadezhda" is calling a ferry-boat on your starboard at a distance of about three miles from your vessel. You consider your present actions lead to situation of extreme approaching. Ask ferry-boat about her course and speed.

Request the ferry to keep clear of your course according to Regulations for Preventing Collisions at sea.

Ask the ferry about her intention. Receive the information.

Inform the ferry-boat you will proceed at your present speed and course.

Situation 12. A foreign ship asks your ship to reduce speed, as she wants to complete her turn in the strait. Your ship "Pioneer" complies with the request.

When being asked to alter the course your ship gives a negative answer because she is restricted in her ability to move in that area.

Situation 13. Your vessel Gulf Trader, A6ZZ, is calling Nippon Maru, on VHF channel one-six. JSAA. Ask her to change to channel 06. Correct the mistake of Nippon Maru. Ask how she reads you. Ask for her destination. Inform Gulf Trader about a vessel aground, position: near PracticosInterseccion Light Vessel. Inform Gulf Trader that a delay is expected in the approaches, period: four-eight hours.

Situation 14. Your vessel Northern Sky, 9VAT, is calling Singapore Port Operations on VHF channel one-two. Inform about your ETA in position: East Johore Pilot station at 13.45 UTC. Correct the mistake of Singapore Port Operations. Receive and acknowledge anchorage instructions.

Situation 15. A shore station Skagen Radio conducts your vessel Gammon through a dangerous fairway. It warns you that you are running into danger - there is a submerged wreck ahead of

you. Skagen Radio advises you to alter course to starboard, because it is dangerous to alter course to port - a mine is reported in position 20°30'N 16°29'W.

Having followed the instructions of Skagen Radio you sight floating ice in position 20°34'N 16°32'W and ask Skagen Radio if this floating ice is considered hazardous to navigation. Skagen Radio responds in the affirmative and informs you, that navigation is not prohibited in this area, but it is dangerous to remain in the present position. So, Skagen Radio advises you to go to Emergency Anchorage.

Situation 16. Your vessel Gammon is approaching Avon Port at night and is in position 0.5 miles North of the port entrance.

The vessel Luga contacts you on VHF channel 16, addressing you as an unknown vessel in position 0.5 miles North of the port entrance.

You identify yourself.

The vessel Luga informs you that your navigation lights are not visible and you are running into danger because the risk of collision is imminent.

Answering your question why the risk of collision is imminent, the vessel Luga explains, that a large vessel is leaving the port and advises you to keep clear of the approach channel.

You acknowledge the reception of the information and advice and thank for assistance.

Situation 17. Your vessel Gammon is navigating in the fairway of the Osla Canal.

The Canal Control Osla Radio informs you, that a dangerous obstruction is reported in position of Buoy No. 3. Osla Radio explains to you that there has been a collision in this position. One of the vessels is on fire and this vessel is leaking inflammable cargo.

Answering your question about the instructions Osla Radio informs you that you must keep clear of the ships and must stand by to give assistance.

Situation 18. Your vessel Gammon contacts the vessel North Star and warns her that she is running aground because there is shallow water ahead of her.

The vessel North Star informs you that she is already aground in position 26°30'N 30°12'W and advises you not to approach close to her as she is jettisoning dangerous cargo. Having acknowledged the reception of the information and advice you inform the vessel North Star that you intend to stand by to give assistance because you have a long towing line.

Situation 19.

Your vessel North Star is in distress. You inform all ships about it, indicate your position and specify that you are on fire in the engine room and in the cargo tanks and that you require fire-fighting assistance, medical assistance and life-boats.

The vessel Gammon contacts you on the radio, informs you that she is in command of search and rescue, that she is coming to your assistance and expects to reach you in 15 minutes at 16.00 hours UTC.

You acknowledge the reception of this information and ask to make a lee for your vessel and the life-boat. The vessel Gammon promises to do it and inquires if it is safe to fire a rocket.

You respond that it is not safe to fire a rocket because your vessel is leaking inflammable cargo.

The vessel Gammon informs you that she is sending 3 life-boats with a doctor and a fire-

fighting team.

Finally she reminds all the vessels in this area of search and rescue operations, that they should keep radio silence unless they have messages about the casualty.

In an hour the vessel Gammon informs all the vessels in this area that assistance is no longer required and they may proceed.

Situation 20. Your vessel Gammon is approaching Avon Port. Contact the Pilot Station and ask for Anchorage No. 1 which is the nearest to the port entrance.

The Pilot Station informs you that anchorage in this position is impossible until there is sufficient depth of water and recommends you Anchorage No. 2 in position 53°07'N 64°18'W.

You wish to know how long you must lie at anchor. The Pilot Station explains that you must wait until a pilot arrives at 12.00 hours local time.

Situation 21. Avon Port Control contacts your vessel Gammon on the radio and informs you, that your vessel is at anchor in the wrong position and you are obstructing other traffic.

You ask for the permission to move to Anchorage No. 3.

Avon Port Control explains to you that anchorage in this position is prohibited because dredging operations are in progress here and recommends anchoring in position 48°55'N 39°12'W.

Situation 22. Your vessel Gammon is approaching Avon Port. Get in touch with the Pilot Station and ask for a pilot. Answer the questions of the Pilot Station about your last port of call, your ETA at the port of Avon and ETD from it and your port of destination.

The pilot station informs you about the place and the time of the meeting with the pilot boat.

Situation 23. Your vessel Gammon is approaching the entrance of Avon Port.

Get in touch with the Pilot Station and ask for your berthing instructions.

The Pilot Station instructs you not to pass receiving point at the entrance buoy until 12.00 hours local time because a vessel outward will be in this position at this time.

Answering your question if there is any other traffic in the area the pilot station informs you that the m/v Helena has entered the fairway and is manoeuvring inside the port. The Pilot Station allows you to enter the port at 12.30 hours local time and informs you that you will berth at berth No. 3 which will be clear at 13.00 hours local time.

Situation 24. Your vessel Rodina is approaching Avon Port and asks the Pilot Station for a pilot. The Pilot Station requests you to give your present position, course and speed and then informs you about the time and meeting place with the Pilot and recommends:

- 1) to alter course because you are steering a dangerous course (there is a dangerous shoal ahead);
- 2) to reduce speed, because the fairway speed is 5 knots.

As to your request for berthing instructions the Pilot Station wishes to know the following ship's characteristics:

- a) draught fore and aft;
- b) list;
- c) freeboard;
- d) height;

e) trim;
and after that indicates your berthing place.

Situation 25. Your vessel Gammon is entering the harbour of Avon Port. The Port Control contacts you on the radio and asks you at what speed you are proceeding by the harbour fairway. You reply that you are proceeding at a reduced speed.

The Port Control informs you that the fairway speed is 3 knots and asks you to indicate your exact position. You report that you are passing Buoy No. 2, Buoy No. 3 is at a distance of 2 cables ahead.

The Port Control informs you that the vessel ahead of you is turning to starboard, the vessel astern of you is stopping and asks you about your manoeuvring intentions.

You explain that before anchoring you intend to turn to port and overtake the vessel ahead of you.

The Port Control prohibits you to overtake the vessel, informs you that you are in the leading line and recommends you to keep to the port side of the fairway at a distance of 100 metres and not cross the fairway.

Situation 26. Your vessel Gammon is approaching the entrance to the Osla Canal and asks the Canal Control when you may enter the canal.

Osla Canal Control informs you that you will join the convoy at 12.00 hours local time and enter the canal at 12.15 hours local time. The convoy must wait for you at buoy No. 1.

You ask the Canal Control for the details of convoy.

The Canal Control informs you that your station in the convoy will be number 6, the convoy speed is 5 knots and that you must close up on the vessel ahead of you.

Situation 27. Your m/v Gammon is following the m/v North Star and asks her about her manoeuvring intentions.

The m/v North Star responds, that she is altering her course to starboard.

The m/v Gammon informs about her wish to overtake the North Star on her portside.

The m/v North Star warns the m/v Gammon, that she is manoeuvring with difficulty and that the m/v Gammon should keep well clear of her.

The m/v North Star advises the m/v Gammon to alter her course to portside.

The m/v Gammon responds, that she cannot alter her course to portside, because ahead of her the m/v Utopia is crossing her course and she will wait for the m/v Utopia to cross ahead of her. At the present moment the m/v Gammon is keeping her course and speed.

The m/v North Star acknowledges the reception of this information.

Situation 28.

Your m/v Utopia is crossing the course of the m/v North Star, which is followed by the m/v Gammon.

The m/v North Star asks the m/v Utopia about her intentions.

The m/v Utopia responds that she wishes to pass ahead of the m/v North Star.

The m/v North Star warns the m/v Utopia that she is a hampered vessel, that is why she advises the m/v Utopia not to pass ahead of her, but to pass astern of her.

The m/v Utopia agrees.

The m/v North Star informs the m/v Utopia that the m/v Gammon astern wishes to overtake her on her portside. That is why she advises the m/v Utopia to wait for the m/v Gammon to clear Position: Buoy No. 7 before entering the fairway.

The m/v Utopia agrees.

Situation 29. Avon Port Port Control contacts your m/v North Star on the radio and advises you to pass South of the m/v Gammon.

Your m/v North Star informs that she cannot do it because she is not under command.

Avon Port Port Control advises to stop engines and to wait for all the ships in the fairway to clear mark Delta before getting underway. The m/v North Star agrees to follow the advice.

Finally Avon Port Port Control informs all the ships in this area that the m/v North Star is not under command and is approaching an obscured area Bravo and requests the approaching vessels to acknowledge.

Situation 30.

A pilot boat is approaching your vessel Gammon and contacts you on the radio.

She requests you to make a lee on the starboard side, then stop where you are and wait for the pilot.

Having carried out the pilot boat's instructions you ask her where you must rig the pilot ladder and whether you must put lights on at the pilot ladder position.

The boat responds that you must rig the pilot ladder combined with a gangway on the starboard side and that you must put lights on at the pilot ladder position. Besides she requests you to have a heaving line ready at the pilot ladder.

You report that all the instructions have been carried out.

Finally the pilot boat informs you, that the pilot will board your vessel in 5 minutes.

Situation 31. While approaching Avon Port your vessel Gammon contacts the Pilot Station and asks it if you must take a pilot to enter the port.

The Pilot Station informs you that you may navigate by yourself or wait for a pilot at the Pilot Station. You inquire if the pilot boat is on station.

The Pilot Station responds that the pilotage is suspended for all vessels.

Ask the Pilot Station at what time the pilot will be available.

The pilot station explains that the pilotage will be resumed in 30 minutes.

Situation 32. Your vessel Gammon is entering the area of Avon Port entrance in the conditions of poor visibility.

Get in touch with the Port Control and request a pilot and 2 tugs.

The Port Control asks you to tell them your present position, course and speed.

You inform the Port Control that your present position is 45°, 2 miles from the entrance buoy, course 135° true, speed 3 knots.

The Port Control inquires if your position has been obtained by Decca or by astronomical observation.

You explain that your position has been obtained by radar.

The Port Control informs you that the pilot boat and tugs will meet you 1 mile northward of the entrance buoy and requests you to say again your position in 15 minutes for identification.

You ask the Port Control what course is to the meeting place.

The Port Control explains that the course to the meeting place is 150° true and warns you not to arrive at this position before 16.00 hours local time.

Situation 33. Your ship's radar has become inoperative. The visibility is very poor.

When approaching the fairway of the Osla Canal you contact the Osla Canal Control Radio Station. You explain your problem and ask if shore based radar assistance is available.

Osla Radio responds that shore based radar assistance is available.

You request shore based radar assistance.

Osla Radio asks you to report you position, course and speed for identification.

You report that you are approaching way point Entrance Buoy, course 150°, speed 5 knots.

Osla Radio instructs you to alter your course and speed for identification.

You report the execution of these instructions.

Osla Radio informs you, that they cannot locate you on their radar.

You inquire what range scale they are using.

When Osla Radio answers that they are using a 10 mile range scale, you advise to change to a larger range scale.

Osla Radio informs you that they have located you on their radar and are ready to conduct you through the canal.

Situation 34. Osla Canal Control contacts your vessel Gammon on VHF channel 16 and informs you that in position: 2 cables southward of Bravo Lighthouse there is a vessel crossing traffic lane No. 3 on course 25° true and at speed 10 knots.

Answering your question if you may enter traffic lane No. 3 Osla Canal Control explains that you may do it in position: 2 cables westward of Bravo Lighthouse at 16.00 hours local time.

You ask Osla Canal Control if you may enter route No. 1 now.

Osla Canal Control responds, that route No. 1 has been suspended, because in position: 2 cables southward of the canal entrance there is a vessel which is not complying with traffic regulations and will obstruct your movements.

Acknowledge the reception of this information.

Situation 35. Avon Port Port Control contacts your vessel Red Star on the radio and asks you about your full manoeuvring speed and your present speed.

You answer that your full manoeuvring speed is 20 knots and your present speed is 10 knots.

Avon Port Port Control warns you that you are proceeding at a dangerous speed, informs you that the fairway speed is 5 knots and recommends you to reduce speed.

Acknowledge the reception of the warning and the information and agree to follow the advice.

In some minutes inform Avon Port Port Control that you have passed the port fairway and ask what speed they advise after leaving the port.

The Port Control informs you that they advise the speed of 5 knots, because the traffic at the port entrance is intensive.

Acknowledge the reception of the advice and inform the Port Control that you are keeping the present speed.

Situation 36. Your vessel Gammon is approaching Avon Port. She asks the Port Control on the

radio what the tidal stream is doing.

The Port Control informs you that the tide is rising, it is 2 hours before high water.

Ask the Port Control about the speed and the direction of the current.

The Port Control informs you that the current is 2 knots at the port entrance and is setting in the northerly direction.

Inform the Port Control that your draught is 6 metres. Ask if there is sufficient depth of water at the port entrance.

The Port Control answers, that the depth is not sufficient there and explains, that charted depths are decreased by 1 metre due to the state of the winds.

Ask the Port Control if you may drop anchor at Anchorage No. 2 and wait till morning.

The Port Control informs you that you will be aground there in low water and recommends you Anchorage No. 3 for deep-draught vessels.

Thank the Port Control for assistance.

Situation 37. Your vessel Gammon contacts the m/v Red Star on the radio and asks what their latest tropical storm information is.

The Red Star answers that the tropical storm centre Zita is reported in the eastern part of the Indian Ocean.

Ask the Red Star about the direction and speed of the tropical storm centre.

The Red Star answers that the tropical storm centre Zita at 14.00 hours UTC was moving in the southwestern direction at 10 knots with maximum winds force 9.

Ask the Red Star about the atmosphere pressure and its change in her position.

The Red Star informs you, that in her position the atmosphere pressure is 950 millibars and its change is 5 millibars.

Thank the Red Star for the information.

Situation 38. Your vessel Gammon is approaching Avon Port. Ask the Port Control if you must take a tug for entering the port and berthing.

The Port Control answers that you require a tug only for berthing.

Ask the Port Control how many tugs your vessel must take.

The Port Control answers that you must take 1 tug.

Ask the Port Control at what position the tug will meet you.

The Port Control answers that the tug will meet you at the entrance buoy.

Ask the Port Control at what time the tug will meet you.

The Port Control answers that the tugs services are suspended and will be resumed in 30 minutes.

They recommend you to drop anchor and contact them in 30 minutes.

Situation 39. Avon Port Port Control contacts your m/v Gammon on the radio and informs you, that you are approaching Way Point Charlie.

You acknowledge the receipt of this information and report that you are in position: 15 miles West of the port entrance.

The Port Control instructs you to report at next Way Point: 10 miles West of the port entrance.

They add that you must arrive at this position at 14.00 hours local time.

Acknowledge the receipt of these instructions.

Situation 40. Your vessel Gammon contacts the Information Service of Avon Port over the radio and asks what the weather forecast for area Eagle is.

The Information Service answers, that a warning of gales was issued at 17.00 hours UTC starting at 10.00 hours UTC tomorrow.

You ask the Information Service what the wind direction and force in area Eagle are at the present moment.

The Information Service answers that the wind direction and force in area Eagle now are: NE, force 6.

You ask the Information Service if the wind is expected to change within the next 5 hours.

The Information Service answers, that the wind is veering and increasing. Within the next 5 hours the wind will increase to force 8.

You ask the Information Service what the state of the sea in area Eagle is.

The Information Service answers that there is a swell of 3 metres high from South West. Within the next 5 hours the swell is expected to increase.

To your question, if icing can be expected at night, the Information Service gives an answer, that icing may be expected to form slightly.

You ask the Information Service what the visibility in this area is.

The Information Service answers that the visibility in this area is 1000 metres, it is reduced by rain and is expected to decrease to 500 metres by 20.00 hours UTC.

Thank the Information Service for assistance.

Situation 41. The fishing vessel Crab contacts your vessel Gammon on the radio and informs you that you are heading towards her fishing gear, you may catch her fishing gear, which may foul your propeller.

You advise the fishing vessel Crab to recover her fishing gear because fishing in this area is prohibited.

The fishing vessel Crab answers that it is not correct, because you are only approaching a prohibited fishing area, which is 3 miles ahead of you.

You ask the fishing vessel Crab if there is fishing gear on your starboard side.

The fishing vessel answers that there are nets with buoys in this area.

After you have acknowledged the reception of this information, the fishing vessel advises you to navigate with caution because small fishing boats are within 2 miles of her.

Thank the fishing vessel for the information and advice.

Situation 42. Your vessel Gammon is talking over the radio with a helicopter as you are getting ready to receive it.

The helicopter contacts you and informs you that it is proceeding to you. It also asks you what your course and speed are.

You inform the helicopter that your course and speed are 120°, 10 knots.

The helicopter asks you what the present relative wind direction and force are.

You answer that the present relative wind direction and force are: 160°, force 5.

The helicopter recommends you to keep the wind on starboard bow and requests you to identify yourself by firing a rocket.

You acknowledge the reception of the instructions and inform, that you are making an identification signal.

The helicopter informs you that you are identified and requests to indicate the contact point. You answer that the contact point will be the deck over the hold in the bow. The helicopter requests to land on deck.

You request not to land on the deck because the operation will be carried out using hoist.

Having received a positive answer to the question if the landing party is ready to receive the helicopter, it informs you, that it is commencing the operation and asks not to make fast the hoist.

Situation 43. Your vessel Gammon informs Skagen Port Port Control over the radio, that you require ice-breaker assistance.

Port Control asks you about your position.

You answer that your position is 2 miles West of Bravo Lighthouse.

Port Control informs you that ice-breaker assistance is suspended and will be resumed in 30 minutes.

Port Control recommends you to stay where you are and to switch on bow and stern searchlights.

Port Control also informs you that the ice-breaker Crusher will contact you on watch channel 16 in 30 minutes.

In 30 minutes the ice-breaker Crusher calls you vessel and informs you that ice-breaker assistance is now coming and she will arrive in 15 minutes. She also instructs you to be ready to receive a tow line.

In 15 minutes the ice-breaker Crusher calls you again and requests to receive the tow-line.

After the tow line has been received and made fast the ice-breaker informs you that the ice-breaker assistance is now commencing and instructs you to keep a continuous radiotelephone listening watch, to go full ahead immediately and follow him.

You carry out all the instructions of the ice-breaker and in some minutes you hear the ice-breaker information, that the ice-breaker assistance is finished, because there is open water ahead and you can proceed by yourself.

Thank the ice-breaker for assistance.

Situation 44. The ice-breaker Crasher addresses all vessels with the information that the ice-breaker assistance is now commencing and instructs them to keep a continuous radiotelephone listening watch.

Your vessel Gammon acknowledges the reception of the information and instruction.

The ice-breaker Crusher calls you and informs you that your place in the convoy is No. 6 and you will be followed by the vessel North Star.

Then the ice-breaker Crusher gives you instructions:

1. to keep a distance of 100 metres between vessels;
2. to increase your engine power;
3. to proceed along the ice channel.

In 30 minutes the ice-breaker Crusher addresses all vessels with the instruction to stop immediately and informs them that the ice-breaker assistance is finished. The reason is that the ice-breaker Cracker will assist you in further navigation.

Acknowledge the reception of the instructions and information and thank the ice-breaker Crusher for assistance.

Situation 45. You are the Master of the m/v Gammon. When approaching a port the pilot asks you to let him have your ship's manoeuvring data. He is interested to know:

1. what the diameter of the turning circle is;
2. what the advance and transfer distance in a crash stop are;
3. how long it takes from hard-a-port to hard-a-starboard;
4. if the turning effect of the propeller is very strong.

You answer that:

1. the diameter of the turning circle is 1.6 cables;
2. the advance distance in a crash stop is 400 metres; there is no transfer distance in a crash stop because the vessel has twin screws;
3. the turning effect of the propeller is not strong.

The pilot thanks the Master for the information and requests him to put a man on lookout. Then, having found out that the helmsman is experienced and understands English, he orders him to report if the vessel does not answer the wheel.

Situation 46. You are the Master of the m/v Gammon. When approaching a port the pilot asks you to let him have your manoeuvring data. He is interested to know:

1. what notice is required to reduce from full sea speed to manoeuvring revolutions;
2. what her manoeuvring speed at full sea speed is;
3. what full sea speed is.

You answer that:

1. to reduce from full sea speed to manoeuvring revolutions a notice of 30 minutes is required;
2. her manoeuvring speed at full ahead is 15 knots;
3. her full sea speed is 18 knots.

The pilot thanks you for the data, informs you that the fairway speed is 5 knots and gives an instruction to keep a speed of 5 knots.

Situation 47. You are the Master of m/v Gammon. The pilot requests you to give him information about the vessel's propulsion system. He is interested to know:

1. if the engine is a diesel or a turbine;
2. if the engine-room is manned or the engine is on bridge control.

Having received answers to these questions, the pilot is interested in the propellers:

1. if the vessel has a single screw or twin screws;
2. if the vessel has controllable pitch propellers;
3. if the twin propellers turn inboard or outboard when going ahead;
4. if there are bow or stern thrusters.

You explain to the pilot, that the vessel has twin propellers of controllable pitch, which turn inboard when going ahead. The vessel also has bow thrusters. The pilot thanks you for the information.

Situation 48. You are the Master of the m/v Gammon.

The pilot informs you that you are going to an anchorage and will drop both anchors. That is why he instructs you to have both anchors ready.

Some timelater he asks you if the anchors are ready for dropping.

Having received a positive answer the pilot orders to drop both anchors. Then follows the

instruction to pay out the cables and an explanation to you, that you will let go both anchors 5 shackles and dredge them.

When your orders to the anchor team to drop both anchors and to pay out the cables 5 shackles are fulfilled, the pilot asks you if the vessel has been brought up.

Having received a positive answer the pilot recommends you to switch on the anchor lights (as it is getting dark) and to hoist the anchor ball next day in the morning as well as to check the anchor position by bearings.

Situation 49. You are the Master of the m/v Gammon.

The pilot gives recommendations to you during anchoring.

First he instructs you to walk out the starboard anchor 1 shackle in the pipe and then hold on the starboard cable.

You carry out the pilot's instructions and report about it.

Then the pilot gives an order to let go the starboard anchor and, when the order is carried out, asks you, where the cable is leading and if the anchor is holding.

You answer that the cable is leading astern and the anchor is holding.

The pilot recommends you to walk back the starboard anchor 1 shackle and to switch on the anchor lights.

When these recommendations have been carried out the pilot says good-bye.

Situation 50. You are the Master of the m/v Gammon. The pilot gives you an instruction to stand by to heave up.

He wants to get the information about the anchor condition and asks you:

1. where the cable is leading;
2. if there is much weight on the cable.

You answer that:

1. the cable is leading round the bow;
2. there is a lot of weight on the cable.

Having received this information, the pilot gives an order to put the windlass in gear and to heave in the starboard cable.

When you report that the anchor is clear of the water the pilot gives an order to stop heaving.

The pilot asks how many shackles are left to come in.

You answer that half a shackle is left.

The pilot orders to heave in the cable half a shackle.

Having carried the pilot's instruction you inform him that the anchor is home and has been secured.

The pilot orders to stand by engine.

Situation 51. You are the Master of the m/v Gammon.

Before berthing the pilot informs you, that you will be berthing starboard side to dolphins.

You are interested to know if you must have fenders ready forward and aft.

The pilot instructs you not to prepare the fenders forward and aft because there are fenders on the berth. The pilot also asks you if you have tension winches forward and aft on all lines.

When you answer in the positive the pilot gives an order to have heaving lines ready forward and aft, as well as to have a messenger line ready. At that he instructs you to use the centre leads

forward and aft, and use the bow starboard quarter for the forward and aft springs.

You acknowledge the reception of the instructions.

Then the pilot asks you if the propeller is clear.

When you answer that the propeller is clear, the pilot orders to stop the controllable pitch propeller and to send heaving lines ashore to the linesmen.

You acknowledge the reception of the instructions.

Situation 52. You are the Master of the m/v Gammon. When the heaving lines are sent the pilot gives orders:

1. to put out springs fore and aft;
2. to put out 2 head lines ashore to the linesmen;
3. to put out the forward and aft breast lines.

You acknowledge the reception of the pilot's instructions and report their execution.

Then the pilot explains to you that the linesmen will use lashings to secure the mooring, that is why he asks to give the linesmen some lashings for the lines.

You promise to do it.

The pilot asks you to report the forward and stern distance to the dolphins.

You report that the aft distance to the dolphins is 20 metres and the forward distance to the dolphins is 15 metres.

The pilot thinks that you have to move 5 metres ahead and gives a command to heave on head lines and to slack away the stern lines.

When, according to your report, the vessel has moved 5 metres ahead, the pilot orders to stop heaving and to stop slacking the lines.

He informs you that you are in position and recommends:

1. to make fast forward and aft;
2. to keep the lines tight, but not to break the lines.

Situation 53. You are the Master of the m/v Gammon. The pilot helps you during unberthing.

Before unberthing the pilot asks you if the engines are ready. Having received a negative answer, the pilot asks how long it takes to have the engines ready.

You answer that it will take 15 minutes.

The pilot orders to prepare to let go.

In 15 minutes you report that you are ready to get underway.

The pilot advises you to keep someone forward to stand by the anchor and gives orders one by one:

1. to single up to 1 line and 1 spring forward and aft;
2. to slack away the head and stern lines and breast lines;
3. to slack away the forward and aft springs;
4. to let go everything forward and aft;
5. to heave on the head and stern lines and breast lines;
6. to heave on the forward and aft springs.

Then the pilot asks you if the propeller is clear. When he receives a positive answer he gives a warning to keep the propeller clear.

Перечень практических заданий по вопросу 4

1. Держитесь в стороне от подхода к фарватеру.
2. Предупреждение: большое судно покидает фарватер.
3. Я буду держаться в стороне от Вас.
4. Понял (принял).
5. Неизвестное судно, подходящее к маяку, выйдите на связь.
6. Какое название вашего судна и позывной?
7. Произнесите название вашего судна по буквам.
8. Под каким флагом ходит ваше судно?
9. С какого направления вы подходите?
10. Какой ваш порт назначения?
11. Какой ваш порт захода?
12. Какое ваше расчетное время прибытия в порт?
13. Какова ваша осадка носом?
14. Какова ваша осадка кормой?
15. Какая у вас высота надводного борта?
16. Вы на ходу?
17. Я готов дать ход
18. Какой у вас груз?
19. Есть ли у вас на борту опасные грузы?
20. У вас есть какие-либо недостатки/ограничения?
21. Я стеснен осадкой.
22. У меня опасный крен на левый борт.
23. Вы на ровном киле?
24. У меня дифферент на корму.
25. У меня пожар после взрыва.
26. Я лишен возможности управляться.
27. Доложите о пострадавших.
28. Доложите о погибших.
29. Я получил течь ниже ватерлинии.
30. Я столкнулся с навигационным знаком.
31. Сообщите о повреждениях.
32. Я не могу установить повреждения.
33. Я не могу устранить повреждения.
34. Я на мели.
35. Я буду сбрасывать груз.
36. У меня повреждено навигационное оборудование.
37. У меня проблемы с двигателем.
38. Я должен оставить судно после столкновения.
39. У меня человек за бортом.
40. Судно, заходящее в пролив, выйдите на связь.
41. Предупреждение: Вы идете к опасности.
42. Ваша скорость – опасна.
43. Уменьшите скорость до восьми узлов.
44. Я буду уменьшать скорость до восьми узлов.
45. Я буду менять курс.
46. В какой позиции я возьму лоцмана?
47. Я возьму лоцмана рядом с точкой Bravo в 18 часов по местному времени.
48. Я сделаю подветренным правый борт.
49. Я буду оставаться на УКВ канале 22.
50. Я остановлю двигатель, пока лоцманский катер не отойдет.

51. Пожар в машинном отделении.
52. Я маневрирую с осложнениями.
53. Держитесь на безопасном расстоянии.
54. Мне требуется лоцман.
55. Приготовьте бросательный конец.
56. Включите огни у лоцманского трапа.
57. Приведите левый борт под ветер.
58. Скорость при посадке – 6 узлов.
59. Судно аврора в позиции 6,5 миль к северу от Б. ограничено в возможности маневрировать (в связи с характером выполняемых работ)
60. Балластный насос правого борта не работает.
61. У вас есть какие-нибудь недостатки?
62. У вас есть какие-нибудь ограничения?
63. Судно, следующее за Вами, будет обгонять Вас с запада.
64. Вы идете опасным курсом.
65. Измените курс ... градусов лево.
66. Запустите двигатель.
67. Якорь закреплен.
68. У меня пожар в позиции....
69. У меня проблемы с остойчивостью из-за сильного обледенения.
70. Посадка лоцмана невозможна.
71. Путь от рейда до входа временно не используется.
72. Какой дальности шкалой Вы пользуетесь?
73. Я пользуюсь шестимильной шкалой дальности
74. Я произвожу опасные операции в позиции....
75. Доложите в следующей путевой точке.
76. Вы идете курсом столкновения.
77. Вы приближаетесь к зоне, скрытой от вида.
78. У меня проблемы с маневренностью.
79. У меня проблемы с главным двигателем.
80. Идет отлив.
81. Я буду следовать.
82. Встаньте на якорь в другой позиции.
83. Я буду швартоваться правым бортом.
84. Буй А ненадежен.
85. У меня человек за бортом.
86. Количество раненых – 6, погибших – 2.
87. Лоцман поднимется на борт в 13.50 по местному времени.
88. У судна опасный крен на левый борт
89. Я буду сбрасывать груз, чтобы остановить крен.
90. Буй СА4 не освещен.
91. Вы можете следовать сами.
92. Ожидается ухудшение ледовой ситуации в этом районе.
93. Намерение: я увеличу скорость до 9 узлов.
94. Я уменьшу скорость до 8 узлов.
95. Заходите в фарватер.
96. Я буду оставаться на канале 22.
97. Судно, следующее за мной, будет обгонять меня с правого борта.
98. Судно, следующее встречным курсом, обходит меня слева.
99. Можно мне сохранять настоящий курс?
100. Когда будет свободен мой причал?
101. Выйдите на связь, пожалуйста.

102. Дайте мне пройти.
103. Назовите Ваше имя по буквам.
104. Какие инструкции по швартовке для меня?
105. Я не буду проходить приемную точку до 1200.
106. У меня есть разрешение зайти в порт в 1200.
107. Есть ли другие участники движения в этом районе?
108. Причал №3 будет свободен через 10 минут.
109. Мое предполагаемое время прибытия (сокращение) – 1530 по UTC.
110. Я готов дать ход.
111. У меня дифферент на нос.
112. Я на ровном киле.
113. Вы стоите на якоре в неправильном месте.
114. Крена не имею.
115. Идет отлив.
116. Идет прилив.
117. Приливное течение отсутствует.
118. Могу я зайти на полосу движения?
119. Вы должны встать на якорь в другой позиции.
120. Якорная стоянка запрещена.