



Федеральное агентство по рыболовству
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высшего образования
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УТВЕРЖДАЮ
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Фонд оценочных средств
(приложение к рабочей программе дисциплины)
«ИНОСТРАННЫЙ ЯЗЫК (АНГЛИЙСКИЙ)»

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Специализация программы
«Промысловое судовождение»

ИНСТИТУТ
РАЗРАБОТЧИК

Морской
кафедры иностранных языков, секция английского языка

1 РЕЗУЛЬТАТЫ ОСВОЕНИЯ ДИСЦИПЛИНЫ, ПЕРЕЧЕНЬ ОЦЕНОЧНЫХ СРЕДСТВ И КРИТЕРИИ ОЦЕНИВАНИЯ

1.1 Результаты освоения дисциплины

Результаты освоения дисциплины представлены в таблице 1.

Таблица 1 – Планируемые результаты обучения по дисциплине, соотнесенные с компетенциями

Код и наименование компетенции	Результаты обучения, соотнесенные с компетенциями
УК-4. Способен применять современные коммуникативные технологии, в том числе на иностранном(ых) языке(ах), для академического и профессионального взаимодействия	<p><u>Знать:</u> наиболее употребительную лексику бытового и социального общения; профессиональную лексику и терминологию в объеме не менее 3000 единиц; правила устного и письменного речевого этикета; требования к речевому и языковому оформлению устного и письменного высказываний; правила составления, структуру делового письма; основные клише; лексические и грамматические особенности делового письма; стандартный морской разговорник ИМО и уметь применять морской английский язык в профессиональной сфере.</p> <p><u>Уметь:</u> участвовать в диалогах на бытовые и профессиональные темы; осуществлять и понимать монологические высказывания в рамках указанной тематики; переводить профессиональные тексты с ограниченным применением и без словаря; писать простые письма делового характера; участвовать в диалогах на профессиональные темы (прием лоцмана на борту, швартовка, постановка на якорь); переводить профессиональные тексты с ограниченным применением и без словаря (лоция, чтение морская карта, метеосводки); начинать, вести и заканчивать диалог в профессиональной сфере деятельности, соблюдая правила речевого этикета; выстраивать монолог на заданную тему.</p> <p><u>Владеть:</u> основными навыками устной речи (монолог, диалог) в профессиональной сфере деятельности (прием лоцмана на борту, швартовка, постановка на якорь; общение с портовыми властями); навыками письменно и устного перевода специализированной литературы (лоция, карта, метеосводка); приемами самостоятельного изучения языкового и речевого материала, представленного в "Стандартных фразах ИМО для общения на море".</p>

1.2 К оценочным средствам текущего контроля успеваемости относятся:

- тестовые задания открытого и закрытого типов с ключами правильных ответов
- задания контрольных работ (для обучающихся по заочной форме обучения).

К оценочным средствам для промежуточной аттестации относятся:

- экзаменационные задания по дисциплине, представленные в виде тестовых заданий закрытого и открытого типов с ключами правильных ответов.

Промежуточная аттестация по окончании первого, третьего семестров изучения дисциплины проводится в форме зачета и по окончании шестого семестра в форме зачета с оценкой, которые выставляются по результатам прохождения всех видов текущего контроля успеваемости. При необходимости для проведения промежуточной аттестации могут быть использованы тестовые задания закрытого и открытого типов.

Промежуточная аттестация по окончании второго, четвертого и пятого семестров изучения дисциплины проводится в форме экзамена.

1.3 Критерии оценки результатов освоения дисциплины

Универсальная система оценивания результатов обучения включает в себя системы оценок: 1) «отлично», «хорошо», «удовлетворительно», «неудовлетворительно»; 2) «зачтено», «не зачтено»; 3) 100 – балльную/процентную систему и правило перевода оценок в пятибалльную систему (таблица 2).

Таблица 2 – Система оценок и критерии выставления оценки

Система оценок	2	3	4	5
	0-40%	41-60%	61-80 %	81-100 %
Критерий	«неудовлетворительно»	«удовлетворительно»	«хорошо»	«отлично»
	«не зачтено»	«зачтено»		
1 Системность и полнота знаний в отношении изучаемых объектов	Обладает частичными и разрозненными знаниями, которые не может научно- корректно связывать между собой (только некоторые из которых может связывать между собой)	Обладает минимальным набором знаний, необходимым для системного взгляда на изучаемый объект	Обладает набором знаний, достаточным для системного взгляда на изучаемый объект	Обладает полной знаний и системным взглядом на изучаемый объект
2 Работа с информацией	Не в состоянии находить необходимую информацию, либо в состоянии находить отдельные	Может найти необходимую информацию в рамках поставленной задачи	Может найти, интерпретировать и систематизировать необходимую информацию в рамках	Может найти, систематизировать необходимую информацию, а также выявить но-

Система оценок Критерий	2	3	4	5
	0-40%	41-60%	61-80 %	81-100 %
	«неудовлетворительно»	«удовлетворительно»	«хорошо»	«отлично»
	«не зачтено»	«зачтено»		
	фрагменты информации в рамках поставленной задачи		поставленной задачи	вые, дополнительные источники информации в рамках поставленной задачи
3 Научное осмысление изучаемого явления, процесса, объекта	Не может делать научно корректных выводов из имеющихся у него сведений, в состоянии проанализировать только некоторые из имеющихся у него сведений	В состоянии осуществлять научно корректный анализ предоставленной информации	В состоянии осуществлять систематический и научно корректный анализ предоставленной информации, вовлекает в исследование новые релевантные задачи данные	В состоянии осуществлять систематический и научно-корректный анализ предоставленной информации, вовлекает в исследование новые релевантные поставленной задаче данные, предлагает новые ракурсы поставленной задачи
4 Освоение стандартных алгоритмов решения профессиональных задач	В состоянии решать только фрагменты поставленной задачи в соответствии с заданным алгоритмом, не освоил предложенный алгоритм, допускает ошибки	В состоянии решать поставленные задачи в соответствии с заданным алгоритмом	В состоянии решать поставленные задачи в соответствии с заданным алгоритмом, понимает основы предложенного алгоритма	Не только владеет алгоритмом и понимает его основы, но и предлагает новые решения в рамках поставленной задачи

1.4 Оценивание тестовых заданий закрытого типа осуществляется по системе зачтено/не зачтено («зачтено» – 41-100% правильных ответов; «не зачтено» – менее 40 % правильных ответов) или пятибалльной системе (оценка «неудовлетворительно» - менее 40 % правильных ответов; оценка «удовлетворительно» - от 41 до 60 % правильных ответов; оценка «хорошо» - от 61 до 80% правильных ответов; оценка «отлично» - от 81 до 100 % правильных ответов).

Тестовые задания открытого типа оцениваются по системе «зачтено/не зачтено». Оценивается верность ответа по существу вопроса, при этом не учитывается порядок слов в словосочетании, верность окончаний, падежи.

2 ОЦЕНОЧНЫЕ СРЕДСТВА ДЛЯ ТЕКУЩЕЙ И ПРОМЕЖУТОЧНОЙ АТТЕСТАЦИИ

УК-4: Способен применять современные коммуникативные технологии, в том числе на иностранном(ых) языке(ах), для академического и профессионального взаимодействия

Тестовые задания открытого типа

1. The foremost part of the ship's hull is called the _____

Ответ: bow

2. The rearmost part of the ship's hull is called the _____

Ответ: stern

3. The part of the hull below water is the ship's _____.

Ответ: underwater body

4. All permanent housing above the main deck is known as _____

Ответ: superstructure

5. The distance between the waterline and the main deck is the vessel's _____

Ответ: freeboard

6. Facing the bow aboard the ship, the left-hand side is the _____

Ответ: portside

7. Facing the bow aboard the ship, the right-hand one is the _____

Ответ: starboard side

8. The forward raised part of the deck is called the _____

Ответ: forecastle

9. The after raised part of the deck is called the _____

Ответ: poop

10. Opening giving access to holds is a _____

Ответ: hatch

11. The angle that a ship is making fore and aft with the water is a ...

ОТВЕТ: trim

12. The ship's machinery is installed in the _____

ОТВЕТ: engine room

13. The ship's crew lives in _____

ОТВЕТ: cabin(s)

14. Unpacked bulk cargoes such as grain, ore, fertilizers are carried by _____

ОТВЕТ: bulker/bulk-carriers

15. Containerized cargoes are carried by _____

ОТВЕТ: container ships

16. Perishable cargoes that require cooling and temperature and humidity control are carried by _____

ОТВЕТ: reefers

17. Liquid cargoes are transported by _____

ОТВЕТ: tankers

18. Vessels in which bow and stern doors and adjustable steel ramps permit vehicles to drive on and off the board are called _____

ОТВЕТ: ro-ro ships / roll-on-roll-off ships

19. A vessel that assist other vessels with entering and leaving the port is a _____

ОТВЕТ: tug

20. A vessel that removes sand and mud from the beds of the channels and harbours, deepens ports and harbours, fairways, anchorages, roadsteads is called a _____

ОТВЕТ: dredger

21. A vessel used to conduct ships through heavy ice is called ...

ОТВЕТ: ice-breaker

22. A vessel specialized in rescue at sea is called ...

ОТВЕТ: SAR -vessel / Search-and-rescue vessel

23. _____ is responsible for the ship, her cargo and safety of the crew and passengers.

ОТВЕТ: master

24. _____ is the head of the deck department

ОТВЕТ: chief mate / chief officer

25. _____ is the head of the engine department

ОТВЕТ: chief engineer

26. The primary and the most important task of any deck officer is to _____

ОТВЕТ: keep watch (on the navigation bridge)

27. Precipitation may take a variety of forms: _____

ОТВЕТ: rain, snow, drizzle, hail or sleet

28. An area of low pressure is called a _____

ОТВЕТ: cyclone

29. A high pressure area is an _____

ОТВЕТ: anticyclone

30. _____ is an amount of air that moves in a horizontal motion over the earth from an area of high pressure towards an area of low pressure

ОТВЕТ: Wind

Тестовые задания закрытого типа:

31. Match the departments with the duties they perform:

<p>1. Deck department 2. Engine department</p>	<p>a) keeps watch on the bridge b) keeps watch in the engine room c) stands watch as a helmsman d) cleans, scrapes, chips, primes and paints the hull e) maintains and repairs the engine and engine room equipment f) is responsible for training and drills g) plots the course h) maintenance of lubricating systems, engine room auxiliaries, and electrical equipment i) determines ship's position j) takes bearing k) takes part in mooring operations l) prepares holds for cargo m) maintain and operate cargo pumps n) makes entries in log-book o) makes corrections on charts p) is in charge of nautical publications q) calculates fuel oil consumption r) checks life-saving equipment s) checks bridge electronics, navigational and alarm systems</p>
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Ответ: 1 – a, c, d, f, g, i, j, k, l, n, o, p, r

2 – b, e, h, m, q, s

32. Fill the gaps with the given words:

- a) mooring gear
- b) emergencies
- c) steer
- d) scrape
- e) knowledge
- f) ordinary seamen
- g) cargo holds
- h) distress signals
- i) abandon

The Able Seaman

I must have a thorough **...(1)...** of, and be able to use, all deck gear and equipment. I carry out maintenance of deck rigging and machinery such as the loading gear, cranes, ramps, doors, lifts and hoses and the **...(2)...**, such as the windlass, anchors, cables, wires and hawsers.

In all these tasks I am assisted by the ...(3)...or other deckhands, who also do much of the work. We clean, chip, ...(4)..., wirebrush, prime, and/or paint the hull, bulkheads, decks, passageways, deck machinery, or spaces, as directed.

In port I handle lines and assist with the loading and discharging of cargo, and see to it that the ...(5)... are cleaned and in operational condition.

I stand a watch when the ship is underway as quartermaster or helmsman and ...(6)... the ship under the direct orders of the deck officers. This means I have to understand steering commands, have certain knowledge of nautical terms, Rules of the Road, fog and ...(7)..., running lights, the compass etc.

I carry out important tasks in ...(8)... During a fire, for example, I operate fire-fighting equipment. If the order to ...(9)... ship is given I assist in the releasing and launching of lifeboats and life-rafts. In short, my tasks are many-sided and interesting.

Ответ: 1-е, 2- а, 3 – f, 4- d, 5 – g, 6 – c, 7 -h, 8 – b, 9 – i

33. Put the sentences into suitable gap in the text, two of the sentences are odd (you can put only one sentence in one gap):

- a) Some berths accommodate passenger ships.
- b) Port communications increase the efficiency of cargo-handling operations and delivery of cargo.
- c) This channel is deepened by dredging.
- d) Inland waterway ports are constructed on navigable rivers, canals and lakes.
- e) Their main function is to handle passengers and cargo.
- f) The main function of terminal facilities is to store transit cargoes.

A port is a protected place where ships can load, unload and ride at anchor. There are commercial ports, military, industrial, fishing and ports of refuge. By their geographical location ports can be sea and inland waterway ports.

Sea ports are usually located in natural harbours, in bays, tidal estuaries and river mouths. They also may be formed on an unprotected shore line by the construction of breakwaters. ...(1)...River ports have no wave-protecting structures.

Every port should be readily accessible, provide good shelter and accommodation. The accessibility of a port depends on the depth of water in the approach channel. ...(2)...The configuration of the coast line influences the amount of shelter.

A modern port should be provided with terminal facilities such as piers, wharves, quays, docks or berthing places for ships. ...(3).

Every port has hoisting facilities, storage areas (warehouse, transit sheds, port cold stores), and ship repair facilities such as ship repair yards. There are special complexes that specialize in handling certain types of cargoes: timber, oil, ore, coal, containers.

...(4)... Cargo turnover in a port must be as rapid as possible.

Ответ: 1 – d; 2 – c; 3 – e; 4 – b

34. Match definitions with the terms:

1. port of registry/ home port	a) ship's final port at which all cargo and passengers will have been landed.
2. port of departure	b) a port where a ship enters for transferring cargo, taking in bunker fuel, fresh water, provisions.
3. port of destination	c) a port where a ship (excepting naval vessels) is documented as to tonnage, owners, trade, use, etc.
4. port of call	d) a port which a ship leaves for her voyage
5. port of refuge	e) a port in which a ship stay in time of storm.

Ответ: 1 – c; 2 – d; 3 – a; 4 – b; 5 – e

35. The ... should study weather reports thoroughly.

- a) engine-room personnel
- b) bridge personnel

Ответ: b

36. A weather forecast gives information of ...

- a) expected weather conditions over a period of several hours
- b) expected time of ship's arrival at the port

Ответ: a

37. Weather forecast information must be studied ...

- a) regularly and closely;
- b) occasionally and superficially.

Ответ: a

38. Usually information about weather elements such as wind force, pressure, precipitation, humidity is ...

- a) not precise
- b) accurate

Ответ: b

39. Weather conditions may have a great influence onduring the voyage

- a) ship's course and safety
- b) ship's supply

Ответ: a

40. ... provide with general information about the weather conditions / the cargo available in the area.

- a) Admiralty Sailing Directions
- b) Port regulations

Ответ: a

41. Read the following and decide which arrangement of the paragraphs (A, B or C) makes it a text:

MOORING

a) 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.

b) 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. The anchor is dropped and then a heaving line is passed ashore. A head-rope, a bow spring and two breast lines are run out from the ship and secured to bollards ashore.

c) 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.

d) 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.

e) 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.

Ответ: c b e a d

Тестовые задания открытого типа

Give the Russian equivalents for the parts of the sentences **in bold**:

42. A light (red metal framework tower, white bands, 11 m in height) **is exhibited** from Ponta da Restinga

Ответ: выставлен

43. From the vicinity of 7°51' 50S 14°28'00W, the track leads SE towards the anchorage on the **alignment** (140°) of the following lights

Ответ: створ

44. From a position E of Scurdie Ness and to seaward of Scurdie Rocks the approach is indicated by the outer **leading lights**

Ответ: створные / ведущие огни

45. The fairway is **marked** by light-buoys and buoys (lateral; numbers prefixed F)

Ответ: огражден

46. Few buoys in Norwegian waters carry **topmarks**

Ответ: топовые фигуры

47. The N-going current **sets** slightly offshore

Ответ: устанавливается

48. The stream has a maximum rate of 3 knots at **springs**

Ответ: в сизигию

49. The **flood** stream sets eastward and ebb westward

Ответ: приливное

50. The flood stream sets eastward and **ebb** westward

Ответ: отливное

51. Depths at the N entrance **are subject to** continuous change and are unreliable

Ответ: подвержены

52. Asbudarif is a chain of **drying** and above water rocks that extends northward from Asbudir

Ответ: осыхающих

53. Leading beacons, in line bearing about 012°, **were reported** to stand 8 cables NE of the rock.

Ответ: как сообщалось

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

Ответ: лежащие

55. An obstruction with a least depth of 2 m over it, lies on the bank, in a position 1½miles ENE of Grenen

Ответ: с наименьшей глубиной

56. Translate the following Notice of Readiness:

Настоящим сообщаю, что мое судно «Тимирязев» ошвартовано у причала 7 транзитной гавани и готово к погрузке 3000 тюков хлопка согласно чартер-партии от 21 августа 2023 г.

Сталийное время начинается завтра, 28 декабря 2023 г. и истекает 5 января 2024 г.

Ответ: Herewith I inform you that my vessel “Timirjazev” is moored at berth 7 of Transit Harbour and is ready for loading 3,000 bales of cotton according to the Charter-Party dated the 21st of august 2023. Laydays / laytime begin(s) tomorrow on the 28th of December 2023 and expire(s) on the 5th of January 2024.

57. Translate the following letter:

Уважаемые господа,

Прошу обеспечить моё судно 100 тоннами пресной воды и 300 тоннами жидкого топлива, которые должны быть доставлены 13 мая, 2023 г. с 9.00 до 12.00 утра.

С уважением,

Ответ: Dear Sirs,

Please supply my ship with 100 tons of fresh water and 300 tons of fuel oil, which must be delivered on the 13th of May 2023 from 9.00 to 12.00 am.

58. Translate the following weather report:

NORTHEAST 4 OR 5 BACKING WEST OR SOUTHWEST 3 OR 4. MAINLY FAIR.
MAINLY GOOD

Ответ: ВЕТЕР СЕВЕРО-ВОСТОЧНЫЙ, ПОВОРАЧИВАЮЩИЙ ПРОТИВ ЧАСОВОЙ СТРЕЛКИ И ПЕРЕХОДЯЩИЙ В ЗАПАДНЫЙ ИЛИ ЮГО-ЗАПАДНЫЙ СИЛОЙ 3 ИЛИ 4 БАЛЛА. В ОСНОВНОМ ЯСНАЯ ПОГОДА. ВИДИМОСТЬ В ОСНОВНОМ ХОРОШАЯ

3 ТИПОВЫЕ ЗАДАНИЯ НА КОНТРОЛЬНУЮ РАБОТУ, КУРСОВУЮ РАБОТУ/КУРСОВОЙ ПРОЕКТ, РАСЧЕТНО-ГРАФИЧЕСКУЮ РАБОТУ

3.1 Типовые задания на контрольные работы студентам заочной формы обучения

Учебным планом предусмотрены шесть контрольных работ (по одной в каждом из шести семестров изучения дисциплины), которые представлены в учебно-методических пособиях для студентов заочной и заочной ускоренной форм обучения

Типовые варианты контрольной работы представлены ниже.

Контрольная работа № 1.

1. Заполните пропуски следующими словами, перепишите получившийся текст:

wood/ old/ map/save/signal/life/ stations/ wrote/man

Peter's hobby

Peter is fond of listening to the short-wave bands on his radio. He likes to search for interesting foreign radio 1) When he discovers a new station, he writes down the details in a notebook and marks the place on a large 2) of the world.

However, Peter's hobby helped save someone's 3) one day. He was looking for new stations between the 19 and 16 metre bands when he came across a very faint 4) in Morse Code, "SOS... SOS... SOS... Mary Jane... Position latitude 40°N, longitude 14°W. ... Sinking fast... SOS..." A yacht, the Mary Jane, was in trouble in the Atlantic. Peter 5) down the details, then rang up the police and gave them the information. The police told the Navy and the Air Force about the 6), and they were able to save the 7) Apparently, his boat had been damaged by a large piece of 8)

The man decided to reward Peter for helping to 9) his life. Several days later he received a new radio, larger and more powerful than his 10) one.

2. Задайте 5 вопросов разного типа (общий, специальный, альтернативный, разделительный, к подлежащему) к тексту упражнения № 1.

3. Расставьте слова в нужном порядке, запишите и переведите получившиеся предложения на русский язык.

- 1) his /fond/ Peter/ is/ radio/ of/ to/ the/ bands/ on/ short-wave/ listening.
- 2) new/ was/ for/ stations/ the/ 19 and 16 metre/ looking/ bands/ he/ between.
- 3) a/Mary Jane/ was/ the/ trouble/ in /Atlantic/ in/ yacht/ the.
- 4) large/ been/ boat/ damaged/ a/ piece/ by/ of/ his/ wood/ had.
- 5) later/ days/ received/ a/ several/ radio/ new/ he.

4. Заполните пропуски местоимениями: **somebody, someone, anybody, something, anything, everything, nothing, anyone, everybody, nobody, somewhere, anywhere, nowhere, everywhere**. Дайте два варианта, где возможно, перепишите получившиеся предложения и переведите их на русский язык.

1. I see at the window.
2. Is there new?
3. There is in the next room who wants to speak to you.
4. Give me to eat, I'm hungry.
5. If there is else you want, let me know, please.
6. Can you see through the fog?

5. Вставьте предлоги, где необходимо, перепишите предложения.

1. Our ship calls this port.
2. Look the clock and tell the time, please.
3. He is board ship.
4. The Second Mate is busy the cargo-plan.
5. My friend is watch now.
6. I'm free Sunday.
7. It's very cold December.

6. Употребите глаголы, данные в скобках, в нужном времени, запишите получившиеся предложения.

1. They (to ride) their bikes now.
2. Alice (to learn) French next year.
3. Yesterday Emma (not/ to listen) to music.
4. Brian always (to send) text messages.
5. Karen (to read) a book the whole evening yesterday.
6. The dockers just (to load) the cargo.
7. Mike (to work) for the company for five years.
8. I (to learn) Italian before I visited Milan.

7. Переведите на английский язык.

1. Когда мы приблизились к парому, с него съезжало несколько машин.

2. Мы нанесем курс нашего судна на карту.
3. Они только что получили навигационное предупреждение.
4. Преподаватель объясняет нам сейчас, как пользоваться измерительной аппаратурой.
5. Я принял две сводки погоды к 9 утра вчера.
6. Вы не можете переводить технические тексты без словаря. Вам следует уделять больше внимания изучению языка.
7. Они ремонтируют главный двигатель уже вторую неделю.

Контрольная работа № 2.

1. Заполните пропуски следующими словами, перепишите получившийся текст:

tracked/ port/ information/ ways/traffic/ efficient/weather/ days/messages/ importance

Vessel Traffic Services

Vessel traffic services deal with managing ship traffic on sea routes, suggesting the best 1) for a vessel and ensuring no two ships run into each other on congested routes. All this ensures that navigational 2) flows smoothly in marine routes and ship traffic remains organised. As included by International Maritime Organization, Vessel Traffic Services also deal with making oceanic routes safer and more 3)

The concept of VTS came into being with an increasing need for a single body to regulate maritime 4) As marine routes became populated, the number of accidents on these overworked routes increased. The current form of VTS first appeared in the 5) of Liverpool in 1949. From there, it spread through the world.

In earlier 6), ships entering a port would let their presence known through flag signals. However, the development of radar during the Second World War made monitoring and tracking vessels possible. The coastal authority keeping track of shipping traffic by radar and the facility for transmitting 7) to the vessels via radio constituted the first VTS systems. However, VTS, as we know it today, came into existence in the 1980s. Today, ships entering a VTS area are 8) by authorities via the control centre, which functions per the Inland Navigation Rules.

In 1971, the Bridge-to-Bridge Radiotelephone Act and The Ports and Waterways Safety Act of 1972 were passed, which later established present-day VTS. Centralised authorities like IMO maintain VTS through proper personnel and VTS zones in different parts of the world. Other organizations like IMPA, IFSMA, IALA, IHMA and IAPH are also part of the standardized VTS protocol.

The 9) of Vessel Traffic services can be better understood by its functions in managing ship traffic. It also ensures the safety of life at sea by overlooking the safety of ships, offshore installations, sea areas and the marine environment, along with attaining maximum traffic flow from any given route. The role of VTS becomes even more important during adverse 10), poor visibility, hazardous conditions and vessel congestion.

2. *Перепишите предложения, выразите свое согласие (TRUE)/ несогласие (FALSE) с приведенными ниже утверждениями, исправьте неверные утверждения в соответствии с информацией текста.*

1. Vessel traffic services deal with managing ship traffic only in the ports.
2. VTS spread through the world.
3. The current form of VTS first appeared in 1975.
4. Organizations like IMPA, IFSMA, IALA, IHMA and IAPH are also part of the standardized VTS protocol.
5. The role of VTS becomes even less important during poor visibility.

3. *Расставьте слова в нужном порядке, запишите и переведите получившиеся предложения на русский язык.*

1. deal/ vessel traffic services/ routes/ with/ traffic/ managing/ on/ ship/ sea.
2. increased/ the/ overworked/ of/ number/on/ accidents/ these/routes.
3. ensures/ it/ safety/ the/ of/ life/ at/ also/ sea.
4. the/ possible/ monitoring/of/ radar/ during/ made/ and/ tracking/ development/ vessels.
5. lives/ makes/ seafarers`/ VTS/ and/ safer/ work.

4. *Закончите предложения, поставив подходящее по смыслу слово (словосочетание), перепишите получившиеся предложения и переведите их на русский язык.*

area/ maritime traffic/ centre/ circumstances/ system

1. A vessel traffic service is a marine traffic monitoring
2. Typical vessel traffic service systems use different devices to keep track of vessel movements and provide navigational safety in a limited geographical
3. The navigational assistance service is especially important in difficult navigational or meteorological
4. Generally, ships entering a VTS area report to the authorities, usually by radio, and may be tracked by the VTS control
5. Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of

5. *Составьте пересказ текста, запишите 10-12 предложений.*

6. *Вставьте подходящие по смыслу модальные глаголы или их эквиваленты, перепишите получившиеся предложения и переведите их на русский язык.*

1. You go there with me. I can handle it; it's not difficult. (Absence of necessity)
 - a) may not
 - b) must not

- c) don't have to
d) had better not
2. bring me a glass of cold water? (Request)
- a) Could you
b) Can't you
c) Would you mind
d) Why don't you
3. I give you a lift to the station. My car broke down yesterday. (Ability)
- a) must not
b) should not
c) may not
d) can't
4. He didn't go to the park with us yesterday because to write a report. (Necessity)
- a) should
b) must
c) had to
d) Could
5. You want to call them now? It's already after midnight! They ... (Strong probability)
- a) must sleep
b) should sleep
c) may sleep
d) must be sleeping

7. *Употребите глаголы, данные в скобках, в нужном времени и залоге (Indefinite Active or Indefinite Passive), запишите получившиеся предложения.*

1. The decks (to clean) every day.
2. My English teacher (to ask) me yesterday.
3. He often (to operate) the ship when he is on watch.
4. The ship (to operate) by him when he is on watch.
5. We (to transmit) a radiogram in five minutes.
6. The emergency transmitter (to tune) by him yesterday.
7. The dockers (to unload) our ship in three days.
8. This work (should/ to finish) by you.
9. This table (can/ to lift) by me.
10. An umbrella (should/ to take) by you.

8. Раскройте скобки, употребив глаголы в нужном времени (*The Sequence of Tenses*), запишите получившиеся предложения.

1. I was told the lecture (already/ to begin).
2. I didn't know that Nick (to leave) for Moscow in a week.
3. He heard that she (to learn) the poem by heart.
4. We were sure that they (to publish) the article the following week.
5. I couldn't sleep that night as she (to play) the piano.

Контрольная работа № 3.

1. Translate into Russian

1) The E side of the NNE-going traffic lane is marked by light-buoys (starboard hand; odd numbers, prefixed VL); the W side of the SSW-going traffic lane is marked by light-buoys and buoys (port hand; even numbers, prefixed VL). A production well (добывающая скважина) is marked by Light-buoy L14 (E cardinal) (53°18'N, 5°27'E) moored on the W side of the SSW-bound Traffic Lane.

2) The shores of the bay are fringed with rocks and dangers extending up to 2 cables from the coast in places. Two isolated dangers lie either side of the fairway into the bay: Kamiyakushi and Kaminoyama Dashi, a rocky shoal with a least depth of 2.8 m over it, lie respectively 4 cables NNW and 2 cables WNW of Takakura Hana.

3) Small vessels can obtain good anchorage W of Kemi Shima (33°42'6 N 135°23'1 E), a long reef which dries in parts. Small vessels can obtain good anchorage in depths from 5.4 to 7.7 m within the harbour, clear of the submarine water pipeline which crosses the harbour and is shown on the chart.

4) In the entrance channel the in-going and out-going streams begin at the same times and attain rates of $2\frac{3}{4}$ kn and $1\frac{3}{4}$ kn, respectively. Slack water lasts from $\frac{1}{4}$ hour before to $\frac{1}{4}$ hour after local HW.

5) Having passed No69 Buoy (3 cables W of the front light) course is adjusted ESE to the harbour entrance. Care should be taken to avoid groyne (буна, волнорыз) which extends 3 cables WNW from the S shore.

2. Give English equivalents for the Russian in the following sentences. Translate the sentences:

1) The white sector of the light (**выставленного**) from a light-tower 50 m in height, (**ведет**) through the (**углубленный**) channel, (**огражденный**) by light-buoys and buoys, to the harbour entrance.

2) Central channel marks are painted in red and white **горизонтальные или вертикальные полосы**.

3) (**вблизи**) of Nake-on-Se the in-going stream (**устанавливается**) NE, the out-going stream SW; rates from $\frac{1}{2}$ to $1\frac{1}{4}$ kn are attained.

4) There are rocky (**гряды**) and (**отдельные**) rocks extending up to 3 cables (**в сторону моря**) on either side of the breakwaters protecting the harbour.

5) Anchorage for large vessels can be obtained in depths of about 30 m, **хорошо (держат) грунт**).

6) A vessel (**приближающиеся к**) Skerries harbour from eastward should (**обойти восточный конец острова Saint Patrick's на расстоянии**) at least 4 cables.

3. Translate into English:

1) Огонь (красная металлическая ажурная башня с белыми горизонтальными полосами одиннадцать метров высотой) выставлен у входа в гавань.

2) Знак представляет собой столб, окрашенный полосами в белый, красный и черный с черной сферической топовой фигурой.

3) В сизигию течение достигает скорости 2узла.

4) Отмель Хое Плате (Hohe Plate) простирается на 1 милю к северо-востоку от восточной оконечности о. Юйст (Juist). Отмель местами сохнет.

5) Якорная стоянка для малых судов находится в северо-восточной части фарватера в 3,2 мили к северо-востоку от входа в гавань.

6) Судам, идущим с севера или запада от светящего буйа №1, ограждающего банку, следует держать курс 108° до входных буйев, оставляя светящий буй №2 слева.

4. Fill the gaps in the text with the words given below:

in-going difficult seabed poor rise appearance set pilot heavy banks routes offshore deposited mainland range density

Navigational Dangers and Hazards

Coastal Conditions

Navigation in the coastal waters of the E part of the North Sea covered by this 1 is made difficult by combinations of the following factors:

The relative lowness of the entire 2 coast, and of the Frisian Islands which lie offshore between Zeegat van Texel and BlāvandsHuk.

The uniformity in 3 of the islands, making positive identification of them 4.

The presence of shoals and 5 which extend considerable distances 6, some beyond visibility or radar 7 of the nearest land.

The frequency of days of 8 visibility and onshore gales.

Tidal streams which, on an 9 tide, tend to 10 into the numerous estuaries along the coast.

11 of commercial shipping, particularly in the recommended shipping 12, fishing vessels

and, in summer, recreational craft.

After 13 storms sand is eroded from the W and NW coast of Jylland and 14 in the entrances of the harbours along these coasts causing changes to the 15 topography which can give 16 to unpredictable and difficult current and wave conditions.

Контрольная работа № 4.

1. Translate into Russian:

1)

FRANCE – SOUTHCOAST

CAP SICIÉ TO CAP CAMARAT

DEPTHS IN METRES

SCALE 1:75 000 at lat 43°05'

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

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

Positions are referred to European Datum (1950) (see SATELLITE-DERIVED POSITIONS note).

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

Projection: Mercator.

Sources: French Government Charts of 1975 to 2000. Details of the hydrographic information used to compile these charts are shown in the Source Diagram. Depths in upright figures are from older or smaller scale surveys. Later information has also been included.

2) SUBMARINE CABLES AND PIPELINES

Mariners are advised not to anchor or trawl in the vicinity of submarine cables and pipelines. Pipelines are not always buried and their presence may effectively reduce the charted depth by up to 2 metres. They may also span seabed undulations and cause fishing gear to become irrecoverably snagged, putting a vessel in severe danger.

3) HIGH SPEED CRAFT

High speed craft operate between Hamburg, Stadersand, Cuxhaven and Helgoland. Mariners are advised to maintain a good lookout. Some high speed craft may generate large waves, which can have a serious impact on small craft and their moorings close to the shoreline and on shallow off-lying banks. For further details, see Annual Notice to Mariners No 23.

4) SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems, such as the Global Positioning System (GPS), are normally referred to the World Geodetic System 1984 Datum. Such positions must be

adjusted by 0.03 minutes SOUTHWARD and 0.10 minutes EASTWARD before plotting on this chart.

5) FORMER MINED AREA

Part of this chart falls within a former mined area in which mines could still present a hazard for vessels anchoring, fishing or engaged in submarine or seabed operations. For further details, see Admiralty Sailing Directions and Annual Notice to Mariners №6.

2. Expand the following abbreviations using Symbols and Abbreviations used on Admiralty Paper Charts, translate into Russian:

Nature of Seabed: S.M.; Cy.sm.St; S.Sh; Cb; Wd; cS; sfM; G

Lights: OcW3.5s49m13M; AlFl(2)BuY3s3M; IsoR4s8m3M; DirFlWRG2.5s10m7-7M

General Abbreviations: Rep; RG; PA.; dr.; Long; Pt; Obstn; ALL

Контрольная работа № 5.

Вариант I

Exercise 1. Translate the text:

PART 1. STORM WARNING

AT 010000UTC, LOW 51 NORTH 39 WEST 1006 EXPECTED 63 NORTH 20 WEST 982 BY 020000UTC. WINDS ARE EXPECTED TO REACH STORM FORCE 10 BETWEEN 50 AND 300 MILES OF THE CENTRE IN THE EASTERN, SOUTHERN AND WESTERN QUADRANTS FROM 011500UTC, PERHAPS VIOLENT STORM FORCE 11 FROM 012200UTC

PART 2. GENERAL SYNOPSIS

AT 010000UTC, LOW 51 NORTH 39 WEST 1006 EXPECTED 63 NORTH 20 WEST 982 BY 020000UTC. LOW 66 NORTH 34 WEST 982 SLOW MOVING WITH LITTLE CHANGE. HIGH 52 NORTH 08 WEST 1038 EXPECTED 57 NORTH 05 EAST 1043 BY THAT. TIME RIDGE OF HIGH PRESSURE IS SPREADING WEST 1033

PART 3. AREA FORECASTS FOR THE NEXT 24 HOURS

WEST SOLE: VARIABLE 4, BECOMING SOUTHEASTERLY 4 OR 5 FOR A TIME. MODERATE OR ROUGH. MAINLY FAIR. GOOD EAST SOLE NORTHEASTERLY 4 OR 5. MODERATE OR ROUGH. FAIR. GOOD

ROCKALL: SOUTHWEST 4 OR 5, BACKING SOUTH 5 TO 7, OCCASIONALLY GALE 8, VEERING WEST 4 OR 5 IN WEST LATER, BUT VARIABLE 3 OR 4 IN SOUTHEAST AT FIRST. RAIN SPREADING FROM THE WEST FOLLOWED BY SHOWERS. GOOD BECOMING MODERATE OR POOR FOR A TIME

SHANNON: VARIABLE OR NORTHERLY, 2 TO 4, BECOMING LATER NORTH-WESTERLY 4 TO 6, WHILE VEERING EASTERLY 4 TO 6 IN EAST. MODERATE. THUNDERY SHOWERS, RAIN AT TIMES. MODERATE OR POOR VIS WITH FOG PATCHES.

NORWEGIAN SEA AND DENMARK STRAIT WEST OF 10 WEST AND SOUTH OF 68 NORTH:

NORTHEASTERLY 6 TO GALE 8 DECREASING 4 OR 5. RAIN IN SOUTH. MODERATE OR GOOD OCCASIONALLY POOR.

Exercise 2. Fill in the gaps with the words given below:

collected in capitals carried treatment cleared against permitted is missing observed immigration control operation stamped

Immigration Control

The Immigration Officer will check each member of the crew, and passengers if any, on the Crew and Passenger Lists ...1... his Book.

By immigration and customs rules neither passenger nor crew are ...2... to go ashore until they are checked by the Immigration Officer and the vessel is ...3... by Customs. The vessel is subject to a fine if these rules are not strictly ...4....

The master must report at once to an Immigration Officer when it is necessary to land to hospital for medical ...5... any member of the crew who is subject to ...6... and must produce his document for endorsement.

Many cargo vessels are equipped to carry up to 12 passengers. For Immigration and Customs purposes, a passenger is any person ...7... on board a vessel who is not connected with her ...8..., navigation, ownership or business, and as such must be shown on the Passenger List.

The passengers' names must be listed in an alphabetical order, family names first ...9... followed by the given name and initials.

Members of the crew are granted temporary shore leave during the ship's stay in the port. Shore passes are filled in, signed and ...10....

They must be ...11... and returned before sailing.

The Immigration Officer may also visit the vessel before she sails to see if any of the crew ...12....

Exercise 3. Translate into English.

1. Прошу Вас договориться со стивидорной компанией и прислать нам 3 бригады грузчиков.

2. Мы можем использовать наши лебедки на трюме №3.

3. Возьмите, пожалуйста, все эти бумаги, я их уже подписал. Спасибо за помощь.

4. Они должны работать круглосуточно.

5. Когда проводилась дератизация?

6. Таможня следит за оплатой ввозной пошлины на некоторые грузы.

7. Таможенные чиновники прибывают на судно для досмотра.
8. Мне писать печатными заглавными буквами?
9. Вы должны подписать акт таможенного досмотра.
10. В таможенной декларации о судовых запасах не указаны фотоаппараты, которые являются личной собственностью членов экипажа.
11. Я уполномочен осмотреть ваше судно.
12. Согласно правилам, ваше судно придется держать в карантине.
13. Мы немедленно вызвали санврача, и он помог нам отправить пострадавших в госпиталь.
14. Санврач вручил нам декларацию о санитарных правилах в порту, которую он попросил капитана подписать.

Exercise 4. Translate the Notices of Readiness into Russian.

Dear Sirs,

I herewith inform you that the m/v "Kaliningrad" under my command coming from Kaliningrad arrived in the Rostok Roads on the 26th of October, 2010 at 2300 hours, berthed on this 27th October at 09.00 hours and is ready in every respect in 5 hatches to commence unloading the cargo of 1,500 tons of frozen fish in cartons, 300 tons of salted fish in wooden barrels and 300 tons of fish meal in 30-kg jute bags as per terms and conditions of C/P dated September 24, 2010.

Laydays will commence on Monday upon the expiration of six hours after the receipt of this Notice.

Yours faithfully,

I.N. Vassiliev,

Master of the m/v "Kaliningrad"

Exercise 5. Translate the following letters into English.

a) Уважаемые господа,

Просим нанять катер и автобус на 30 человек для поездки нашей команды на экскурсию по городу. Катер должен быть подан к борту нашего судна в воскресенье к 8 утра.

С уважением,

Капитан т/х "Абхазия"

b) Уважаемые господа,

Настоящим извещаю вас, что танкер *Noname* под моим командованием прибыл на внутренний рейд в 23.15 по местному времени 6 января 2020 г. и во всех отношениях готов к разгрузке сырой нефти в соответствии с условиями чартер партии от 16 декабря 2019 г.

Искренне ваш,

И.Иванов,

капитан танкера *Noname*

Контрольная работа № 6.

Exercise 1. Read the text:

Cruise ship Celestyal Crystal collides with tanker STI Pimlico at Dardanelles

Cruise ship Celestyal Crystal collided with tanker STI Pimlico at the Northern entrance of Çanakkale Strait. Both vessels damaged, tanker leaking cargo, reports the leading Turkish maritime news portal.

There are no injuries to persons at both vessels but tanker STI Pimlico is laden with 30.000 MT of naphtha cargo and one of her cargo tanks (on port side in the middle of the ship) heavily damaged, therefore the tanker STI Pimlico has the risk of explosion, experts warn.

On the way from Myconos, Greece to Istanbul, Turkey, 162 meters long Maltese flag cruise ship 'Celestyal Crystal' collided with 182-meters long Marshall Islands-flagged tanker 'Sti Pimlico' which was sailing towards Malta from the Russian port Tuapse. The accident took place at 01:30 after midnight today in front of the Gallipoli Lighthouse for an undetermined reason.

The 854 passengers onboard passenger cruiser Celestyal Crystal, with 240 of them Turkish citizens, had no injuries in the accident.

Governor of Çanakkale Province, Ahmet Çınar, said in a press statement that passengers onboard the cruiser will be evacuated by smaller ferries and transferred to Gallipoli. Special mobile customs unit has been formed for this purpose, the Governor said.

The tanker STI Pimlico is reportedly leaking naphtha into the sea from the damaged tanks. According to the declaration made by the Governor of Çanakkale district, Mr. Ahmet Cinar, the leaked cargo has evaporated when met with the air and therefore there were no pollution occurred at sea surface. General Directorate of Coastal Safety said that they have sent two tugboats to the scene. Later the number of tugboats was increased to four. It was also learned that the barrier against leakage probability has been set around the tanker. The tanker 'Sti Pimlico' had an explosion in her tanks and listed 15-degree into the side after the accident. Cruise ship Celestyal Crystal with 382 crew and 854 passengers also anchored near Gallipoli under the command of a local pilot.

The traffic has been closed to traffic on both directions at the Strait of Canakkale due to the accident. After the both ships were taken at the anchorage, the traffic has been resumed again.

Laden with 30 thousand tons of Naphtha fuel which is an extremely dangerous type of fuel-tanker has the risk of explosion, experts warned. Naphtha is a type of fuel which is alternative to LPG and is used as jet fuel. Extremely volatile and reportedly a big danger of fuel vapor heavier than air.

Experts said that the passenger ship seemed to have crashed into the tanker from the bow to the tanker's port side but, however, it was too early to find out the errant side or to say how the accident happened.

According to the unconfirmed information received from the accident site, the passenger ship Celestyal Crystal had no pilot onboard at the time of the accident and was under the command of the Chief Officer. It was also reported that the cruise ship was overtaking another vessel and increased her speed to 15 knots right before the accident. The chief officer of the cruise ship is an experienced mariner. The other ship involved in the accident, the M/T STI PIMLICO had no pilot onboard, either.

With regard to the accident Directorate General of Coastal Safety, made a statement. The statement is as follows:

"Malta-flagged cruise ship Celestyal Crystal, 161.8 meters in length, which had 853 passengers and 382 crew onboard, while at the exit of the Dardanelles Strait and entering to the Marmara Sea; collided with Marshall Islands-flagged, 184.26 meters in length tanker "STI PIMLICO " despite all the warnings made by Vessel Traffic Services on Date 06.27.20... at hour 01.25 in front of the Gallipoli Lighthouse.

Reportedly damaged tanker anchored in the traffic lane as emergency in front of Gallipoli, while the damaged cruise ship reportedly proceeding to the Gallipoli anchorage with a pilot onboard.

No injuries or death reported on both vessels, while the tanker leaking cargo.

Exercise 2.

Answer the questions to the text:

1. What happened to the Celestyal Crystal and STI Pimlico vessels?
2. Was anyone injured in the collision between the two ships?
3. What is the risk associated with the damaged cargo tank on the STI Pimlico?
4. Where were the two ships headed before the accident occurred?
5. How many passengers were onboard the Celestyal Crystal, and how many of them were Turkish citizens?
6. How will the passengers be evacuated from the cruiser, according to Governor Ahmet Çınar?
7. Is there any pollution at sea surface due to the leaked cargo from the tanker?
8. How many tugboats were sent to the scene by the General Directorate of Coastal Safety?
9. Why is Naphtha fuel considered extremely dangerous?
10. According to unconfirmed information received from the accident site, who was commanding the Celestyal Crystal at the time of the accident?

Exercise 3.

Fill in the blanks, use the words below:

pilot, traffic, collided (2), vessel, side, long, onboard, reason, sea, pollution, injuries

Cruise ship Celestyal Crystal ____ (1) with tanker STI Pimlico at the Northern entrance of Çanakkale Strait. Both vessels damaged, tanker leaking cargo, reports the leading Turkish maritime news portal.

There are no ____ (2) to persons at both vessels but tanker STI Pimlico is laden with 30.000 MT of naphtha cargo and one of her cargo tanks (on port side in the middle of the ship) heavily damaged, therefore the tanker STI Pimlico has the risk of explosion, experts warn.

On the way from Myconos, Greece to Istanbul, Turkey, 162 meters ____ (3) Maltese flag cruise ship 'Celestyal Crystal' collided with 182-meters long Marshall Islands-flagged tanker 'Sti Pimlico' which was sailing towards Malta from the Russian port Tuapse. The accident took place at 01:30 after midnight today in front of the Gallipoli Lighthouse for an undetermined ____ (4).

The 854 passengers onboard passenger cruiser Celestyal Crystal, with 240 of them Turkish citizens, had no injuries in the accident.

Governor of Çanakkale Province, Ahmet Çınar, said in a press statement that passengers ____ (5) the cruiser will be evacuated by smaller ferries and transferred to Gallipoli. Special mobile customs unit has been formed for this purpose, the Governor said.

The tanker STI Pimlico is reportedly leaking naphtha into the ____ (6) from the damaged tanks. According to the declaration made by the Governor of Çanakkale district, Mr. Ahmet Cinar, the leaked cargo has evaporated when met with the air and therefore there were no ____ (7) occurred at sea surface. General Directorate of Coastal Safety said that they have sent two tugboats to the scene. Later the number of tugboats was increased to four. It was also learned that the barrier against leakage probability has been set around the tanker. The tanker 'Sti Pimlico' had an explosion in her tanks and listed 15-degree into the side after the accident. Cruise ship Celestyal Crystal with 382 crew and 854 passengers also anchored near Gallipoli under the command of a local ____ (8).

The traffic has been closed to traffic on both directions at the Strait of Canakkale due to the accident. After the both ships were taken at the anchorage, the traffic has been resumed again.

Laden with 30 thousand tons of Naphtha fuel which is an extremely dangerous type of fuel-tanker has the risk of explosion, experts warned. Naphtha is a type of fuel which is alternative to LPG and is used as jet fuel. Extremely volatile and reportedly a big danger of fuel vapor heavier than air.

Experts said that the passenger ship seem to have crashed into the tanker from the bow to the tanker's port ____ (9) but, however, it was too early to find out the errant side or to say how the accident happened.

According to the unconfirmed information received from the accident site, the passenger ship Celestyal Crystal had no pilot onboard at the time of accident and was under the command of Chief Officer. It was also reported that the cruise ship was overtaking another ____ (10) and increased her speed to 15 knots right before the accident. The chief officer of the cruise ship is an experienced

mariner, it was reported. The other ship involved in the accident, the M/T STI PIMLICO had no pilot onboard, either.

With regard to the accident Directorate General of Coastal Safety, made a statement. The statement is as follows:

"Malta-flagged cruise ship Celestyal Crystal, 161.8 meters in length, which had 853 passengers and 382 crew onboard, while at the exit of the Dardanelles Strait and entering to the Marmara Sea; _____(11) with Marshall Islands-flagged, 184.26 meters in length tanker "STI PIMLICO " despite all the warnings made by Vessel Traffic Services on Date 06.27.2015 at hour 01.25 in front of the Gallipoli Lighthouse.

Reportedly damaged tanker anchored in the _____(12) lane as emergency in front of Gallipoli, while the damaged cruise ship reportedly proceeding to the Gallipoli anchorage with a pilot onboard.

No injuries or death reported on both vessels, while tanker leaking cargo.

Exercise 4.

Match the words to their definitions (write full answers):

Words	Definitions
1. onboard	a. The movement of vehicles and people on roads or in the air.
2. injuries	b. The presence or introduction into the environment of harmful substances or pollutants.
3. reason	c. Physical harm or damage to the body.
4. collide	d. A large body of saltwater that covers most of the Earth's surface.
5. side	e. An explanation for why something happened or was done.
6. pollution	f. Measuring a great distance from end to end.
7. long	g. A person who operates an aircraft, spacecraft, or ship.
8. vessel	h. A ship or large boat used for transportation on water.
9. traffic	i. One of the two halves of an object or place.
10. pilot	j. Something or someone present on a vehicle or ship.
11. sea	k. When two objects crash into each other.

Exercise 5.

Read the text and choose the correct answers:

Captain Johnson had been at sea for a long time. His vessel was cruising smoothly through the traffic of ships when suddenly, another vessel collided with them. The impact was so strong that it threw him off his feet. He quickly assessed the situation and found out that there were injured people onboard. The other vessel had hit them on their side, causing severe damage.

The reason for the collision was unclear. The pilot of the other vessel claimed that they lost control due to a malfunction in their steering system. However, Captain Johnson suspected that the pilot was not paying enough attention to the traffic around them. He knew that navigating through busy waters required constant vigilance and careful maneuvering.

As they waited for help to arrive, Captain Johnson's crew worked tirelessly to contain the pollution caused by the collision. The sea was now filled with debris, oil, and other pollutants. They knew that they had to act fast to prevent further damage to the environment.

Finally, after a long wait, help arrived. The injured crew members were taken to the hospital, and the damaged vessel was towed back to the port for repairs. Captain Johnson knew that the incident would be thoroughly investigated, and he hoped that the truth about the collision would come out.

This experience taught Captain Johnson a valuable lesson about the importance of safety and caution while navigating through busy waters. He knew that he would have to be extra vigilant in the future to prevent such incidents from happening again.

1. It happened to Captain Johnson's vessel while cruising through the traffic:

- a) It collided with another vessel
- b) It ran aground on a reef
- c) It encountered a storm
- d) It lost power and drifted

2. That was the impact of the collision on Captain Johnson:

- a) He was thrown off his feet
- b) He suffered a head injury
- c) He lost consciousness
- d) He remained unscathed

3. Captain Johnson's actions after assessing the situation:

- a) He called for help
- b) He checked for injuries onboard
- c) He inspected the damage to the vessel
- d) He blamed the other vessel's pilot

4. That was the reason given by the pilot of the other vessel for the collision:

- a) A malfunction in their steering system
- b) Poor visibility due to fog
- c) Strong currents in the sea
- d) A sudden change in wind direction

5. Captain Johnson suspected that it was the real cause of the collision:

- a) The other vessel's malfunctioning steering system
 - b) The other vessel's pilot not paying attention
 - c) The traffic of ships being too congested
 - d) The weather conditions being too harsh
6. Captain Johnson's crew did it while waiting for help to arrive:
- a) They tried to repair the damaged vessel
 - b) They contained the pollution caused by the collision
 - c) They searched for survivors in the water
 - d) They contacted their families to inform them of the incident
7. The condition of the sea after the collision:
- a) It was calm and clear
 - b) It was filled with debris, oil, and pollutants
 - c) It was rough and choppy
 - d) It was completely deserted
8. It happened to the injured crew members after help arrived:
- a) They were left onboard to receive medical treatment
 - b) They were taken to the hospital
 - c) They were transferred to another vessel
 - d) They refused medical attention
9. It was done with the damaged vessel after the collision:
- a) It was left to sink in the sea
 - b) It was repaired on the spot
 - c) It was towed back to the port for repairs
 - d) It was abandoned by the crew
10. This lesson Captain Johnson learnt from this accident:
- a) The importance of speed while navigating through busy waters
 - b) The importance of caution and vigilance while navigating through busy waters
 - c) The importance of having a backup steering system
 - d) The importance of having a large crew onboard

Exercise 6.

Ask 10 questions to the text above (Exercise 5):

Exercise 7.

Translate the following business letter into English:

Уважаемый капитан Джонсон,

Настоящим выражаем свою обеспокоенность недавним столкновением судов, произошедшим в море недалеко от порта Дувр. Насколько мы понимаем, ваше судно столкнулось с другим судном по правому борту, что привело к значительным повреждениям и некоторые члены экипажа получили травмы.

Во-первых, хотелось бы выразить сочувствие тем, кто пострадал в столкновении. Надеюсь, что им оказывается необходимая медицинская помощь.

Во-вторых, известно, что расследование причин столкновения продолжается, но мы были бы признательны, если бы вы предоставили любую имеющуюся у вас информацию о причине столкновения. Важно, чтобы мы поняли, что произошло, чтобы могли предпринять шаги для предотвращения подобных инцидентов в будущем.

В-третьих, нас беспокоят потенциальные последствия этой аварии. Столкновение могло вызвать загрязнение моря, что могло оказать пагубное воздействие на морскую жизнь и экосистему в данном регионе. Мы призываем вас принять все необходимые меры, чтобы свести к минимуму любое дальнейшее загрязнение, и тесно сотрудничать с соответствующими властями, чтобы максимально смягчить последствия столкновения.

Наконец, хотелось бы подчеркнуть важность безопасности при навигации в районах с интенсивным движением. Вы несете ответственность за обеспечение безопасной эксплуатации судна и за принятие всех мер предосторожности во избежание столкновений.

С уважением,

Джек Томпсон

Шкала оценивания результатов выполнения каждой контрольной работы основана на двухбалльной системе.

Оценка **«зачтено»** выставляется в случае, если студент демонстрирует достаточное владение лексико-грамматическими навыками для выполнения 80% работы. При этом контрольная работа оформлена в соответствии с требованиями.

Оценка **«незачтено»** выставляется в случае, если полностью не выполнено хотя бы одно из заданий, при наличии грубых грамматических ошибок, неправильном использовании лексики, незнании терминологии. Контрольная работа оформлена с нарушениями требований.

3.2 Типовые тема и задания на курсовую работу / курсовой проект

Данный вид контроля по дисциплине не предусмотрен учебным планом.

3.3 Типовые темы и задания на расчётно-графические работы

Данный вид контроля по дисциплине не предусмотрен учебным планом.

4 СВЕДЕНИЯ О ФОНДЕ ОЦЕНОЧНЫХ СРЕДСТВ И ЕГО СОГЛАСОВАНИИ

Фонд оценочных средств для аттестации по дисциплине «*Иностранный язык (английский)*» представляет собой компонент обязательной части образовательной программы специалитета по специальности 26.05.05 «Судовождение» (специализация программы «Промышленное судовождение»).

Преподаватель-разработчик – С.А. Фадеева, кандидат филологических наук

Фонд оценочных средств рассмотрен и одобрен заведующим кафедрой судовождения и безопасности мореплавания

Заведующий кафедрой  В.А. Бондарев

Фонд оценочных средств рассмотрен и одобрен методической комиссией Морского института (протокол № 9 от 13.08.2024 г.)

Председатель методической комиссии  И.В. Васькина