



Федеральное агентство по рыболовству
Федеральное государственное бюджетное образовательное учреждение
высшего образования
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УТВЕРЖДАЮ
Начальник УРОПС

Фонд оценочных средств
(приложение к рабочей программе дисциплины)
«ИНОСТРАННЫЙ ЯЗЫК ДЕЛОВОГО ОБЩЕНИЯ»

основной профессиональной образовательной программы бакалавриата
по направлению подготовки

**26.03.01 УПРАВЛЕНИЕ ВОДНЫМ ТРАНСПОРТОМ И ГИДРОГРАФИЧЕСКОЕ
ОБЕСПЕЧЕНИЕ СУДОХОДСТВА**

Профиль программы:

**«УПРАВЛЕНИЕ ТРАНСПОРТНЫМИ СИСТЕМАМИ И ЛОГИСТИЧЕСКИМ
СЕРВИСОМ НА ВОДНОМ ТРАНСПОРТЕ»**

ИНСТИТУТ

Морской

РАЗРАБОТЧИК

Кафедра иностранных языков, секция английского языка

1 РЕЗУЛЬТАТЫ ОСВОЕНИЯ ДИСЦИПЛИНЫ

Таблица 1 – Планируемые результаты обучения по дисциплине, соотнесенные с установленными индикаторами достижения компетенций

Код и наименование компетенции	Индикаторы достижения компетенции	Дисциплина	Результаты обучения (владения, умения и знания), соотнесенные с компетенциями/индикаторами достижения компетенции
<p>УК-4: Способен осуществлять деловую коммуникацию в устной и письменной формах на государственном языке Российской Федерации и иностранном(ых) языке(ах)</p>	<p>УК-4.3: Выполнение сообщений или докладов на иностранном языке после предварительной подготовки.</p>	<p>Иностранный язык делового общения</p>	<p><u>Знать:</u> базовую общеморскую и общенаучную лексику и терминологию; грамматические формы и конструкции, характерные для повседневного общения (система времен глагола, наклонение, модальность, залог, знаменательные и служебные части речи, типы простого и сложного предложения); структуру вопросительной формы глагола; словообразовательные модели; правила речевого этикета в сфере бытового общения; социокультурные реалии (достопримечательности) и выдающихся деятелей науки и культуры стран изучаемого языка. <u>Уметь:</u> использовать бытовую, учебную и обще морскую лексику в заданном контексте; применять грамматические навыки, обеспечивающие коммуникацию без искажения смысла при письменном и устном общении общего характера; определять общее значение слова на основе анализа словообразовательных элементов; использовать основные группы местоимений, формы степеней сравнения прилагательных и наречий, артикли, предлоги и союзы, видовременные, залоговые формы глагола, модальные глаголы и их эквиваленты; определять синтаксическую структуру предложений разных типов; при аудировании воспринимать на слух и</p>

Код и наименование компетенции	Индикаторы достижения компетенции	Дисциплина	Результаты обучения (владения, умения и знания), соотнесенные с компетенциями/индикаторами достижения компетенции
			<p>понимать основное содержание несложных прагматических и публицистических (медийных) текстов, а также выделять в них значимую/запрашиваемую информацию; вести на иностранном языке диалог-расспрос об увиденном, прочитанном, диалог-обмен мнениями, соблюдая нормы речевого этикета; пользоваться двуязычными общеязыковыми словарями; выяснять и задавать разные типы вопросов; критически оценивать свои достоинства и недостатки, намечать пути и средства развития достоинств и устранения недостатков.</p> <p><u>Владеть:</u> усовершенствованными, по сравнению с входным уровнем, навыками речевой деятельности (чтение, говорение, письмо, аудирование) применительно программной тематике; речевой компетенцией в целях адекватного общения по общеморской, страноведческой, бытовой тематике в необходимом для собеседника русле; культурой мышления, способностью к обобщению, анализу, восприятию информации, постановке цели и выборе путей ее достижения.</p>

2 ПЕРЕЧЕНЬ ОЦЕНОЧНЫХ СРЕДСТВ ДЛЯ ПОЭТАПНОГО ФОРМИРОВАНИЯ РЕЗУЛЬТАТОВ ОСВОЕНИЯ ДИСЦИПЛИНЫ (ТЕКУЩИЙ КОНТРОЛЬ) И ПРОМЕЖУТОЧНОЙ АТТЕСТАЦИИ

2.1 Для оценки результатов освоения дисциплины используются:

- оценочные средства текущего контроля успеваемости;
- оценочные средства для промежуточной аттестации по дисциплине.

2.2 К оценочным средствам текущего контроля успеваемости относятся:

- тестовые задания;
- задания по темам практических занятий;
- задания по подготовке докладов.

2.3 К оценочным средствам для промежуточной аттестации по дисциплине, проводимой в форме зачета и экзамена, относятся:

:

- задания по контрольным работам;
- контрольные вопросы;
- типовые экзаменационные вопросы и задания.

3 ОЦЕНОЧНЫЕ СРЕДСТВА ТЕКУЩЕГО КОНТРОЛЯ УСПЕВАЕМОСТИ

3.1. Тестовые задания предназначены для оценки качества освоения курсантами (студентами) теоретического материала и используются для оценки освоения тем дисциплины студентами очной и заочной формы обучения в ходе самостоятельной работы.

Примеры тестовых заданий, предусмотренные рабочей программой дисциплины, приведены в Приложении №1.

Тестовые задания предусматривают выбор правильного ответа на поставленный вопрос из предлагаемых вариантов ответа. Оценка определяется процентом правильных ответов: «отлично» – 85-100%; «хорошо» – 70-84%; «удовлетворительно» – 51-69%; «неудовлетворительно» – 50% и менее.

3.2. Задания для практических занятий выполняются на практических занятиях индивидуально или в группах (по 2-3 чел.). Оценка результатов выполнения задания по каждой теме практического занятия производится при представлении курсантом (студентом) письменных работ и на основании монологического высказывания и вопросно-ответной беседы по разговорной теме занятия. В Приложении № 2 приведены разговорные темы практических занятий и типовые задания по грамматике, предусмотренные рабочей программой дисциплины.

Критерии оценки практических занятий:

Оценка «отлично» выставляется в случае, если задание раскрыто полностью, лексико-грамматические ошибки практически отсутствуют.

Оценка «хорошо» выставляется в случае, если задание раскрыто полностью, но упущены некоторые моменты, допускает незначительные лексико-грамматические ошибки, не затрудняющие коммуникацию.

Оценка «удовлетворительно» выставляется в случае, если задание раскрыто, но упущены некоторые значимые моменты, низкое большое количество лексических, грамматических и фонетических ошибок элементарного уровня, отвечает сбивчиво.

Оценка «неудовлетворительно» выставляется в случае, если задание не раскрыто, понимание высказывания затруднено из-за многочисленных лексико-грамматических и фонетических ошибок.

3.3. Задания по подготовке докладов (для очной формы обучения)

Доклад – это форма самостоятельной научно-исследовательской работы, вид краткого, но информативного сообщения о сути рассматриваемого вопроса. Перечень тем для подготовки докладов представлен в Приложении № 3.

Цель подготовки доклада – развитие навыков самостоятельной научно-исследовательской деятельности по выбранной проблематике, демонстрация иноязычной коммуникативной компетенции в рамках публичного выступления.

Критерии оценки докладов:

Оценка «отлично» выставляется в случае, если тема доклада раскрыта полностью, при подготовке курсант (студент) воспользовался достаточным количеством источников, критично оценивая Интернет-ресурсы, использовал иллюстративный материал во время доклада, на вопросы отвечает развернуто, лексико-грамматические ошибки практически отсутствуют.

Оценка «хорошо» выставляется в случае, если тема доклада раскрыта полностью, но упущены некоторые моменты, качество иллюстративного материала частично не отвечает всем критериям оценки, допускает незначительные лексико-грамматические ошибки, не затрудняющие коммуникацию.

Оценка «удовлетворительно» выставляется в случае, если тема доклада раскрыта, но упущены некоторые значимые моменты, низкое качество иллюстративного материала, большое количество лексических, грамматических и фонетических ошибок элементарного уровня, отвечает сбивчиво.

Оценка «неудовлетворительно» выставляется в случае, если тема доклада не раскрыта, понимание высказывания затруднено из-за многочисленных лексико-грамматических и фонетических ошибок.

4 ОЦЕНОЧНЫЕ СРЕДСТВА ДЛЯ ПРОМЕЖУТОЧНОЙ АТТЕСТАЦИИ ПО ДИСЦИПЛИНЕ

4.1 Промежуточная аттестация по дисциплине проводится в форме зачета (3 семестр), в форме экзамена (4 семестр).

4.2. К зачету допускаются студенты, положительно аттестованные по результатам текущего контроля, в том числе:

- получившие положительную оценку по результатам выполнения практических заданий, докладов (очная форма);
- студенты заочной формы, выполнившие и «защитившие» контрольную работу.

В Приложении № 4 приведены контрольные вопросы для проведения промежуточной аттестации в 3 семестре (зачет).

4.3. К экзамену допускаются студенты, положительно аттестованные по результатам текущего контроля, в том числе:

- положительно аттестованные по результатам тестирования;
- получившие положительную оценку по результатам выполнения практических заданий, докладов;
- студенты заочной формы, выполнившие и «защитившие» контрольную работу.

В Приложении № 5 и Приложении № 6 приведены экзаменационные вопросы, типовой пример экзаменационного билета, типовой пример экзаменационного задания.

4.4. Задания по контрольным работам (для студентов заочной формы обучения)

Контрольная работа представляет собой перечень заданий, включающий текст на английском языке для перевода на русский язык и лексико-грамматические задания. Кроме того, перед каждой контрольной работой содержится указание на соответствующие разделы грамматического справочника, которые необходимо предварительно изучить для успешного выполнения контрольных заданий. Примеры контрольных работ приведены в Приложении № 7.

По результатам проверки и «защиты» контрольной работы выставляется оценка («зачтено» или «не зачтено»), которая учитывается при промежуточной аттестации по дисциплине (на зачете, экзамене).

К основным критериям оценки контрольной работы относят следующие условия:

Оценка «зачтено» выставляется, если обучающийся правильно выполнил не менее 50% заданий контрольной работы, демонстрирует знание изучаемого материала, а допущенные незначительные лексико-грамматические ошибки, не затрудняют коммуникацию.

Оценка «не зачтено» выставляется, если обучающийся правильно выполнил менее 50% заданий контрольной работы, не смог продемонстрировать понимания изучаемого

материала, крайне ограниченный словарный запас не позволяет ответить на вопросы.

4.5 Экзаменационная оценка («отлично», «хорошо», «удовлетворительно» или «неудовлетворительно») является экспертной и зависит от уровня освоения студентом лексико-грамматического материала тем дисциплины и уровня владения видами речевой деятельности (говорение, аудирование, чтение, письмо).

Критерии оценивания экзамена, зачета по дисциплине.

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 (табл. 2).

Итоговая экзаменационная оценка выводится в виде среднего арифметического оценок по всем частям экзамена.

Таблица 2 – Система оценок и критерии выставления оценки

Система оценок	2	3	4	5
	0-49%	50-69%	70-84 %	85-100 %
Критерий	«неудовлетворительно»	«удовлетворительно»	«хорошо»	«отлично»
	«не зачтено»	«зачтено»		
Способен применять современные коммуникативные технологии, в том числе на иностранном(ых) языке(ах), для академического и профессионального взаимодействия	выставляется за ответ, демонстрирующий незнание изучаемого материала, неумение высказать свою мысль на иностранном языке, понимание высказывания затруднено из-за многочисленных лексико-грамматических и фонетических ошибок, крайне ограниченный словарный запас не позволяет ответить на вопросы по пройденному материалу.	выставляется за ответ, демонстрирующий знание основного материала по программе, но ответ неудовлетворителен по объему, содержит ошибки в использовании лексики, большое количество грамматических и фонетических ошибок элементарного уровня, некоторые из них могут	выставляется за ответ, содержащий незначительные погрешности, демонстрирующий знание материала по программе, умение делать относительно точный перевод, вести беседу и представить сообщение на английском языке на материале изучаемых тем в ситуациях бытового и профессионального общения, используемый словарный запас, фонетическое	выставляется за полный ответ, демонстрирующий знание материала по программе, умение делать перевод, вести беседу и представить устное сообщение на английском языке в пределах изученной тематики в ситуациях бытового и профессионального общения, используемый словарный запас, грамматические структуры, фонетическое

Система оценок Критерий	2	3	4	5
	0-49%	50-69%	70-84 %	85-100 %
	«неудовлетворительно»	«удовлетворительно»	«хорошо»	«отлично»
	«не зачтено»	«зачтено»		
		затруднять понимание высказывания,. Отвечает сбивчиво, нуждается в наводящих вопросах и помощи преподавателя.	грамматические структуры, фонетическое оформление соответствуют поставленной коммуникативной задаче, однако, допускает незначительные лексико-грамматические ошибки, не затрудняющие коммуникацию.	оформление полностью соответствуют коммуникативной задаче, чётко отвечает на вопросы, лексико-грамматические ошибки практически отсутствуют.

5 СВЕДЕНИЯ О ФОНДЕ ОЦЕНОЧНЫХ СРЕДСТВ И ЕГО СОГЛАСОВАНИИ

Фонд оценочных средств для аттестации по дисциплине «Иностранный язык делового общения» представляет собой компонент основной профессиональной образовательной программы бакалавриата по направлению подготовки 26.03.01 «Управление водным транспортом и гидрографическое обеспечение судоходства» (профиль программы «Управление транспортными системами и логистическим сервисом на водном транспорте»).

Фонд оценочных средств рассмотрен и одобрен на заседании секции морского английского языка (протокол № 7 от 18.03.2022).

Зав. секцией _____  _____ Э.С. Сопова

Фонд оценочных средств рассмотрен и одобрен на заседании кафедры организации перевозок (протокол № 181 от 29.03.2022).

Зав. кафедрой _____  _____ Л.Е. Мейлер

ТИПОВЫЕ ТЕСТОВЫЕ ЗАДАНИЯ ПО ДИСЦИПЛИНЕ «ИНОСТРАННЫЙ ЯЗЫК ДЕЛОВОГО ОБЩЕНИЯ»

Вариант 1

Text 1

The correct answer is (fill in the gaps):

important, transportation, easily, characteristics, popular, unloading, safe, cargoes, loaded, require, goods, containers, refers, equipment

When we talk about _____(1), we refer to the goods that are transported from one place to another by ships, trucks, or planes. There are different types of cargoes, each with its own _____(2) and requirements for transportation.

One type of cargo is dry bulk. This _____(3) to goods that are not packaged, such as coal, grain, and iron ore. These cargoes are usually _____(4) onto ships using conveyor belts and require special equipment for _____(5).

Another type of cargo is liquid bulk. This includes _____(6) like oil, gas, and chemicals. These cargoes are transported in tanks and _____(7) careful handling due to their hazardous nature.

Containerized cargo is another type of cargo that has become increasingly _____(8) in recent years. This refers to goods that are packaged in standard-sized _____(9), which can be _____(10) transported by ship, truck, or train. Examples of containerized cargo include electronics, clothing, and furniture.

Finally, there is project cargo, which refers to large and complex items that require special handling and _____(11). This can include things like wind turbines, bridges, and heavy machinery. Project cargo often requires specialized _____(12) and planning to ensure safe and efficient transport.

In conclusion, understanding the different types of cargoes is _____(13) for anyone involved in the transportation industry. Each type has its own unique characteristics and requirements, and proper handling and transportation are essential for ensuring the _____(14) and timely delivery of _____(15).

Text 2

Port operations refer to the various activities that take place in a port, including loading and unloading of cargo, storage of goods, and vessel maintenance. Ports are essential for international trade as they serve as gateways for the movement of goods between countries.

The process of port operations involves several stages. The first stage is the arrival of the vessel at the port. Once the vessel arrives, it is guided to a designated berth where it will be unloaded or loaded with cargo. The next stage involves the preparation of the cargo for loading or unloading. This includes checking the cargo documents, inspecting the cargo for any damage, and ensuring that the cargo is properly secured.

The actual loading or unloading of cargo is done using cranes or other lifting equipment. The cargo is then transported to the storage area within the port. The storage area can be either an open yard or a warehouse, depending on the nature of the cargo. In some cases, the cargo may need to undergo further processing or assembly before it is transported to its final destination.

Apart from cargo handling, port operations also involve vessel maintenance. This includes refueling, repairs, and cleaning of vessels. Vessels require regular maintenance to ensure that they remain seaworthy and can continue to operate efficiently.

Overall, port operations are crucial for the smooth functioning of international trade. Efficient port operations help to reduce the time and cost involved in transporting goods between countries. As such, port operators must continually strive to improve their operations to meet the demands of the global economy.

Questions to the text:

16. Port operations are:

- a) The various activities that take place in a port, including loading and unloading of cargo, storage of goods, and vessel maintenance.
- b) The process of transporting goods between countries.
- c) The preparation of cargo for loading or unloading.
- d) The storage area within the port.

17. Ports are essential for international trade because:

- a) They serve as gateways for the movement of goods between countries.
- b) They provide storage for goods.
- c) They transport goods to their final destination.
- d) They handle vessel maintenance.

18. The first stage of port operations is:

- a) The preparation of the cargo for loading or unloading.
- b) The arrival of the vessel at the port.
- c) The actual loading or unloading of cargo.
- d) The transportation of the cargo to the storage area.

19. It is done during the preparation of the cargo for loading or unloading:

- a) Checking the cargo documents, inspecting the cargo for any damage, and ensuring that the cargo is properly secured.
- b) Loading or unloading of cargo using cranes or other lifting equipment.
- c) Transporting the cargo to the storage area within the port.
- d) Refueling, repairs, and cleaning of vessels.

20. The actual loading or unloading of cargo is done:

- a) Using cranes or other lifting equipment.
- b) Checking the cargo documents, inspecting the cargo for any damage, and ensuring that the cargo is properly secured.
- c) Transporting the cargo to the storage area within the port.
- d) Refueling, repairs, and cleaning of vessels.

21. The cargo is transported there after it is loaded or unloaded:

- a) To the storage area within the port.

- b) To the vessel.
- c) To the warehouse.
- d) To its final destination.

22. Vessel maintenance involves:

- a) Refueling, repairs, and cleaning of vessels.
- b) Loading or unloading of cargo using cranes or other lifting equipment.
- c) Transporting the cargo to the storage area within the port.
- d) Checking the cargo documents, inspecting the cargo for any damage, and ensuring that the cargo is properly secured.

23. The reason why vessels require regular maintenance:

- a) To ensure that they remain seaworthy and can continue to operate efficiently.
- b) To reduce the time and cost involved in transporting goods between countries.
- c) To provide storage for goods.
- d) To handle vessel maintenance.

24. The importance of efficient port operations is:

- a) They help to reduce the time and cost involved in transporting goods between countries.
- b) They provide storage for goods.
- c) They transport goods to their final destination.
- d) They handle vessel maintenance.

25. To meet the demands of the global economy port operators must:

- a) Continually strive to improve their operations.
- b) Provide storage for goods.
- c) Transport goods to their final destination.
- d) Handle vessel maintenance.

Text 3- True/False statements:

Tankers are large ships that transport liquids such as oil, chemicals, and liquefied natural gas across the world's oceans. They come in various sizes, from small coastal tankers to massive supertankers that can carry over 2 million barrels of oil.

Tankers are built with special features to ensure the safe transportation of their cargo. They have double hulls to prevent leaks and spills, and they are equipped with advanced navigation systems to help them navigate through the often-treacherous waters they sail in.

Despite these safety measures, accidents can still happen. In recent years, there have been several high-profile tanker accidents that have resulted in significant environmental damage. For example, the Exxon Valdez spill in 1989 spilled over 11 million gallons of oil into Alaska's Prince William Sound, causing long-term ecological damage.

To prevent future accidents, governments and international organizations have implemented strict regulations for tanker operators. These regulations cover everything from ship design and maintenance to crew training and emergency response procedures.

Despite the risks associated with tanker transportation, it remains a critical component of the global economy. Without tankers, it would be impossible to transport the vast quantities of oil and other liquids needed to power our modern world.

In conclusion, tankers are essential for transporting liquids across the world's oceans, but they also pose significant environmental risks. It is crucial that we continue to implement safety regulations and best practices to minimize these risks and ensure the safe transportation of these vital resources.

True/False statements to the text:

26. Tankers transport solids across the world's oceans.

True/False

27. Tankers come in various sizes, from small coastal tankers to massive supertankers.

True/False

28. Tankers are not built with special features to ensure the safe transportation of their cargo.

True/False

29. Tankers are equipped with advanced navigation systems to help them navigate through the often-treacherous waters they sail in.

True/False

30. There have been no high-profile tanker accidents in recent years.

True/False

31. The Exxon Valdez spill in 1989 spilled over 11 million gallons of oil into Alaska's Prince William Sound.

True/False

32. Governments and international organizations have not implemented strict regulations for tanker operators.

True/False

33. These regulations cover everything from ship design and maintenance to crew training and emergency response procedures.

True/False

34. Tanker transportation is not a critical component of the global economy.

True/False

35. Without tankers, it would be impossible to transport the vast quantities of oil and other liquids needed to power our modern world.

True/False

Вариант 2

The correct answer is (fill in the gaps):

Text 1

carry, containers, important, increase, industry, lift, years, goods, they, efficient, ships, countries, sizes, world, difficult

Container vessels, also known as container _____(1), are large ships that are designed to carry shipping _____(2) from one port to another. These ships can carry thousands of containers at a time and are used to transport _____(3) all around the world.

Container vessels have revolutionized the shipping industry by making it more ____ (4) and cost-effective. Before the introduction of container ships, cargo was loaded and unloaded manually, which was slow and labor-intensive. Container ships, on the other hand, have standardized container ____ (5) and are equipped with cranes that can ____ (6) and move containers quickly and easily.

The size of container vessels has increased significantly over the ____ (7). The largest container ship in the world is currently the HMM Algeciras, which can carry up to 24,000 twenty-foot equivalent units (TEUs). This is a significant ____ (8) from the first container ship, which was launched in 1956 and could only ____ (9) 58 containers.

Container vessels are an ____ (10) part of global trade and play a vital role in transporting goods from one country to another. They are used to transport a wide range of products, including electronics, clothing, food, and even cars. Without container vessels, it would be much more ____ (11) and expensive to transport goods around the world.

In conclusion, container vessels have had a significant impact on the shipping ____ (12) and global trade. ____ (13) have made shipping more efficient and cost-effective, and have allowed for the transportation of large quantities of goods across the ____ (14). As global trade continues to grow, container vessels will continue to play a crucial role in the movement of goods between ____ (15).

Text 2

Port facilities are essential for the smooth operation of international trade. They are responsible for handling and storing cargo, as well as providing services such as customs clearance and transportation. Port facilities can vary in size and complexity, from small harbors to large container terminals that handle millions of tons of cargo each year.

One important aspect of port facilities is their location. Ports are typically located near major population centers or along major shipping routes. This allows for easy access to markets and transportation networks, which are critical for the efficient movement of goods. In addition, ports must be able to accommodate a variety of vessel types, including bulk carriers, container ships, and tankers.

Another important consideration for port facilities is their infrastructure. This includes docks, cranes, warehouses, and other equipment necessary for loading and unloading cargo. Modern ports also require advanced technology, such as automated systems for tracking and managing cargo. These technologies help to increase efficiency and reduce costs for both shippers and port operators.

Finally, port facilities must be able to provide a safe and secure environment for workers and cargo. This includes measures such as security cameras, fencing, and access control systems. Ports also play an important role in environmental protection, with many implementing measures to reduce emissions and prevent pollution.

In conclusion, port facilities are a critical component of international trade. They must be located strategically, equipped with modern infrastructure and technology, and provide a safe and secure environment for workers and cargo. By meeting these requirements, port facilities can support the growth of global trade and contribute to economic development around the world.

Questions to the text:

16. Port facilities are responsible for:

- A) Providing services such as customs clearance and transportation
- B) Storing cargo
- C) Handling cargo
- D) All of the above

17. The importance of the location of ports is:

- A) It allows for easy access to markets and transportation networks
- B) It helps to increase efficiency and reduce costs
- C) It provides a safe and secure environment for workers and cargo
- D) None of the above

18. These types of vessels must ports be able to accommodate:

- A) Bulk carriers
- B) Container ships
- C) Tankers
- D) All of the above

19. It is included in the infrastructure of port facilities:

- A) Docks
- B) Cranes
- C) Warehouses
- D) All of the above

20. The role of advanced technology in modern ports is:

- A) To reduce emissions and prevent pollution
- B) To increase efficiency and reduce costs
- C) To provide a safe and secure environment for workers and cargo
- D) None of the above

21. These measures are taken to provide a safe and secure environment for workers and cargo in port facilities:

- A) Security cameras
- B) Fencing
- C) Access control systems
- D) All of the above

22. The role of ports in environmental protection is:

- A) To reduce emissions and prevent pollution
- B) To provide a safe and secure environment for workers and cargo
- C) To accommodate a variety of vessel types
- D) None of the above

23. The conclusion about the importance of port facilities is:

- A) They are not critical to international trade
- B) They must be located strategically, equipped with modern infrastructure and technology, and provide a safe and secure environment for workers and cargo
- C) They only handle small amounts of cargo
- D) None of the above

24. The importance of modern technology in port facilities is:

- A) It helps to increase efficiency and reduce costs

- B) It provides a safe and secure environment for workers and cargo
- C) It reduces emissions and prevents pollution
- D) None of the above

25. The main purpose of port facilities is:

- A) To support the growth of global trade and contribute to economic development around the world
- B) To provide a safe and secure environment for workers and cargo
- C) To handle and store cargo
- D) None of the above

Text 3 - True/False statements:

Port operations refer to the various activities that take place in a port, including loading and unloading of cargo, storage of goods, and vessel maintenance. Ports are essential for international trade as they serve as gateways for the movement of goods between countries.

The process of port operations involves several stages. The first stage is the arrival of the vessel at the port. Once the vessel arrives, it is guided to a designated berth where it will be unloaded or loaded with cargo. The next stage involves the preparation of the cargo for loading or unloading. This includes checking the cargo documents, inspecting the cargo for any damage, and ensuring that the cargo is properly secured.

The actual loading or unloading of cargo is done using cranes or other lifting equipment. The cargo is then transported to the storage area within the port. The storage area can be either an open yard or a warehouse, depending on the nature of the cargo. In some cases, the cargo may need to undergo further processing or assembly before it is transported to its final destination.

Apart from cargo handling, port operations also involve vessel maintenance. This includes refueling, repairs, and cleaning of vessels. Vessels require regular maintenance to ensure that they remain seaworthy and can continue to operate efficiently.

Overall, port operations are crucial for the smooth functioning of international trade. Efficient port operations help to reduce the time and cost involved in transporting goods between countries. As such, port operators must continually strive to improve their operations to meet the demands of the global economy.

True/False statements to the text:

26. Port operations include only the loading and unloading of cargo.

True/False

27. Ports are not important for international trade.

True/False

28. The first stage of port operations is the preparation of cargo for loading or unloading.

True/False

29. Checking cargo documents is not necessary in port operations.

True/False

30. The storage area for cargo is always a warehouse.

True/False

31. Cargo may need to undergo further processing before it is transported to its final destination.

True/False

32. Vessel maintenance is not part of port operations.

True/False

33. Vessels do not require regular maintenance.

True/False

34. Efficient port operations help to reduce the time and cost involved in transporting goods.

True/False

35. Port operators do not need to improve their operations to meet the demands of the global economy.

True/False

Вариант 3

The correct answer is (fill in the gaps):

Text 1

reefs, climate, protection, year, change, can, impact, damage, ecosystem, together, footprint, plastics, health, life

Marine environmental _____(1) is a crucial issue that affects us all. Our oceans are home to countless species of marine _____(2), and they play a vital role in regulating the Earth's _____(3). Unfortunately, human activity has had a devastating impact on our oceans, with pollution, overfishing, and climate _____(4) all contributing to their decline.

One of the biggest threats to our oceans is pollution. Every _____(5), millions of tons of plastic waste end up in the ocean, causing harm to marine life and damaging ecosystems. This pollution can also have serious consequences for human _____(6), as it can contaminate the food we eat and the water we drink.

Another major issue facing our oceans is overfishing. Many fish populations are being depleted at an alarming rate, which not only threatens the survival of those species but also has wider implications for the entire marine _____(7). Overfishing _____(8) lead to imbalances in the food chain and disrupt the natural balance of the ocean.

Climate change is also having a significant _____(9) on our oceans. Rising sea temperatures and acidification are causing coral _____(10) to die off, which has serious consequences for the marine life that depends on them. _____(11) change also contributes to extreme weather events like hurricanes and typhoons, which can cause further _____(12) to coastal communities and marine habitats.

To address these issues, we need to take action to protect our oceans. This can involve everything from reducing our use of single-use _____(13) to supporting sustainable fishing practices. We can also work to reduce our carbon _____(14) and advocate for policies that support renewable energy sources. By working _____(15), we can help ensure that our oceans remain healthy and vibrant for generations to come.

Text 2

Tankers are large ships that transport liquids such as oil, chemicals, and liquefied natural gas across the world's oceans. They come in various sizes, from small coastal tankers to massive supertankers that can carry over 2 million barrels of oil.

Tankers are built with special features to ensure the safe transportation of their cargo. They have double hulls to prevent leaks and spills, and they are equipped with advanced navigation systems to help them navigate through the often-treacherous waters they sail in.

Despite these safety measures, accidents can still happen. In recent years, there have been several high-profile tanker accidents that have resulted in significant environmental damage. For example, the Exxon Valdez spill in 1989 spilled over 11 million gallons of oil into Alaska's Prince William Sound, causing long-term ecological damage.

To prevent future accidents, governments and international organizations have implemented strict regulations for tanker operators. These regulations cover everything from ship design and maintenance to crew training and emergency response procedures.

Despite the risks associated with tanker transportation, it remains a critical component of the global economy. Without tankers, it would be impossible to transport the vast quantities of oil and other liquids needed to power our modern world.

In conclusion, tankers are essential for transporting liquids across the world's oceans, but they also pose significant environmental risks. It is crucial that we continue to implement safety regulations and best practices to minimize these risks and ensure the safe transportation of these vital resources.

Questions to the text:

16. Tankers transport across the world's oceans:

- a) Solid materials
- b) Liquids
- c) People
- d) Animals

17. The maximum amount of oil that a supertanker can carry is:

- a) 1 million barrels
- b) 2 million barrels
- c) 3 million barrels
- d) 4 million barrels

18. These special features tankers have to ensure the safe transportation of their cargo:

- a) Double hulls and advanced navigation systems
- b) Triple hulls and basic navigation systems
- c) Single hulls and advanced navigation systems
- d) Single hulls and basic navigation systems

19. Governments and international organizations have implemented strict regulations for tanker operators to:

- a) To increase profits for tanker operators
- b) To reduce the number of tankers on the ocean
- c) To prevent accidents and environmental damage

d) To make it easier for tanker operators to transport liquids

20. The name of the tanker that spilled over 11 million gallons of oil into Alaska's Prince William Sound in 1989 was:

- a) Exxon Valdez
- b) BP Deepwater Horizon
- c) Shell Oil Spill
- d) Chevron Texaco

21. The purpose of the regulations that cover everything from ship design and maintenance to crew training and emergency response procedures is:

- a) To make it harder for tanker operators to operate
- b) To ensure the safe transportation of liquids
- c) To increase the profits of tanker operators
- d) To reduce the number of tankers on the ocean

22. Despite the risks associated with tanker transportation, the importance of tankers is:

- a) They are not important
- b) They are important for transporting solid materials
- c) They are important for transporting people
- d) They are important for transporting liquids needed to power our modern world

23. The conclusion of the text says:

- a) Tankers are not important
- b) Tankers are important but pose significant environmental risks
- c) Tankers are important and do not pose any environmental risks
- d) Tankers should be banned from transporting liquids across the world's oceans

24. The main reason for building tankers with double hulls is:

- a) To make the tanker look bigger
- b) To prevent leaks and spills
- c) To make it easier to navigate through treacherous waters
- d) To increase the speed of the tanker

25. The purpose of implementing safety regulations and best practices for tanker transportation is:

- a) To increase profits for tanker operators
- b) To reduce the number of tankers on the ocean
- c) To prevent accidents and environmental damage
- d) To make it easier for tanker operators to transport liquids

Text 3- True/False statements:

Port facilities are essential for the smooth operation of international trade. They are responsible for handling and storing cargo, as well as providing services such as customs clearance and transportation. Port facilities can vary in size and complexity, from small harbors to large container terminals that handle millions of tons of cargo each year.

One important aspect of port facilities is their location. Ports are typically located near major population centers or along major shipping routes. This allows for easy access to markets and transportation networks, which are critical for the efficient movement of goods. In addition, ports

must be able to accommodate a variety of vessel types, including bulk carriers, container ships, and tankers.

Another important consideration for port facilities is their infrastructure. This includes docks, cranes, warehouses, and other equipment necessary for loading and unloading cargo. Modern ports also require advanced technology, such as automated systems for tracking and managing cargo. These technologies help to increase efficiency and reduce costs for both shippers and port operators.

Finally, port facilities must be able to provide a safe and secure environment for workers and cargo. This includes measures such as security cameras, fencing, and access control systems. Ports also play an important role in environmental protection, with many implementing measures to reduce emissions and prevent pollution.

In conclusion, port facilities are a critical component of international trade. They must be located strategically, equipped with modern infrastructure and technology, and provide a safe and secure environment for workers and cargo. By meeting these requirements, port facilities can support the growth of global trade and contribute to economic development around the world.

True/False statements to the text:

26. Port facilities are not important for international trade.

True/False

27. Port facilities are responsible for handling and storing cargo.

True/False

28. Port facilities are only located near major population centers.

True/False

29. Ports must be able to accommodate only one type of vessel.

True/False

30. Modern ports do not require advanced technology.

True/False

31. Port facilities do not need to provide a safe and secure environment for workers and cargo.

True/False

32. Ports do not play an important role in environmental protection.

True/False

33. Port facilities are not critical for economic development.

True/False

34. Port facilities must be equipped with modern infrastructure and technology.

True/False

35. Port facilities can support the growth of global trade.

True/False

ПЕРЕЧЕНЬ ТЕМ И ЗАДАНИЙ ПРАКТИЧЕСКИХ ЗАНЯТИЙ

1. Типовые особенности технических текстов.
2. Видовременные формы глагола.
3. Особенности контекстного перевода профессионально-направленной лексики.
4. Синтаксические обороты на основе неличных форм глагола (The Complex Object / The Complex Subject/Absolute Participial).
5. Страдательный залог в контексте технического перевода.
6. Устная речь: монологические и диалогические высказывание по темам:
 - Организация работы портов в РФ
 - Порт Санкт-Петербург
 - Порты Великобритании: Лондон, Лит.
 - Общее описание морского торгового судна
 - Типы судов. Универсальные суда
 - Контейнерные суда. Суда типа Ро-Ро
 - Баржевозы и балкеры
 - Танкеры и экозащита моря
 - Генеральные грузы.
 - Контейнерные грузы
 - Насыпные грузы.
 - Наливные грузы
 - Опасные грузы.
 - Газовые грузы.
 - Проект самого большого судна в мире «The Freedom Ship».
7. Новостные публикации социально-экономической и профессиональной направленности. Специфика перевода журнальных и газетных публикаций по специальности.

ТИПОВЫЕ ЗАДАНИЯ НА ПРАКТИЧЕСКИЕ ЗАНЯТИЯ

1. *Read and translate the text.*

KALININGRAD STATE MARINE PORT

Historically the Kaliningrad State Marine Port serviced the Russian fishing fleets of the Baltic, North Sea and North Atlantic. The fleet consisted of a variety of fishing vessels which included factory-ships, fishing trawlers and whaling ships. It also serviced a large transport fleet which catered for Russia's imports and exports.

In recent times many things have changed which in turn have changed the function of the port of Kaliningrad. Fishing stocks have fallen due to overfishing in the North Atlantic and North Sea. This has caused the fishing industry to decline which in turn caused a decline in the fishing services at Kaliningrad port. This situation was complicated by the recession caused by the collapse of the former USSR which has continued in the current Russian

Federation.

The managers of the Kaliningrad State Marine Port were compelled to draw up plans for the revitalisation of the port. They succeeded in maintaining large volumes of port activity which kept Jobs in place» Kaliningrad Port is in a unique location in the centre of Europe and is Russia's most important ice-free port in the Baltic.

The original port of Kaliningrad was the old port of Königsberg which had only one quay of 90 metres. Now it is a major international port. Until 1952 port operations were carried out only during the fishing season. The total average tonnage was nearly 41,000 tonnes. Up to that time mechanisation at the port was basic and transshipments were off-loaded to trucks for road transport to various inland destinations.

Owing to the huge fishing operations in the high seas of the Atlantic Ocean and the increase of the tonnage of ships using the port, the port authorities had to construct deep water wharves and quays. The increased port activities demanded many new facilities like cold storage, warehouses, workshops, a railway depot, a power station, a radio-centre and administrative offices. In 1970 the port area was extended to 120 hectares to accommodate the modern facilities at port.

The new look port has become a very busy place, carrying out a huge variety of port activities like loading and unloading operations, the transport and storage of fuel oils, the provision of clean water, the management and transportation of ammonia, the provision of navigational and fish-finding aids, a diving survey service of ship's hulls, the checking and correction of navigational charts and the provision and maintenance of security and rescue services at sea.

2. Ask 5 questions to the text.

3. Translate into English:

1 Ты будешь на вахте в субботу? - Надеюсь, не буду

2.В этой стране нет ни пустынь, ни полупустынь.

3.Завтра утром он уезжает в Лондон.

4.Это судно перевозило много груза в прошлом году

5.Сегодня погода намного хуже, чем вчера.

6.Они прожили в нашем городе уже 2 года.

4. Use the Present Simple or the Present Continuous:

1. My best friend and her husband (come) to my house for dinner tonight. I (serve) their favourite dish because it (be) their anniversary

2. Every Saturday I (go) to the shopping center to buy new clothes. This Saturday I (take) my sister with me. She (need) to look for new clothes for work. I (want) to buy new shoes for a dress I (have).

3. Look in front of you. Who (sit) at that table?

4. (you, live) in an apartment? (you, prefer) to live in a house?

5. My husband (watch) basketball on television right now Sometimes I (become) so angry because he (sit) in front of the TV every week-end and (watch) all of sports programmes.

6. The children (play) soccer in the backyard right now Their mother (worry) when they play soccer because she (think) it (be) a dangerous game.

7. The television (be) on. The Detroit Lions (play) with the Dallas Cowboys. Right now the score (be) 7-0. The Detroit Lions (win).

8. Right now I (look) out the front window I (see) all the trees of the front yard. The wind (blow) and the leaves (move). I can also see many squirrels. They (play). Squirrels (jump) from tree to tree when they (play).

9. This (be) the last sentence of this exercise. I (hope) that I answered them correctly. The next verb tense (be) the Simple Past Tense. I (look) forward to learning something new.

10. I (need) to call my parents today and tell them about my new apartment. They can't call me because they (know, not) my new telephone number.

ПЕРЕЧЕНЬ ТЕМ ДЛЯ ПОДГОТОВКИ ДОКЛАДОВ (очная форма)

1. Types of ships.
2. Ports of the world.
3. Types of cargoes.
4. Port facilities.
5. Environmental protection.
6. Transporting different types of cargoes.
7. Cargo operations.

КОНТРОЛЬНЫЕ ВОПРОСЫ
для проведения промежуточной аттестации (зачет)

1. Неличные формы глагола (Participle, Infinitive, Gerund).
2. Синтаксические обороты (the Complex Object, the Complex Subject).
Особенности перевода.
3. Устная речь. Монологическое высказывание по одной из изученных тем:
 - Организация работы портов в РФ
 - Порт Санкт-Петербург
 - Порты Великобритании: Лондон, Лит.
 - Общее описание морского торгового судна
 - Типы судов. Универсальные суда
 - Контейнерные суда. Суда типа Ро-Ро
 - Баржевозы и балкеры
 - Танкеры и экозащита моря

ЭКЗАМЕНАЦИОННЫЕ ВОПРОСЫ

для проведения промежуточной аттестации (экзамен)

1. Пересказ текста на общеморскую тематику объемом 1000-1200 печатных знаков, снабженного комментарием к незнакомым словам (при ограниченном использовании словаря). Тематика текстов «Типы грузов».
2. Монологическое высказывание по одной из изученных тем:
 - Генеральные грузы.
 - Контейнерные грузы
 - Насыпные грузы.
 - Наливные грузы
 - Опасные грузы.
 - Газовые грузы.
 - Проект самого большого судна в мире «The Freedom Ship».
3. Составление диалогов в парах по ситуации, относящейся к типам грузов.

Пример экзаменационного билета

БАЛТИЙСКАЯ ГОСУДАРСТВЕННАЯ АКАДЕМИЯ РЫБОПРОМЫСЛОВОГО ФЛОТА

Экзаменационный билет № 1

Дисциплина:	Иностранный язык делового общения	Специальность: 26.03.01	УВТ
Семестр:	4 семестр		
Кафедра:	СЕКЦИЯ АНГЛИЙСКОГО ЯЗЫКА		

1.	Render the text in English (Text №1 «Dangerous cargoes»).
2.	Speak on the topic: « General Cargoes»
3.	Pair work. «Transporting Gas Cargoes».

Пример экзаменационного задания

1. Render the text in English

DANGEROUS CARGOES

Dangerous cargoes are classed as cargoes which owing to their inflammable or explosive nature are liable to spontaneous combustion, either in themselves or when stowed with other cargoes.

Cargoes which give off explosive gases, poisonous fumes or tainting odours are also classed as dangerous goods, the gases of which, when mixed with air, are liable to explosion. The following liquid cargoes may be classed as dangerous ones: fuel oil, petrol, kerosene, lubricants, acids. Such oil products as petrol, kerosene and fuel oil are transported in oil tankers, cisterns, iron casks, containers and cans. Lubricating oils are transported in wooden barrels, in drums made of plywood, in cans and boxes. Bitumens are usually made in blocks and as a rule in wooden or iron packages.

Cargoes which may readily ignite on contact with air should be packed in hermetically sealed receptacles, some of which may be required to be filled with suitable liquid or an inert gas. Before stowing packages containing these cargoes an inspection should be made for signs of leakage or previous leakage. While stowing, such cargoes should be kept away from inflammable solids, from cargoes which are dangerous when wet or corrosive. Such cargoes should be effectively segregated to avoid interaction with spontaneously combustible cargoes in the event of an accident but may be carried in the same hold or compartment or on deck if a minimum horizontal

separation of 3 metres projected vertically is provided.

Пояснения к тексту:

- 1.owing to - благодаря чему-л.
- 2.poisonous fume - ядовитое испарение
- 3.fuel oil - жидкое топливо, мазут
- 4.readily ignite - легко воспламеняются
- 5.to be effectively segregated - быть полностью изолированным
- 6.in the event of an accident - при несчастном случае

2.Speak on the topic “General Cargoes”.

3.Pair work. “Transporting Gas Cargoes”.

ПРИМЕРЫ КОНТРОЛЬНЫХ РАБОТ

КОНТРОЛЬНАЯ РАБОТА № 1 (2 семестр)

Задание 1. Переведите текст на русский язык:

BULKERS MAY BENEFIT FROM DOUBLE HULLS

Will bulk carriers follow tankers and develop double hulled designs? The obvious benefit is that it would allow ships to be built with smooth holds, which would have fewer places for cargo to lodge² and reduce the amount of rough handling that bulk carriers suffer at the hands of unloading machinery. And frames on the ship's outer hull would be protected from any remaining collisions between machinery and ship structure. Double hulls would also allow the shear stresses – which can be large with alternate hold loading – to be split between the two skins, commented David Robinson, vice president of technology and business development for ABS.

A double hull would have other benefits for some cargoes, such as coal, which might be corrosive. A double skin would keep the corrosion away from the hull's strength members, Robinson pointed out, and make them easier to clean. Yet the economics of coal transport are getting increasingly marginal, he agreed, and these operational benefits may not outweigh any extra construction costs.

With “a good naval architect,” Robinson believes, double hulled bulk carriers need not be significantly heavier or more expensive than single hulled vessels. Designing such a vessel might require a redistribution of material, but the ship's strength would be the same as that of a single hulled ship.

At Intercargo, Nigel Scully, the association's representative at the IMO, was doubtful that double-hulled bulkers would become common. Against their benefits, he set the difficulty of inspecting what would inevitably be narrow spaces in the ship's sides, “so damage would not be obvious.” But Robinson did not agree that this would be a problem. Under ESP requirements, he said, every area of the ballast spaces must be accessible “to within a hand's reach.”

Whether double hulled bulk carriers become common is likely to depend on commercial, rather than technical, considerations. ABS has commissioned a report to look at the operational benefits and the effect on steel weight of these designs, and this is expected to be delivered “in about a month,” Robinson said in early August.

Notes:

to lodge the cargo – наваливать груз

to suffer at the hands – страдать под воздействием

shear stress – касательное напряжение

alternate loading – знакопеременная нагрузка

strength member – прочная связь (корпуса корабля)

Задание 2. Ответьте на вопросы по тексту:

1. What type of ships has already developed the double hulled design?
2. What benefit would such design allow ships?
3. What drawback do bulk carriers suffer at the hands of unloading machinery?
4. What collisions still remain between machinery and ship structure?
5. What cargoes would a double hull have other benefits for?
6. What would keep the corrosion away and lead to easier cleaning?
7. What argument did N. Scully set forward against double-hulled bulkers?
8. What is the future of the double hulled bulk carriers likely to depend on?

Задание 3. Переведите следующие предложения, содержащие формы Present и Past Participles:

1. He worked hard all day long and was extremely tired.
2. This is a tiring work.
3. When reading an English text, don't use the dictionary.
4. The canal connecting these two rivers was built not long ago.
5. The captain found the cargo damaged.
6. The "Rossiya" was the third Soviet icebreaker containing a nuclear power installation of 75,000 hp.
7. The icebreaker steered the course using all its on-board navigation instruments.
8. The ships used in the shipping season were of greater speed, power and maneuverability in ice.
9. I could see the new liner entering our port.
10. I like books dealing with serious problems.
11. The research involving a lot of people and equipment is very popular nowadays.

Задание 4. Переведите следующие предложения на английский язык:

1. Читая статью, я пользовался словарем.
2. Делая доклад, он иллюстрировал его диаграммами.
3. Отремонтировав двигатель, мы вышли в море.
4. Я не могу достать статью, написанную нашим профессором.
5. Окончив работу, мы сошли на берег.
6. Статья, напечатанная в этой газете два дня назад, очень интересная.
7. Новое судно, построенное на Мальте, будет скоро спущено на воду.
8. Имея словарь, вы сможете перевести эту статью.

КОНТРОЛЬНАЯ РАБОТА № 2 (3 семестр)

Задание 1. Переведите текст на русский язык:

BULKIER PANAMAX SHIPS

Just how big can a panamax bulk carrier be? In the past, the rule of thumb was straightforward: anything with a length bp of around 225 m and a beam of 32.3 m was obviously

panamax, and its deadweight would be up to about 65,000 dwt. Anything bigger than that simply will not fit in the locks.

The only variable is draught, and designers are coming to realize that there is room for considerable flexibility here. Of course, any ship presenting itself at the canal with more than 12.04 m draught will have a long and expensive wait, but, for much of their time, panamax bulk carriers are not operating on routes through the canal and this draught restriction has no relevance.

So, a new breed of bulk carriers has evolved in recent years that claim maximum deadweights of more than 70,000 dwt, even up to 75,000 dwt. According to “Fairplay’s” statistics, in mid-July there were 125 bulk carriers on order or pending that had panamax length and beam but design draughts that exceed the canal limits.

It is a concept that has been associated mainly with Asia Pacific yards, but they are not alone in pioneering the concept. Indeed, the largest panamax bulkers on order at present are a pair ordered at the beginning of July at Fincantieri that have a deadweight of 75,400 dwt on a draught of 14.3 m. And this is not a new design: nine similar ships have already been built and delivered by the Italian builder.

Japanese yards in particular feature in the list⁴ of builders with these deep draught ships, others are developing designs to compete with them and negotiations are under way for more such orders. “Solutions” contacted some of the yards said to be developing this theme, and without exception they said that the impetus had come from shipowners. But they were divided over how big the demand would be. “We do not expect a large demand for this type of ship in the near future,” commented Tsuneishi, while Sanoyas believes that “this type of bulk carrier will be a standard type.”

Notes:

the rule of thumb – эмпирическое определение /приближенный метод

on order or pending – заказанные или поданные на заказ

to pioneer the concept – разрабатывать проект

to feature in the list – фигурировать в списке

Задание 2. Ответьте на вопросы по тексту:

1. What ship’s measures and deadweight used to correspond to the panamax class in the past?
2. What is still variable in the panamax class ships design?
3. What brings a room for considerable flexibility that was found out by designers?
4. Would the canal draught restriction have any relevance for panamax bulkcarriers operation?
5. How many modern bulk carriers appeared to be of panamax length and beam but exceeding design draughts?
6. What ship building yards pioneered the concept of larger panamax development?
7. Where had the impetus for building deep draught ships come from according to “Solutions”?
8. Were the companies unanimous about the new type of canal demand?

Задание 3. Переведите следующие предложения, содержащие формы the Present and Perfect Participles:

1. Entering the port, the ship ordered a pilot. Having entered the port, we dropped anchor in the outer roadstead.

2. Leading freighter ship caravans through the ice, the atomic icebreakers make navigation possible all year round. Having led freighter ship caravans, the icebreaker returned to Murmansk.

3. Being conducted by an icebreaker, the ship soon reached clear water. Having been conducted by an icebreaker, the ship entered the port safely.

4. Sailing aboard a training vessel, we master seamanship and navigation. Having sailed on board the "Mir" for two months, the cadets got their leave of absence.

5. Waiting for further instructions, we could not begin the loading. Having received the radiogram from the Shipping Office, we began the loading at once.

Задание 4. Переведите на русский язык следующие предложения, содержащие абсолютный причастный оборот:

1. We were approaching the port, its lights being hardly seen in fog. 2. The dockers could leave the ship, all the cargo having been loaded. 3. The channel is 11 miles long, its width being a quarter of a mile. 4. The weather conditions being unfavourable, the ship could not leave the harbour. 5. All the necessary equipment having been received, we could start on your voyage. 6. The ship having been inspected, we could go ashore. 7. The current divides into 2 branches, the larger running northward. 8. Weather permitting, the ship will put to sea tomorrow. 9. The channel being narrow, we could not enter the port without a pilot. 10. The southern part of the harbour being protected by mountains, the climate is mild enough to maintain the navigation all the year round. 11. The climate of the Arctic became warmer in the first part of the twentieth century, the major change being in the higher latitudes. 12. Other factors being equal, the difference between two types of new cargo ships is in speed and cargo gear.

КОНТРОЛЬНАЯ РАБОТА № 3 (4 семестр)

Задание 1. Переведите текст на русский язык:

GRAIN CARGOES

Grain remains a prominent bulk commodity and of recent years has influenced the introduction of more sophisticated forms of loading, carriage and discharge than hitherto. Notably is this so in the availability of mechanical and mechanical/pneumatic equipment, as distinct from grabs, although these are still used.

In terms of 'ships' carriers of multi-purpose design, adaptable to ore, oil and similar commodities, also load grain shipments in bulk. These vessels are of upwards of 150000 D.W.T. but the lower deadweight tonnage of 30000-40000 are the more common. Ship sizes are largely dominated by the trade patterns and the ports used.

The handling of grain is usually of one of three systems. Each, however, is usually the prerogative of the port, rather than that of the ship, in that the type of equipment available reflects the requirements best suited to the volume and distribution needs of the trade which the port covers.

Grabs are versatile units and can cover high tonnages and capacities not affected by the type of the grain. The mechanical conveyor systems have high capacities but suffer some restriction in

accessibility to hold spaces, but with the introduction and fitting of closed screw functions, as they are termed, large discharge rates can be achieved by relatively easy access to any part of a hold or space. The closed screw function is capable of 'breaking up' 'solidified' grain configurations and thus serves better the heavier grain derivative products, which can be of a more sticky nature.

By comparison, the pneumatic suction systems are said to be preferable for free-flowing grains of low density and also have the advantage of being relatively dust free. These suction systems, capable of penetrating to otherwise inaccessible parts of the hold, can have normal capacities of 500-700 tons per hour, although figures of 10000-15000 tons per hour, though exceptional, are not out of place in some ports.

The Carriage of Grain

Grain in bulk is carried in accordance with either the Merchant Shipping (Grain) regulations 1980, for ships loading in the United Kingdom, or the I.M.O. Grain Rules for other vessels.

In practice any differences between the two are confined to the acceptance in the U.K. of documents of authorization carried by a ship indicating that loading complies with the 1974 Solas Convention, chapter YI, or with approved equivalent arrangements.

Задание 2. Ответьте на вопросы по тексту:

1. What more sophisticated forms of grain handling have been introduced of recent years?
2. What are ship sizes largely dominated by?
3. In what way is grain handling usually effected?
4. What are the restrictions of the mechanical conveyor systems?
5. How can these restrictions be improved?
6. When are the pneumatic suction systems said to be preferable?
7. What documents regulate grain carriage in bulk?

Задание 3. Переведите на русский язык следующие предложения, содержащие герундий, и определите его формы и функции:

1. The captain objected to loading the cargo on deck. The captain objected to the cargo being loaded on deck.
2. The scientists insisted on discussing this problem at the conference. The scientists insisted on this problem being discussed at the conference.
3. I remember asking you about the new film. I remember being asked about it several times.
4. He likes listening to music. He likes being listened to.
5. The foreman informed the deck officer of the dockers' having completed the loading. The foreman informed the deck officer of the loading having been completed.
6. I didn't know of his having sailed on board the new ice-breaker. I haven't heard of his having been taken to the Arctic expedition.
7. The ship left the port without having taken sufficient bunker. The ship arrived in the port without having been taken in tow.

Задание 4. Заполните пропуски предложениями "on, for, from, of, with, in", где необходимо:

1. Thank you ... coming. 2. They went ... sailing to the North. 3. My friend is fond ... reading sea stories. 4. Excuse me ... not answering your letter sooner. 5. The weather prevented us ... calling at this port. 6. The captain insisted ... the cargo being loaded without delay. 7. I am afraid ... being late. 8. Are you interested ... seamanship? 9. Do you insist ... my coming to the meeting? 10. Would you mind ... my opening the porthole?