

**МИНИСТЕРСТВО ОБРАЗОВАНИЯ И НАУКИ РЕСПУБЛИКИ КАЗАХСТАН
РГКП «КАСПИЙСКИЙ ГОСУДАРСТВЕННЫЙ УНИВЕРСИТЕТ ТЕХНОЛОГИЙ И
ИНЖИНИРИНГА ИМЕНИ Ш. ЕСЕНОВА»**

ИНСТИТУТ ПЕДАГОГИЧЕСКИХ ТЕХНОЛОГИЙ

КАФЕДРА «ИНОСТРАННЫЕ ЯЗЫКИ»

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**МЕТОДИЧЕСКАЯ РАЗРАБОТКА ПО АНГЛИЙСКОМУ ЯЗЫКУ «СБОРНИК
ТЕКСТОВ ДЛЯ СТУДЕНТОВ СПЕЦИАЛЬНОСТИ «МОРСКАЯ ТЕХНИКА И
ТЕХНОЛОГИЯ»**

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Настоящая методическая разработка предназначена для студентов морских учебных заведений, которые овладели основами английского языка. Последовательность в расположении материала обуславливается планом прохождения лексических тем и грамматических структур. Разработка состоит из 13 текстов.

Тексты содержат минимум специальной лексики по судоводительской и судомеханической специальностям. Вопросы к тексту носят творческий характер и относятся к разряду речевых, способствующих, прежде всего развитию навыков диалогической речи на основе деловой и бытовой лексики. Они также помогают выработке умений и навыков спонтанной речи.

Данная методическая разработка рекомендована к изданию по решению учебно-методического совета Каспийского государственного университета технологий и инжиниринга им. Ш. Есенова.

THE OSPANOVS

The Ospanovs live in Aktau. It is a sea port. Aktau is on the eastern coast of the Caspian sea. It is a beautiful and young town. Manas Ospanov is a captain. He sails on board a container ship. His ship calls at many ports of different countries, such as Iran, Azerbaijan and Russia. When Manas comes back home he tells his family about his voyages.

His wife's name is Maira. She is a teacher. Maira works at the university. She teaches foreign languages. Maira is always very busy. She has got a lot of work to do at the university and at home. She usually gets up very early and goes to bed late at night.

The Ospanovs have two children: a son and a daughter. Their daughter Kamshat is 15 years old. She is a pupil. Kamshat does well at school. She is fond of literature and music. She often plays the piano, when she has some free time.

Kamshat's brother Aman is a cadet. He is 18. Aman wants to be a navigator like his father. His favourite subject is navigation. He is a good sportsman. He likes football very much. Sometimes he plays basketball. He takes an active part in the social life of his college.

The Ospanovs are very friendly family. They usually have a good time when they are together.

Пояснение к тексту:

to call at a port- заходить в порт

different countries- разные страны

to come back home- возвращаться домой

voyage - морское путешествие; рейс

a foreign language- иностранный язык

to be busy- быть занятым

to get up early- вставать рано

to go to bed- ложиться спать

to do well- хорошо успевать в учебе

to be fond of smth- увлекаться чем-л

to take an active part in- принимать активное участие в

to have a good time- хорошо проводить время

Вопросы к тексту:

1. Where do the Ospanovs live?
2. Where is Aktau situated?
3. What kind of town is Aktau?
4. What is Manas Ospanov?
5. What type of ship does he sail on?
6. What countries does his ship call at?
7. What is his wife's name?
8. What is she?
9. Why is Maira always busy?
10. How many children do the Ospanovs have?

11. What is Kamshat fond of?
12. What is Aman?
13. Why does Aman want to be a navigator?

AT THE MARITIME COLLEGE

Nick: Hello, Victor!

Victor: Hello, Nick! Glad to see you. Have you got any news?

Nick: Yes, I have. I am a cadet now.

Victor: That's a good news. Congratulations! What college do you study at?

Nick: I study at the navigation department of the St. Petersburg Maritime College.

Victor: Is there only one department in your college?

Nick : No, of course not. There are three departments in it: navigation, radio-engineering and port operation.

Victor: I'm sorry but I don't know anything about this college. What subjects do you study there?

Nick: Now we are studying mathematics, geography, astronomy, ship's construction and some other subjects. Later we are going to study navigation and many more subjects necessary for our future profession.

Victor: Is the college good?

Nick: I think so. Everybody likes it. There are many modern training facilities in it. We often have our lessons in laboratories where there are different simulators, computers, measuring devices and other equipment. We also have very good sports facilities: gyms, football and basketball grounds, a swimming pool.

Victor: And where do you live?

Nick: We live in the hostel which is near the teaching block.

Victor: Does anybody live at home?

Nick: None of the first-year cadets does.

Victor: And what about the scholarship? Do all the cadets get it?

Nick: Yes, everybody gets it.

Victor: How long does the course of training last?

Nick: We are going to graduate from the college in three years. All the cadets are trying to make good progress in their studies to master the future profession.

Victor: I wish you good luck in your studies.

Nick: Thank you.

Пояснения к тексту:

Glad to see you-рад вас видеть

congratulations-поздравления

department-факультет, отделение

navigation department-судоводительский факультет

radio-engineering department-радиоинженерный факультет

port operation department -эксплуатационный факультет

ship's construction-устройство судна

training facilities - учебное оборудование

sports facilities - спортивное сооружение

simulator- тренажер

measuring devices - измерительная аппаратура

to make progress - делать успехи

Вопросы к тексту:

1. What college does Victor study at?
2. How many departments are there in it? What are they?
3. What subjects does Victor study there?
4. What is the college good for?
5. Where does Victor live?
6. Do all the cadets get scholarship?
7. How long does the course of training last?

THE SHIP'S CREW

There is a lot of complex equipment on board modern ship so it is necessary to have skilled crews to operate the ships. The organization of the crew of a cargo ship is changing, but usually one can find at least two departments on such ships: the deck department and the engine department.

The department includes navigators, radio officers, a boatswain, sailors and a doctor. We call navigators according to their rank on board ship: the Master (Captain), the Chief Officer (First Mate), the Second Officer (Second Mate), the Third Officer (Third Mate), the Fourth Officer (Fourth Mate).

The Master is responsible for the ship, her cargo and the crew. He must be an experienced navigator.

The Chief Officer is the Master's main assistant and the head of the Deck Department. He must be always ready to replace the Master and perform his duties.

All the navigators must keep watch on the navigating bridge. They may not leave it when on watch. The navigators relieve each other of watch every four hours. Every navigator must know how to define the ship's position, plot her course on the chart and take bearings.

Radio officers keep watch in the radio-room and are responsible for radio-communications. There is often one or two Radio-officers on board radio ship, but on ships with continuous radio watches there may be even three radio officers.

A Boatswain and sailors must keep the ship's hull, holds and tackle in good condition.

The engine department consists of the Chief Engineer, the Second, Third and Fourth Engineers, some motormen and two or three electricians. They keep watch in the engine-room and must maintain and repair its equipment.

Only well-qualified sailors can perform their duties properly that's why the crews' training is very important.

Пояснение к тексту:

complex equipment-сложное оборудование

to operate a ship- управлять судном

deck department- служба эксплуатации

engine department- служба технической эксплуатации

according to- в соответствии с(о)

Chief Officer- старший помощник капитана

First (Second) Officer- первый(второй) помощник капитана

to be responsible for- быть ответственным за (отвечать за)

to keep watch- нести вахту

to keep something in order- содержать что либо в порядке

navigating bridge-рулевой(капитанский) мостик

to relieve each other of watch- сменять друг друга

to take bearings- брать пеленг

to perform one's duties properly- исполнять свои обязанности должным образом

Вопросы к тексту:

1. How many departments are there on board ship? What are they?
2. Who is the head of the Deck Department?
3. Who is the head of the Engine Department?
4. Who keeps watch on the navigating bridge?
5. Who keeps watch in the radio-room?
6. Who keeps watch in the engine- room?
7. Why is it necessary to have skilled crews on board ships?

GENERAL DESCRIPTION OF A SHIP

The main body of a ship is called a hull. The hull is divided into three main parts: the foremost part is called the bow; the rearmost part is called the stern; the part in between is called midships. The hull is the main part of the ship. This is the area between the main deck, the sides (port and starboard) and the bottom. It is made up of frames covered with plating. The part of the hull below water is the ship's underwater body. The distance between the waterline and the main deck is the vessel's freeboard. The hull is divided up into a number of watertight compartments by decks and bulkheads. Bulkheads are vertical steel walls going across the ship and along.

The hull contains the engine room, cargo spaces and a number of tanks. In dry cargo ships the cargo space is divided into holds. Openings giving access to holds are called hatches. In liquid cargo vessels the cargo space is divided into tanks.

At the fore end of the hull are the forepeak tanks, and at the after end are afterpeak tanks. They are used for fresh water and fuel. If a ship has double sides, the space between the sides contains wing tanks. The space between the tank top and the space contains double bottom tanks.

All permanent housing above the main deck is known as superstructure. Nowadays, cargo vessels are normally built with the after location of the engine room and bridge superstructure to gain more space for cargo. The forward raised part of the deck is called the forecastle and the its after raised part is the poop. On deck there are cargo handling facilities, such as cranes, winches, derricks. Ships having derricks also have cargo masts and cargo posts (or Samson posts) on deck.

Since a ship is supported by fluid pressure, she will incline in any direction in the process of loading according to the position of the weights placed on her. Therefore the ship's position below water must be closely watched. The angle that a ship is making fore and aft with the water is known as trim. An extreme difference between the water levels at each end of the ship indicates bad loading. The levels are read by numbers painted on the ship's stem and called draught marks. A list or inclination from one side to another, caused by faulty loading, is known as heel. In the course of loading load lines must be watched above all. The load lines are engraved and then painted on the both sides of ships. The divided circle on the left shows the depth to which the ship may be loaded in summer time. Below this line are, on the grid to the right, two lines. The one marked W means winter loading, the lower one marked WNA means the maximum depth to which the ship may be loaded if she is going across the North Atlantic in winter. The other marks above these are: T for tropical, F for fresh water. These lines are shown on the ship's Load Line Certificate. In case of overloading a ship, so that these lines are under water, the penalties are severe.

Пояснение к тексту

1. ship's underwater body- подводная часть корпуса судна
2. across the ship and along- вдоль и поперек
3. permanent housing- постоянные постройки
4. to gain more space for cargo- чтобы выиграть больше места для груза
5. draught marks- марки углубления

6. faulty loading- неправильная погрузка
7. to engrave- (вы)гравировать
8. Load Line Certificate- свидетельство о грузовой марке
9. severe penalty- серьезное наказание; большой штраф

Ответьте на вопросы:

1. What is the main body of a ship called?
2. What parts is the hull divided into?
3. What is the hull made up of?
4. What cargo spaces are there in dry cargo ships?
5. What tanks are there in dry cargo ships?
6. What are these tanks used for?
7. Can these tanks be used for carriage of the cargo?
8. What is superstructure?
9. Where is superstructure located on modern ships?
10. What cargo handling facilities are there on deck?
11. What do we call the forecastle/the poop?
12. What is trim?
13. What is heel?

VISITING A SHIP

Last month we visited the motor vessel Ilyich a car and passenger ferry which is on regular service between St. Petersburg and Stockholm.

When we approached the ferry some cars were rolling off it. The ship was unloading.

We knew that the ferry could carry not only 370 passengers but also 50 cars at a time.

The Officer on watch met us at the gangway and when we got on board we saw that all the sailors were working hard. Some of them were busy with unloading, others were preparing the ferry for the departure.

First of all the officer of the watch took us to the navigating bridge. We found the Third Officer there who was making entries into the log-book. He showed the ship's navigational equipment to us.

Then we went to the radio-room. When we entered the Second Radio Officer was tuning the emergency transmitter. We saw a lot of modern radio equipment in the radio-room: some transmitters, receivers, teleprinters and satellite communication devices. As the Second Radio Officer was busy we decided not to interrupt his work and went to the engine-room.

There were many sailors in the engine-room. The motor-men were lubricating the pumps, the Second Engineer was overhauling the main engine and the Third Engineer was regulating the air-conditioning system.

Then our guide showed us comfortable passengers' and crewmen's cabins, musical saloons, dining-rooms and bars.

We spent two hours on board the ferry and were very pleased with our visit. We thanked the Second Officer, wished him a happy voyage and left the ship.

Пояснение к тексту:

A car and passenger ferry- автопассажирский паром

To be on regular service - работать постоянно

Gangway- трап

To take somebody to some place- отвести кого-либо в какое-то место

To make entries into the log-book- делать записи в судовом журнале

To tune the emergency transmitter- настраивать аварийный передатчик

Satellite communication device- приборы спутниковой связи

To interrupt- прерывать

To lubricate- смазывать

To overhaul- тщательно осматривать с целью ремонта

Air conditioning system- система кондиционирования воздуха

To spend time- тратить время

Deadweight- полная грузоподъемность

Вопросы к тексту:

1. When did you visit the vessel?
2. What vessel did you visit?
3. Where is the vessel on service?

4. What was the vessel's deadweight?
5. Who showed the ship to the cadets?
6. What departments did the cadets visit?
7. What were the crew members doing when the cadets arrived?
8. How much time did the cadets spend on board the ferry?

SHIPBOARD TRAINING

The cadets of maritime colleges usually have their practical studies either on board training vessels or merchant ships. Now summer is coming and the cadets are going to have their shipboard training. The cadets of the Navigation Department will keep watch at the wheel, paint the hull, deck superstructures, masts, wash and scrub decks. They will launch and hoist life boats, learn how to use life-saving appliances. They are going to work in the wheel-house as helmsmen. Skilled officers will instruct our boys how to handle a sextant and other navigational instruments. The apprentices will learn how to take bearings of some light vessels, lighthouses, different coastal objects and define the ship's position on charts. They must also know how to use echo-sounders, logs, finders and satellite navigation systems.

During their shipboard training the cadets of the Radio Engineering Department will work in the radio-room transmitting and receiving radiotelegrams, weather reports and navigational warnings. They will learn how to tune and repair the ship's radio equipment in case of trouble.

The cadets of Engineering Department will work in the engine-room. They will learn how to maintain the main engine, auxiliary machinery, how to lubricate and repair the engine-room equipment.

The cadets of the Port Operation Department will work in ports and on board ships during their training. When in ports they will learn how to load, unload and to stow cargo.

All the cadets must work hard to master their profession.

Пояснение к тексту:

to have shipboard training- проходить плавпрактику

training vessels- учебные суда

merchant ships- торговые суда

a wheel house- рубка

to launch and hoist life-boats- спускать и поднимать шлюпки

to handle a sextant- обращаться с сектантом

apprentice- практикант

coastal object- береговой объект

echo-sounder- эхолот

to transmit and receive weather reports- передавать и принимать сводки погоды

navigational warning- навигационное предупреждение

in case of trouble- в случае повреждения

auxiliary machinery- вспомогательные механизмы

to stow cargo- размещать груз

Вопросы к тексту:

1. Where do the cadets of maritime college have their shipboard training?
2. Where do the cadets of navigation department usually have their shipboard training?
3. What do they learn to do during this training?
4. Where do they keep watch?
5. Where will the cadets of the radio engineering department work during their future shipboard training?
6. Where will they keep watch?
7. What radio messages will they receive and transmit?
8. Who will instruct them during their training?
9. Where did the cadets of the engineering department work during their last shipboard training?
10. Where did they keep watch?
11. What did they learn to do during training?
12. Why is it necessary for the future engineers to have training on board ship?
13. Where do the cadets of the port operation department improve their skills?
14. What did they do during their last training?
15. Will they sail on board ship during their next training?
17. What must the cadets of this department do to master their future profession?

TYPES OF SHIPS

On one hand, all cargo ships are divided into two types: dry cargo ships and tankers. On the other hand, cargo ships may be divided into universal ships designed to carry principal different types of cargo and specialized ships designed to carry one type of cargo (e.g. bulk cargo, timber, refrigerated goods, oil etc.). Such specialized ships as bulkers (bulk-carriers), timber-carriers, reefer ships, tankers have long been known. Nowadays three kinds of specialized ships are very popular. One is cargo-carriers with cargo handling equipment on board for special purposes or routes, such as, for example, heavy/bulky cargo ships with derricks or cranes capable of handling single lifts over 500 tons without requiring outside assistance (these ships are also called special-purpose ships). The second trend is Roll-on/Roll off ships, in which bow and stern doors and adjustable steel ramps permit vehicles to drive on board and drive off again, requiring only minimum dock-side facilities. The third trend is the container ship. The use of containers for cargoes has encouraged the design of ships specifically to carry containers. In their extreme form, as in the LASH barge-carrying ships, the container is a 60-foot steel lighter, which can be quickly launched over the ship's stern. One (single) purpose ships designed to carry one particular kind of cargo are also widely used, the most popular of them being cellular type full container ships.

There are specialized ships designed to carry different types of cargoes (e.g. OBO SHIPS, PROBO ships, CONBULKERS etc.). These are called combined ships.

A comparatively new development is the multi-purpose ship combining characteristic features of both universal and specialized vessels.

In dependence of the cargo handling method used dry cargo ships may also be divided into: LO-LO (lift-on/lift-off) vessels where handling of cargo is effected by derricks or cranes through cargo hatches; RO-RO (roll-on/roll-off) vessels where the cargo is rolled on board and rolled off through cargo ports or doors in the bow, stern or sides of the ship; FO-FO (float-on/float-off) vessels where dock lift cargo handling method is used, that is floating cargo units (e.g. barges) are floated into cargo spaces (usually large holds). But there are also hybrid vessels where combinations of the above mentioned methods are used, such as LO-LO/RO-RO (or LO/RO), RO-RO/FO-FO (or RO/FO-RO-Flow) vessels and others.

Пояснения к тексту

1. reefer (reefer ships) - суда для перевозки рефрижераторных грузов
2. to encourage - зд. способствовать
3. LASH-carrier(lighters aboard ship-carrier) - лихтеровоз
4. OBO SHIP (oil/bulk/ore-carrier) - нефтерудовоз, балк-танкер
5. PROBO ship (product/oil/bulk/ore-carrier) - судно, предназначенное для транспортировки нефтепродуктов, сырой нефти, навалочных грузов и руды
6. CONBULKER (container/bulk-carrier) - комбинированное судно, предназначенное для перевозки контейнеров и/или навалочных грузов
7. cargo ports- лацпорты

8. hybrid vessels-суда гибридного типа, сочетающие различные способы погрузки/выгрузки.

Ответьте на вопросы:

1. What two types are all cargo ships divided into?
2. How can dry cargo vessels be classified in dependence of the cargo handling methods they use?
3. What are advantages/disadvantages of specialized vessels?
4. Do you believe that specialized ships will increase in number in future? Why do you think so?
5. What are special-purpose ships? Can you give any examples?
6. What kinds of combined ships do you know?
7. What features do they combine?
8. What are hybrid ships?

UNIVERSAL VESSELS

Universal vessels can carry practically any types of cargoes, including refrigerated goods and liquids (in special tanks). However, most of them are designed to carry certain types of goods. Thus, liners are intended to carry general cargo, packaged cargo, containers, and also, in dependence of the route, special, liquid and refrigerated cargoes. Their deadweight varies between 2,000 and 20,000 tons and the speeds between 10 and 22 knots. Tramps are designed, as a rule, to carry bulk cargoes and timber, but can also carry general cargo if necessary. These ships must be of sufficient size to carry a profitable cargo and must be able to cope with bad weather conditions in any ocean; they must not be too large to enter the smaller ports of the world; speed is necessary but it increases running costs, so that a compromise between fuel consumption and speed is desirable. The modern tramp travels at between 12 and 15 knots. Its deadweight varies between 2,000 and 10,000 tons.

The cargo spaces are holds, tweendecks and deeptanks. Holds and tweendecks are used to carry general and bulk cargoes. Deep-tanks may be of two types. The first type is designed to carry liquids only. The second type is designed to carry liquid and dry cargoes in turn. Empty deeptanks are also used for liquid ballast. Liners may have special cargo spaces (to carry valuable or dangerous goods etc.) and refrigerator cargo spaces.

Conventional multi-deck vessels have holds divided horizontally by one or two tweendecks known as upper and lower tweendecks. The bottom part of any hold with tweendecks is the lower hold.

Below is described a typical universal standard design vessel:

The vessel is of 14,700 dwt (9,000 gross and 6,000 net tons). Her overall length is 450 feet, beam 69 feet, draught 31 feet. Her five holds are arranged so that numbers one to four holds are forward of the superstructure and only number five hold is abaft it. The holds are closed with electrically operated automatic sliding type hatch-covers. Each hold is served by its own 5-ton derricks mounted in pairs. A single un-stayed mast is located forward, between numbers one and two holds; there is a pair of un-stayed cargo (Samson) posts, between numbers three and four holds and another pair abaft the funnel with derricks for working number five hold. The winches are driven by electricity.

The hull is one of the single tweendeck type with a raised forecastle and bridge superstructure of medium height.

With a single diesel engine and screw she has a service speed of 14.5 knots, her fuel consumption being around 22 tons per day. She provides accommodation for a crew of thirty.

Since late 60s universal vessels have been superseded by specialized vessels. But world shipping crisis of mid -70s made shipbuilders and ship-owners design new typed of universal and specialized combined vessels, as specialized vessels proved to be unprofitable due to their inflexibility. Thus a new generation of universal vessels, better designed and equipped, was born. It was then that multi-purpose vessels, which are further development of universal vessels, appeared. Nowadays universal and multi-purpose vessels make up about a half of all ships being built.

Пояснение к тексту:

1. universal vessels- универсальные суда
2. deadweight (dwt)-полная грузоподъемность
3. running costs-эксплуатационные расходы
4. fuel consumption-расход топлива
5. in turn-попеременно
6. automatic sliding type hatch covers-автоматически сдвигающиеся люковые закрытия
7. un-stayed cargo (Sampson) post- бесштанговая грузовая колонка, полумачта
8. to supersede- вытеснять, заменять
9. specialized vessels proved to be unprofitable-специализированные суда оказались нерентабельными
10. inflexibility- негибкость
- 11.it was then that multi-purpose vessels appeared-именно тогда появились многоцелевые суда

Вопросы к тексту:

1. What cargoes can universal vessels carry?
2. What are liners intended for?
3. What is the deadweight of liners?
4. What speed do liners have?
5. What are tramps designed for?
6. What must their size be?
7. What speed does a modern tramp travel at? Why?
8. What cargo spaces do universal vessels have?
9. What types of deep tanks are there?
10. Are universal vessels built nowadays?
11. Do you believe universal vessels will be superseded by specialized ones in the years to come?
12. What ships are further development of universal vessels?
13. When did multi-purpose vessels appear?

FUNCTIONS OF SEA PORTS

Merchant sea ports are intended to perform economic and administrative functions.

The economic functions: Sea ports are responsible for loading/unloading operations, servicing of inbound/outbound home and foreign ships transportation, forwarding and warehousing operations, transshipment of cargo to the marine transport from other modes of transport (intermodal cargo handling operations), servicing of deep sea vessels' passengers. To perform these functions sea ports have water areas, land territories, warehouses and open storage facilities, cargo handling facilities, passenger terminals, approach ways for railway and motor transport, and an adequate personnel.

The administrative functions: Sea ports are responsible for ensuring safe navigation and proper order within the port, including supervision for adherence to shipping regulations, registration of vessels in the State Register of Shipping, issue and checkup of ship's papers, diplomas and qualification certificates of ship officers, clearance of vessels inwards and outwards, organization of pilotage and towage service and other functions of Port Operations Management.

Port operations management is effected by three channels.

The higher channel controls port operations as a whole and includes the operations, commerce, shipping, planning, labour and wages, mechanization, technology, personnel, accounts, administrative, harbour master's and other functional services/departments. The port is headed by the general director who controls the entire port operations. Each department/service is managed by the department head. There are also some deputy general directors. Thus, the deputy general director operational is responsible for the operations, commerce and shipping departments. Safety of shipping and proper order in the port are the responsibility of the harbour master who is a deputy general director at the same time.

The middle channel of management controls cargo handling complexes and other production units of the port such as port auxiliary service fleet, depots for motor and electric lift trucks, railway and motor cars, repair and maintenance shops, rigging shops and others. The main production units of the port are cargo handling complexes where all loading/unloading operations are carried out. The complexes specialize in handling specific types of cargoes (general cargo, timber, ore, coal, containers etc.) and in servicing specific cargo traffic routes.

Each cargo, handling complex comprises terminals, complex stevedore gangs, traffic control service, warehouse and open storage personnel, and is headed by the superintendent.

The lower channel of the management is involved in a direct control of cargo handling operations on berths and in warehouses. This control is effected by chief stevedores, warehouse superintendents and stevedore gang foremen.

To facilitate and improve port management sea ports are provided with information computing centres equipped with most up-to-date sophisticated computers. As a result, such everyday management problems as drawing up cargo plans and optimal technological plans-schedules for handling each particular vessel, drawing up shift-day plans-schedules of the port operations and operations of each

particular cargo handling complex and a lot of other problems are solved by computers.

Пояснения к тексту:

1. inbound/outbound ships- прибывающие/уходящие суда
2. modes of transport- виды транспорта
3. intermodal operations- операции, осуществляемые смежными/различными видами транспорта
4. clearance of vessels inwards/outwards- оформление прихода/ухода судов
5. port auxiliary service fleet- портофлот
6. general cargo- генеральный груз
7. traffic control service- диспетчерская служба
8. to provide with- обеспечивать
9. shift-day plan-schedule- сменно-суточный план-график

Ответьте на вопросы:

1. What are merchant sea ports intended for?
2. What economic functions do they perform?
3. What administrative functions do merchant sea ports perform?
4. What does the higher management channel control?
5. What departments/services does it include?
6. Who are they headed by?
7. Who is responsible for the entire port operations management?
8. What is the deputy general director in operations management?
9. What are harbour master's duties?
10. What production units are there in the port?
11. What is the main production unit of the port?
12. What does the cargo handling complex comprise?
13. What personnel practically effects loading/unloading?
14. How do merchant sea ports operate?
15. What are ports provided with to facilitate and improve port management?
16. What are the information computing centres equipped with?
17. What management problems can be solved with the help of computers?

THE PORT OF LONDON

The port is situated on the river Thames. Position: 51 31' N, 0 5' W.

Customs and regulations. A vessel is considered to have arrived when it is instructed to anchor at a designated anchorage, as ordered by the Port Authority, if berth where vessel's operations are to be carried out is not available. Otherwise when vessel is alongside. Pilotage by licensed pilots in London piloting district is compulsory. No automatic pratique, or radio pratique is given. The London Maritime Declaration of Health Form which is normally handed to the ship by the pilot boarding vessel is to be completed and strictly complied to. The vessels entering or leaving the port of London pay conservancy charges and dock charges on vessel and cargo. The first ETA should be sent through a Post Office Coast Station giving at least 1 hour's ETA. Stevedores are ordered by the Agents. No ETA to stevedores from vessels are necessary; labour is to be ordered by the Agents 12 hours day before required. Opening/closing hatches; liner vessels - by crew, with stevedore assistance; tramp vessels- according to Charter Party. Fresh water is available at all berths either from shore or barge.

No work is available on official holidays only. Some weekend work is possible at certain berths only at overtime rate.

For help, advice, assistance or any matter affecting ships and shipping Shipmasters should contact Thames Navigation Service. Traffic Coordination Centre programmes all movements within the port, including the docks. All information required by the Authority regarding ETA, ETD, etc., should be passed through this centre. It also deals with all matters concerning provision of tugs in docks, floating derricks, pontoons, or other services for vessels in docks, moorings in the river and any enquiry in relation to by-laws, regulations etc.

Port of London docks. At present the Port of London Authority (PLA) operate three enclosed dock systems: 1. The India and Mil-wall Docks on the left bank of the Thames (the most upriver group used by vessels trading between the United Kingdom and Scandinavia, the Mediterranean, Eastern Europe, Spain and Portugal, North and South Africa, the Carribean, North and South America). 2. The Royal Docks (consisting of King George V, Royal Albert and Victoria Docks).3. Tilbury Docks (lying 26 miles downstream from the London Bridge). Facilities for general cargo handling, Roll-on/Roll-off and container handling can be provided in each dock system according to specific requirements. In particular, the PLA operate deepwater container, forest products and Roll-on/ Roll-off facilities in Tilbury Docks. The Tilbury riverside grain terminal is capable of handling vessels up to 83.000 dwt. The PLA have built a freight-liner train terminal within the docks for last through transit from all industrial centres by British Roll Freight-Liner Services. The two shift system means that the docks are operational for 14 hours a day, Monday to Friday, with provision also for work on Saturday and Sunday at overtime rate.

Пояснения к тексту.

1. Maritime Declaration of Health- бланк морской санитарной декларации
2. conservancy charges- сбор в фонд охраны окружающей среды

3. ETA(expected/estimated time of arrival)- предполагаемое время прибытие (судна)
4. ETD(expected/estimated time of departure)- предполагаемое время ухода (судна)
5. by-laws-постановления местных властей
6. Roll-on/Roll-off- ро-ро, ролкер
7. freight-liner train terminal- терминал для линейных судов, оборудованный железнодорожными путями
8. British Rail Freight-Liner Services-Британская железнодорожная служба

Ответьте на вопросы:

1. Where is the port of London situated?
2. What is the position of the port?
3. When is a vessel considered to have arrived to the port of London?
4. What form should vessels complete and comply to obtain pratique?
5. What charges are paid by the vessels entering/leaving the port?
6. How should vessels' ETA be sent?
7. Who are stevedores ordered by?
8. When should labour be ordered?
9. How is opening/closing hatches effected?
10. On what days is work available?
11. How many hours a day is the port operational?
12. What service should shipmasters contact when necessary?
13. What does Traffic Coordination Centre deal with?
14. How many/what dock systems do the PLA operate?
15. What facilities are there in each dock system?
16. What facilities do the PLA operate in Tilbury docks?

BRIEF HISTORIC INFORMATION ON THE AKTAU COMMERCIAL SEA PORT

The port of Aktau is located on the eastern coast of the Caspian sea, and is the only port in the Republic of Kazakhstan for international transportation of dry cargo, oil, and oil products. The creation of new peripheral industrial centres, the economic upturn, and a strengthening of defense capacity required the provision of corresponding transport options, especially seashipping.

The port of Aktau was built in 1963 with a view to encouraging the development of uranium industry and oil fields in the Mangishlak region of Kazakhstan, based on the port's unique geographic location and geo- strategic importance.

Later the port played a significant role in the construction of the BN-350 nuclear power plant, chemical plants and the city of Aktau itself.

Early development of the port involved construction of both main and supplementary breakwaters and, at the same time, four cargo docks. During the period of 1969-1986, four oil docks and a ferry were built.

In the early 80-s, when Kazakhstan was a part of the USSR, oil transportation through the port of Aktau reached 7 million tons per year, whilst dry cargo transportation was only 300000 tons a year.

The collapse of the USSR resulted in a significant decrease in dry cargo and oil traffic. An increase in traffic flow has been observed since 1995. That period is characterized by intensive export of Kazakhstan metals and an increase in the volumes of oil shipped by sea, the oil being produced by the Tengizshevroil joint venture.

In accordance with a resolution of the Kazakhstan government No.356, "Aktau Trade Port joint stock company" dated 26-th of April 1996, and in accordance with the decision No.644 dated 23-th of April 1997, "Aktau Trade Port National Enterprise", the Aktau Trade Port joint stock company was transformed into a national enterprise. Based upon decision No. 790 of the Kazakhstan's Government dated 25-th of June 1996, "Concerning a list of national enterprises". Aktau Trade Port National enterprise was registered with the Mangistau Justice Administration on the 11-th of October 1996, by certificate No.513-1943-GP.

The modernization of the Aktau port goes beyond the improvement of production capabilities, it stipulates institutional personnel training, to increase their professional skills systematically, and introduction of high technologies in marketing , clerical work and management.

The modern port infrastructure, which has established for the last three years, has created the conditions for Kazakhstan to become the leader among all the countries on the Caspian sea so far as quality, diversity and accessibility of port services are concerned.

Пояснение к тексту:

To be located- быть расположенным

Economic upturn- экономический рост

A strengthening of defense capacity- укрепление защитного свойства

Nuclear power plant- атомно-энергетическая станция

Supplementary breakwaters- дополнительная смена воды

The collapse of the USSR- распад СССР

Joint venture- совместное предприятие

In accordance with- в соответствии с...

To be transformed into- быть преобразованным в...

Вопросы к тексту:

1. Where is the port of Aktau located?
2. When was the port of Aktau built?
3. What can you say about the early development of the port?
4. What did the collapse of the USSR result in?
5. When was the Aktau Trade Port National enterprise registered?
6. What does the modernization of the Aktau port go beyond?
7. What has the modern port infrastructure created?

THE RUSSIAN MERCHANT MARINE

The Russian Federation is a great maritime state. The sea borders of this country are nearly 45,000 km long and its shores are washed by 12 seas and 3 oceans. That is why the merchant fleet has traditionally been the leading kind of transport in this country.

The Russian Merchant Marine is operated by 10 shipping companies which are self-financing organizations. They successfully compete on the world chartering market. The ships flying the Russian flag call at 1200 ports of 120 countries of the world.

The Russian Merchant Marine has over 750 sea-going vessels the total deadweight of which is 10 mln tons. Russia's modern cargo ships including container carriers, ro-ro ships, railway ferries, lighters, atomic ice-breakers, tankers carry different kinds of cargoes to all the continents. Russian passenger liners transport millions people every year.

At the recent press conference for Russian and foreign correspondents the Minister of Transport said that the Russian fleet was developing from year to year. He added that as a result of the economic reform the rights of the Russian shipping companies had been expanded and they were making good progress. It was also stressed that in future the Ministry would pay more attention to the development of ports, shipyards and shiprepair plants. In conclusion the Minister said that much depended on the effective use of sophisticated ships and up-to-date technology.

Пояснение к тексту:

the leading kind of transport-основной вид транспорта

to operate a ship- управлять судном

self-financing- самофинансируемый

chartering market- фрахтовый рынок

to fly a flag- идти под флагом

deadweight-дедвейт, полная грузоподъемность

to pay attention- уделять внимание

to attract attention- привлекать внимание

shiprepair plant- судоремонтный завод

to depend on- зависеть от...

sophisticated- сложный, усложненный

up-to-date- современный

Вопросы к тексту:

1. Why can we call Russia a great maritime country?
2. How many shipping companies are there in the Russian Federation?
3. What modern types of cargo ships do you know?
4. What press conference was held by the Ministry of Transport not so long ago?
5. What problems did the Minister of Transport speak about at the press conference?
6. What did he say about the results of the economic reform for the Russian merchant fleet?
7. What problems is the Ministry going to pay much attention to in future?

A HARD VOYAGE TO LONDON

My name is Akan Oramalov. I am an able seaman and at the present moment I am keeping watch at the wheel under the command of the second mate. Our vessel is a dry cargo carrier of four thousand tons of register and belongs to the Baltic Shipping Company. The company is to deliver the cargo to the port of London.

Unfortunately we have been delayed due to unfavourable weather conditions. As a matter of fact we were to reach the port of destination a week after we got underway, but two days before our arrival the officer received a gale warning, and the vessel had to change her course to avoid the hurricane and reduce the danger as much as possible.

We did not have to look for shelter because in the captain's opinion the ship's hull was quite able to withstand huge waves. Besides, in this situation it seemed risky enough to approach the rocky coast.

The crew had 6 hours at their disposal to prepare the vessel for the coming storm. The captain ordered all hands job. The seamen were to batten down every watertight hatch and porthole. They were also to check if the cargo in the holds was properly fastened and whether the life-saving appliances were ready for use. The ship moved full speed ahead, doing 12 knots.

Although the hurricane was expected we were much impressed by its force. Sea water washed over the deck. Thick clouds and heavy rain made the visibility so poor that we were unable to see anything in the darkness.

The hurricane lasted two hours and stopped as suddenly as it had started. The wind fell down. The rays of the sun pierced the clouds. The sea grew calm. We were glad to realize that our ship could proceed to the port of destination.

Now that the storm is over and the vessel is keeping it's course for London I am looking forward to visiting the famous city. Not all of the seamen will be able to go ashore during our short stay because they will have to perform their duties during discharging and loading operations.

As for me I am lucky: since I'll be free of watch tomorrow I shall have an opportunity to do the city. What is more the second engineer who knows London very well promised to show me the places of interest, and I am sure to enjoy every minute of the excursion.

Пояснение к тексту:

Able seaman- рядовой моряк

To deliver- доставить

Unfavourable weather conditions - неблагоприятные погодные условия

As a matter of fact-дело в том что

To get underway- отплывать

To look for shelter- искать укрытие

To withstand- выдерживать, противостоять

At somebody's disposal- в чьем либо распоряжении

All hands job- аврал

To batten down- задривать

Full speed ahead-полный перед

Poor visibility- плохая видимость

To look forward to something- с нетерпением ждать чего-либо

To go ashore- сойти на берег

to do the city- осматривать город

to be bound for- направляться куда-либо

Вопросы к тексту:

1. What does Akan Oramalov do?

2. What port is the vessel bound for?

3. Why has the vessel been delayed?

4. When was the vessel to reach the port of destination?

5. Why did the vessel have to change her course?

6. Why did the captain decide not to look for the shelter?

7. What were the seamen to do to prepare the ship for the coming storm?

8. What were the weather conditions during the hurricane?

9. How long did the hurricane last?

10. What did the crew realize when the storm was over?

11. What is Akan looking forward to?

12. Why does Akan think that he is lucky?

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