МІНІСТЕРСТВО ОСВІТИ І НАУКИ УКРАЇНИ
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МЕТОДИЧНІ ВКАЗІВКИ
з дисципліни
«Англійська мова за професійним спрямуванням»

У двох частинах

Частина 2

Рекомендовано Методичною радою НУК

ВИДАВНИЦТВО
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Рекомендовано Методичною радою НУК

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С65 Методичні вказівки з дисципліни «Англійська мова за професійним спрямуванням» : у 2 ч. Ч. 2 / Т. М. Сорокіна. – Миколаїв : НУК, 2021. – 48 с.

Викладено питання, пов'язані з вантажно-розвантажувальними роботами в морському вантажному порту, а також ознайомлення з документами, які супроводжують виконання цих робіт.

Запропоновані завдання складено відповідно до робочої програми і з урахуванням сучасних методів навчання.

Призначено для аудиторної та самостійної роботи студентів за спеціальністю 271 «Річковий та морський транспорт» освітньої професійної програми «Експлуатація суднових енергетичних установок».

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ВСТУП

Методичні вказівки призначені для аудиторної та самостійної роботи студентів за спеціальністю 271 «Річковий та морський транспорт» освітньої професійної програми «Експлуатація суднових енергетичних установок» і охоплюють коло питань, пов'язаних з вантажно-розвантажувальними роботами в портах.

Метою даних вказівок є розвиток навичок усного мовлення за професійним спрямуванням на базі перекладу технічної документації, пов'язаної з вантажно-розвантажувальними роботами в морських портах.

Методичні вказівки складаються з 10 розділів (Units), які реально відображають діяльність експлуатаційників/управлінців, що розвиває вміння та навички студентів щодо розмовної (монологічної та діалогічної) діяльності, орієнтує на розвиток професійної творчості, нестандартності мислення. Запропонована система вправ включає в себе завдання, спрямовані на:

1) розвиток навичок різних видів читання;
2) засвоєння спеціальної лексики;
3) формування навичок професійного усного мовлення;
4) розвиток навичок письма.

Методичні вказівки відображають справжні реалії сформованої практики ведення письмової документації, спілкування й усного мовлення і призначені для розвитку професійної іншомовної комунікативної компетентності студентів даного напрямку підготовки.

UNIT 1

Task1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

General Cargoes.

The most industrial products and semi-manufactured goods belong to general cargoes. General cargoes are the most valuable ones. They require the expenditure of much labour while loading and unloading. Storage and transportation of a lot of tare are very expensive too.

General cargoes comprise goods of the following types: bagged, baled, barreled, boxes, metals and machinery, heavyweights, goods in packages, containers and timber cargoes.

General cargoes are usually transported differently packed. Units of especially heavy cargo are frequently carried on deck. Locomotives, lorries, crates of heavy machinery such as transformers and extremely large length of heavy timber (logs) and small consignments of general cargoes which may damage other cargo are also given deck stowage.

Cargo carried on deck is shipped at «shipper's risk», unless contracted otherwise, but nevertheless responsibility falls upon the ship to counteract to any possibility of loss or damage. Proper means of fastening the cargo must be provided by lashings Protection from the sun and weather can be obtained by the use of tarpaulins. Let's consider some types of general cargoes which are carried by dry-cargo ships.

Cotton cargo. It is shipped in tightly pressed bales but it is accompanied by fire risk. The preparation of a hold or compartment for this cargo is primarily directed towards lessening the risk of fire. Cotton is liable to produce heat and is also subject to spontaneous combustion. Any space in which cotton is to be stowed should be perfectly dry, well aired and absolutely free from any oil stains. If cotton cargo follows a clean general cargo efficient sweeping and airing will be sufficient, but if cotton follows a coal or the like cargo,

it is necessary to wash the space of holds, due attention being given to drying.

Rice cargo calls for a very elaborate and efficient system of ventilation for two reasons. Firstly, rice evolves a certain amount of carbonic acid gas, and secondly its moisture content leads to the sweating of the hold. Condensation will therefore drop on the cargo from certain points of iron work, unless necessary precautions are taken. The rice cargo is liable to heat fairly quickly, and this fact associated with loss of moisture, explains the loss of weight in transit varying from one to three per cent. The floor of the hold should be covered with thick battens laid athwartships, and boards laid fore and aft.

Sugar cargo. Apart from the general preparations of cleaning and drying the hold sugar is a cargo which demands absolute freedom from dampness and avoidance of any contact with iron or steel. Sugar is carried mainly in bags. It may be either «dry» or «green». Dry sugar is more highly refined than green sugar, the former being almost free from syrupy content while the latter is of a wet nature. Dampness will result in considerable drainage in the form of syrup which will damage the remainder of the cargo, but it causes the bags to stick together in the form of solid blocks. So «green» sugar and «dry» sugar should not be stowed together. The bulkheads and sides of the hold space should be covered with separation cloths. Bare ironwork should be avoided.

Task 2. Give the Ukrainian equivalents for the following words and words combinations:

semi-manufactured goods –
expenditure of much labour –
to give deck stowage –
to be liable to –
to be subjected to –
to take precautions (against) –

apart from –
the remainder of the cargo –
to stick together –
separation cloth –

Task 3. Demonstrate you knowledge of the topical combinations of words and set phrases. Match A and B:

A)	B)
shipper's	nature
wet	moisture
sugar	risk
loss of	cargo
to call	sugar
green	packages
protection from the	for
goods in	sun

Task 4. Translate the sentences from English into Ukrainian:

1. Improper dunnage will result in damage of cargo.
2. Drainage of syrup will result in sticking the bags together.
3. Wet syrupy sugar in contact with ironwork will result in corrosion.
4. Inefficient number of gangs employed will result in delay of loading.
5. Bad preparation of a hold for cotton may result in fire risk.

Task 5. Read the dialogue and write dawn the answers for the following questions:

Stevedore: Cargo officer, what was the cargo carried in the holds last voyage?

Cargo Officer: Grain.

Stevedore: The hold, especially Nos2 and 3 are dusty. Tell you men to wash the Space down and dry it well enough, otherwise we can't load the cotton.

Cargo Officer: The holds were swept properly.

Stevedore: To my mind, not. Cotton is subject to spontaneous combustion and calls for absolute freedom of dust. In the present state of the holds you will have extra fire risk.

Cargo Officer: Okey! I'll tell the boatswain to clean the holds more thoroughly.

1. What was the previous cargo carried by the ship?
2. What did the stevedore ask the cargo officer?
3. Why couldn't they load cotton?
4. What did the stevedore warn the cargo officer about?

UNIT 2

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Holds and Hatches.

The inner spaces of a ship between the limber boards of a double bottom and the decks are designed for earring cargoes. We call this space a hold.

Holds have different capacity. Big vessels have cargo holds divided into several separate compartments by watertight bulkheads. Each dry-cargo vessel has four or five holds. The holds have bilges which serve to give way for flowing the water which may condensate on metal bulkheads or collect on wooden floorings. The water collected in the bilges is pumped out by a hold pump. To protect the bilges from corrosion they are covered with cement or special anticorrosion substance, besides they are protected by limber boards. The double bottom is covered with removable wooden flooring. Cargo battens or «spar ceiling», as they are often called, comprises portable wooden battens fitted to the inner edges of the frames and so from sheathing to the ship's side. «Spar ceiling» is made up of boards and arranged either horizontally or vertically between frames. The purpose of this wooden sheathing is to prevent packages of cargo from damage by moisture which may collect on the side of the ship. The space so formed between the «spar ceiling» and the ship's side helps to provide a complete air space around the cargo and thereby improves ventilation. The «spar ceiling» should always be kept in a good state. Each hold has a hatchway. The hatchway is a rectangular opening in the ship's deck. The vertical plating around the hatchway is called hatchway coamings.

When the cargoes work is over, it is necessary to cover the ship's hatches. Hatches should be covered with special covering systems. Despite the covering system used, the hatchbeams should be fitted into sockets riveted to the inner side of coamings. The hatchbeams serve to

support the hatch covers. Quick operating hatch covers permit the opening or closing of covers in as little time as two minutes per hatch. Some types of hatch covers are formed of hinged sections, in one or several pairs, and are suitable to big hatchways. The hinged sections are stowed at the ends of the hatchways. Where space is restricted at the hatch ends a side rolling system is used thwartships from the holds.

The use of the modern form of hatch coverings has the following advantages: quick working, reduced cargo handling time, better use of the space, and elimination of damage due to the presence of coamings. After finishing loading and before leaving the port it is compulsory to cover the hatches with tarpaulins to ensure water-tightness.

Task 2. Give the Ukrainian equivalents for the following words and words combinations:

limber boards		
double bottom		
to be deigned for		
watertight bulkhead		
to give way for flowing		
wooden flooring		
cargo battens		
spar ceiling		
inner edge		
thwartships		

Task 3. Demonstrate you knowledge of the topical combinations of words and set phrases. Match A and B:

A)	B)
a hatch covering	as two minutes per hatch
despite the covering system	system
wooden	space
to pump	used
the inner	out
as little time	battens

Task 4. Translate the sentences from English into Ukrainian:

1. Holds are designed for carrying cargoes.
2. Metal should be protected from corrosion.
3. Prevent this cotton bales from damage.
4. Cargo battens are made up of wooden boards.
5. You must pump out all the water.

Task 5. Read the dialogue and write dawn the answers for the following questions:

Stevedore: Excuse me, but I can't load the cargo into hold No.3 since the bilges are half filled with some liquid evidently leaked from the previous cargo.

Cargo Officer: Let me see! Oh! Indeed. Our watch engineer will pump the liquid out of the bilges in some 20 minutes.

Stevedore: All right. My men are waiting.

1. Why did the stevedore refuse to load the cargo into hold No.3?
2. What were the bilges filled with?
3. Did the cargo officer agree with the stevedore's claim?
4. What did he promise?

UNIT 3

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Loading.

Before the commencement of loading the ship, all necessary preparations should be made both in the port and on the ship to be loaded. First of all, the cargo plan must be drawn up. In Ukrainian ports this document is usually drawn up at the Chief Controller's Office since this office directs cargo work in the port, while in foreign ports the Ship Agent and the Master draw up the cargo plan.

Before loading the Chief Stevedore (or Boss Stevedore as he is called sometimes), who is in charge of loading the ship, secures the necessary number of stevedore gangs, obtains port cargo handling facilities, if necessary, and supplies the tackles which the stevedores need. He also supervises the correct tonnage allotment for the holds. In the process of loading the Chief Stevedore checks up if cargoes are properly stowed and trimmed, for proper stowage of cargo ensures the stability of the ship loaded. It is also hid duty to see that the cargo should be properly secured from shifting.

On board the ship the Cargo Officer sees to that all necessary preparations for loading should be made. Under his supervision the crewmen clear the hatches. They roll back the tarpaulins from the hatches, remove hatchcovers, and remove beams. The crewmen also get ready the ship's winches, derricks and cranes, if any.

Different kinds of cargo require different equipment and appliances. So, for loading cases steel slings, nets and pallets are necessary; bags require nets and canvas slings; heavy lifts are loaded either with heavy duty derricks (or «jumbo» derricks as they are also called), the lifting capacity of which is over 5 tons, or with ship's or quay cranes; for loading flowing cargoes elevators and grabs are used;for loading containers there are gantry cranes and container bridges having container claws; for loading RO-RO vessels or various

sorts of vehicles (such as autotrucks, forklift trucks, trailers and others) are used; as to tankers, they are loaded with the help of pipelines and hoses.

Task 2. Give the Ukrainian equivalents for the following words and words combinations:

to get ready		
chief Controller's Office		
flowing cargoes		
to have a starboard/port list of 5 degrees		
to secure cargo from shifting		
a heave-lift		
a heavy duty derrick		
a safe working load		
a list meter		
a derrick outstretch		

Task 3. Translate the sentences from Ukrainian into English:

1. План вантажу повинен бути складений до початку навантаження.
2. Який такелаж вам потрібен для роботи?
3. Підготуйте лебідки та вантажні стріли для навантаження.
4. Який виліт стріли? – Цілком достатньо 8 м.
5. Ви сказали, що в кожному підйомі буде 25 мішків, але в цьому підйомі тільки 20 мішків. Нам потрібні нові, більш міцні стропи для цього.

Task 4. Read the dialogue and write dawn the answers for the following questions:

Stevedore: We load the cargo evenly, but why has the ship a list to starboard?

Cargo Officer: Just a minute. I'll have a look at a list meter. Yes, the list reaches 15 degrees to starboard. Are you sure that your men have distributed heavy packages evenly?

Stevedore: Absolutely! Check the ballast tank, please.

Cargo Officer: I shall try to pump the ballast to portside tank. Suppose it will help to lessen the list.

1. What did the stevedore tell the cargo officer?
2. How did the cargo officer define the list?
3. What did the cargo officer decide to do?

Task 5. Demonstrate you knowledge of the topical combinations of words.

1. Introduce yourself. 2. Tell the Second Mate what presentations for loading you've made. 3. Ask the Second Mate what preparations they have made on board the ship and if the vessel is ready for loading.

UNIT 4

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Stowage.

Stowage is the placing of cargoes either in ship's hold or on her deck. The method of stowage must ensure the following:

1. The preservation of crew and ship from damager of injury arising from the manner in which the cargo is stowed.

2. To protect the cargo from damage, loss or deterioration, and to ensure its «sound delivery».

3. The economy of cargo spaces that depends on the vessel's earning capacity.

4. The highest possible rate of port speed, i.e. the rate at which the vessel is capable to load or discharge (unload) her cargo.

A plan showing the disposition of cargoes throughout the ship should be drawn up in all cases. It is called the stowage or cargo plans.

The cargo plan should be drawn up carefully. It will make the distribution of cargo pieces in the holds easier and it will help to avoid cargo claims. When loading for more than one port, different colors should be used to indicate the cargo for each separate port.

While stowing the cargo the stevedore and the cargo officer should ensure the ship's stability and seaworthiness. Cargo must be stowed and fastened reliability to avoid shifting if the ship rolls and pitches during a storm. A reliable fastening the cargo prevents possible damage from chafing, breaking and crushing.

Special attention should be paid to the stowage of barrels. For this kind of cargo bottom stowage is preferable in order that leakage may find access to the bilges without risk of damage to other cargo.

The method of stowage depends on the kind of the cargo. Light cargoes are stowed on top of heavy ones, the latter being given bottom

stowage. The stevedores and ship's cargo officers use such a term as «broken stowage», which is used to express space which is lost and unoccupied by cargo between and round the packages; space occupied by dunnage; space at sides; ends and on top of cargo, also in way of pillers, bulkheads, stiffeners, etc.

This loss of space varies according to the nature of the cargo carried with free flowing cargoes like grain, sand, etc., provided they are properly trimmed, the loss in small. With bag cargo and handy cases of uniform dimensions, such as tea packages, canned goods, very full stowage is possible, On the other hand, irregularly shaped packages, varying in size and form, large packages, such as machinery, boilers, large reels and motor cars, cylindrical containers, etc., the loss of space is very high, and it sometimes reaches 25 per cent. The loss of cargo space can be avoided by:

1. Compactness of stowage.
2. Selecting packages which by their sizes and from are suitable for filling broken stowage.
3. Always keeping a supply of such packages specially shipped for this purpose, close and ready at hand in the holds, for the use when wanted.
4. Special selecting the cargo suitable for filling beam spaces.

Task 2. Demonstrate you knowledge of the topical combinations of words and set phrases. Match A and B:

A)	B)
ship's	stowage
broken	stability
handy	dimensions
of uniform	cases
the loss	shipped
specially	of space
beam	at hand
ready	spaces

Task 3. Give the Ukrainian equivalents for the following words and words combinations:

to place cargoes		
the method of stowage		
danger of injury		
sound delivery		
cargo space		
earning capacity		
rate of port speed		
stowage plan		
cargo pieces		
cargo claims		

Task 4. Translate the sentences from Ukrainian into English:

1. Правильне укладання збереже вантаж від ушкодження.
2. Найкраще використання вантажного простору залежить від експлуатаційних можливостей судна.
3. У нашому порту дуже висока норма вантажних операцій.
4. Ретельно складений вантажний план допоможе уникнути претензій щодо вантажу.
5. При укладанні вантажу необхідно забезпечити остійність і мореплавність судна.
6. Втрата вантажного простору дуже велика при навантаженні вантажних місць неправильної форми, таких як котли, машини, котушки кабелю і т. д.

Task 5. Read the dialogue and write dawn the answers for the following questions:

Cargo Officer: Why are your stowing these irregularly shaped pieces close to the side? There will be too much space lost.

Stevedore: Just a minute. Hey, foreman! Have you been told to slow these pieces according to the stowage plan?

Foreman: I have, but those people from the warehouse didn't deliver the Cases of uniform dimensions in time, that is why my fellows have placed ten reels of cable to the side.

Stevedore: Shift them a little bit and secure a vacant space for handy cases. They will fill unoccupied space, otherwise the ship administration Will consider it to be «broken stowage».

Foreman: What handy cases do you mean?

Stevedore: Tea packages and canned goods. They are already on quay.

Foreman: All right. Everything will be done immediately.

Cargo Officer: Thank you, gentlemen. But still bear in mind that you are responsible for full stowage.

Stevedore: Okay. We are.

1. Why is it necessary to stow cargo pieces close to the sides?
2. Who is responsible to stow cargo according to the stowage plan?
3. What is the duty of a foreman?
4. Why did the foreman stow ten reels of cable close to the side?
5. What kind of packages are used to fill unoccupied space?
6. Who is responsible for full stowage?

UNIT 5

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Dunnage.

Dunnage is the material used for protecting cargoes from possible damage. Correct dunnaging of cargoes is extremely important. Dunnaging serves the following purposes, according to the nature of the cargo carried:

1. to protect it from contact with water from the bilges, leakage from other cargo, from the ship's side or from double bottom tanks;

2. to protect it from contact with moisture or sweat which condenses or ship's sides, frames, bulkheads, and falls dawn on the cement caps, from which it finds its way into bilges;

3. to prevent chafe of packages.

For ordinary cargoes the permanent ceiling is sufficient provided it is dry, clean and free from oil stains.

Where the condition of permanent ceiling is bad, additional dunnaging and matting are necessary.

Dunnage must be dry, clean, sound and free from stains which may contaminate the cargo in contact with it.

The use of dunnage retaining the odour of a previous cargo should be avoided. The types of dunnage materials best suited to any particular cargo are as follows: boards, battens, carboard, carwood, tarpaulins, mats, plywood.

The selection of dunnage for some cargoes depends on a kind of a cargo.

With a bagged cargo size is the criterion for selection. Wide boards are preferable to smaller sizes, for, by placing the former closely together a flooring is formed which does not prevent air circulation and it prevents the sagging of the bags between the boards. The considerable top weight of a bagged cargo will cause bottom bags to tears by sagging through narrow, widely spaced and badly laid dunnage.

A general cargo may be dunnaged efficiently almost with any types of wooden boards or battens provided they fulfill the requirements of cleanlineless. The boards or battens, however, should be selected in accordance with the sizes of the packages or bales necessary for a compact stow.

Appropriate wooden dunnage may be laid prior to the commencement of loading a bagged cargo, for, with most bagged cargoes a complete tier is first laid over the floor of the hold.

General cargo, however, due to different shapes and sizes, will break up and misplace any previously laid dunnage. It is better therefore to have a liberal supply of dunnage available in the compartment and use it as required when stowing the packages.

Double dunnage should also be laid. The first tier is arranged athwartships in order to provide water courses toward the bilges, and the upper tier fore and aft.

Task 2. Translate and learn the following sentences:

Dunnage prevents cargoes from chafage	***damage*** ***breakage*** ***crushing*** ***moisture***

Task 3. Give the Ukrainian equivalents for the following words and words combinations:

double bottom tank		
ordinary cargoes		
permanent ceiling		
to contaminate		
selection of dunnage		
bagged cargo		
to fulfill the requirements		
due to different shapes		
liberal supply of dunnage		
to provide water causes		

Task 4. Demonstrate you knowledge of the topical combinations of words and set phrases. Match A and B:

A)	B)
1.the process of proper placing general cargoes within a hold space	a) stevedore
2. different stevedoring materials used for protecting cargoes from damage	b) gang
3. the ship's offer who is responsible for the cargo	c) loading
4. the man who is usually in charge of any cargo work	d) unloading
5. a number of dockers working in the hold at the same time	e) cargo officer
6. the process of taking cargoes into the holds	f) dunnage
7. the process of taking cargoes out of the holds	g) stowage

Task 5. Read the dialogue and write dawn the answers for the following questions:

Cargo Officer: Why are your stowing these irregularly shaped pieces close to the side? There will be too much space lost.

Stevedore: Just a minute. Hey, foreman! Have you been told to slow these Pieces according to the stowage plan?

Foreman: I have, but those people from the warehouse didn't deliver the Cases of uniform dimensions in time, that is why my fellows have placed ten reels of cable to the side.

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4. Why did the foreman stow ten reels of cable close to the side?
5. What kind of packages is used to fill unoccupied space?
6. Who is responsible for full stowage?

UNIT 6

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Function of seaports.

A seaport has been defined as a terminal and an area within which ships are loaded with and/or discharged of cargo and includes the usual places where ships wait for their turn or are ordered or obliged to wait for their turn no matter the distance from that area. Usually it has an interface with other forms of transport and in so doing provides connecting services.

Within the context of modern transport techniques, there is increasing emphasis on the port, not generally as the terminus or end of a transport movement, but as a point through which goods and passengers pass. In other words, by acting as a link in a transport chain, the port makes provision for the concept of the through transport operation. This is found in the container movement or distribution of iron ore involving rail/ship/rail transportation from the ore mine to the steel plant.

A wider definition of ports is provided in the following quotation from an Alderman for the Port of Antwerp:

The task of promoting the interests of the port knows almost no limitations in time or space. Its aim is to serve the prosperity and welfare of our regional or National community and beyond our borders to make a contribution to improving the quality of life.

This underlines the European philosophy which regards the port as part of the transport infrastructure of the country – to be supported by direct government subsidy. This criterion applies to many other countries throughout the world, while in the UK and the USA particularly the ports are viewed as individual commercial enterprises which should conform to normal financial criteria.

Ports exist as an important and fundamental part of the overall pattern of trade and transport. The four principal roles of a port can be summarized as follows:

(a) Provision of shelter from the elements. This arises when, due to heavy seas and storm conditions prevailing, ships take shelter in the environs of a port and thereby seek safe anchorage.

(b) Cargo and passenger handling. A place where ships can load or discharge their cargo, and/or passengers. This is the prime function of a port.

(c) Support services for ships. This embraces victualling, stores, bunkering, ship repair and so on. In the larger ports such as Dunkerque ship yard/dry docking facilities are available for ship survey and overhaul purposes.

(d) A base for industrial development. This involves the provision of industry and its infrastructure to facilitate the development of trade passing through the port. It may be a steel plant. A more recent development is the free ports concept (see pp. 107–114).

(e) A terminal forming part of a transport chain. Such an interchange point links the shipping service with other transport modes to provide an overall international trade distribution network, often under the combined transport operation concept (see Chapter 9 of Economics of Shipping Practice and Management). It may involve rail, road or inland waterways/canal transport.

Task 2. Demonstrate you knowledge of the topical combinations of words and set phrases.

Example A: I think the general director controls the entire port operations.

B: Yes, you're right: the entire port operations are controlled by him.

1. I think the department head manages one particular service. 2. So far as I understand the deputy director manages several services. 3.The deputy general director in operations heads the operations, commerce and shipping services. 4. The harbors master controls safety of shipping and order in the port. 5. The superintendent heads one particular cargo handling complex.

Task 2. Give the English equivalents for the following words and words combinations:

оформити прихід судна		
навалювальний вантаж		
вантажний майданчик		
суміжні транспортні засоби		
судновий агент		
внутрішньопортовий		
мати силу (юридичну)		
мати дозвіл на вільну практику		
постанова місцевих влад		
морська санітарна декларація		

Task 3. Having a scheme tell about main functions and features of a port.

Task 4. Translate from Ukrainian into English:
Порт Антверпен.

Порт розташований на обох берегах річки Шельди, в 55 милях від Північного моря. Річка доступна для суден з осадкою 12,7 м навіть під час відливу. Нові шлюзи дозволяють заходити в порт суднам дедвейтом понад 100 тис. т. Порт оснащений 600 кранами вантажопідйомністю від 2 до 60 т та 14 кранами вантажопідйомністю від 15 до 25 т для руди і вугілля. У порту є 6 терміналів для обробки суден з горизонтальним засобом завантаження/розвантаження і 6 контейнерних терміналів. Щорічно в порту завантажується від 500 до 600 морських суден, від 4 до 5 тисяч барж і від 50 до 85 тисяч залізничних вагонів. Вантажообіг порту становить близько 70 млн т. У порту переробляються такі навалочні вантажі, як бензопродукти, руда, зерно, вугілля і генеральні вантажі. Особлива увага приділяється переробці швидкопсувних вантажів, для яких є спеціальні перевантажувальні засоби і сховища.

Task 5. Read the dialogue:

A: Here's a fine pair of ships coming down. The first one's a passenger liner. It Looks very smart, doesn't it? And what is the ship next aster of her?

B: It's a Ro-Ro ship.

A: Ro-Ro, sir?

B: Yes. The name comes from the initials of «roll-on, roll-off». You see that very raked bow she's got? Well, the whole bow section lifts up, leaving a massive entrance for lorries and cars. And there's another pair of doors and ramp in stern.

A: Do you mean the cars and lorries drive around inside the ship?

B: That's right. There are clear, wide decks right down the full length of the ship. And there are ramps inside, to enable the cars and smaller trucks to climb up to a higher deck. It's amazing how many vehicles you can pack unto those ship. And as long as you're careful about securing them, there're quite safe even in a seaway.

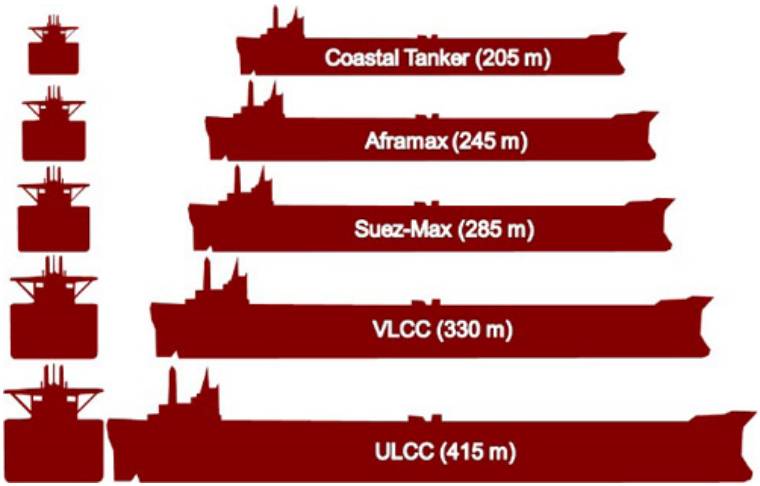
A: I see.

UNIT 7

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Liquid Cargo Vessels.

Liquid cargo vessels are ships which carry cargo in liquid form. Possible cargoes are crude oil, oil products like gasoline, vegetable oil, wine, orange juice, acids, chemical substances, gas under ambient temperatures and atmospheric pressure and etc. These are all carried in different type of liquid cargo vessels.



Crude Oil Carrier

Vessels specialised in the transport of crude oil. Large crude oil tankers can be divided in 4 classes:

1. Ultra Large Crude Carrier (ULCC)

ULCC or Ultra Large Crude Carriers are the largest shipping vessels in the world with a size ranging between 320.000 to 500.000 DWT. Due to their mammoth size, they need custom built terminals. As

a result they serve a limited number of ports with adequate facilities to accommodate them. They are primarily used for very long distance crude oil transportation from the Persian Gulf to Europe, Asia and North America. ULCC are the largest shipping vessels being built in the world with standard dimensions of 415 meters length, 63 meters width and 35 meters draught.

2. Very Large Crude Carrier (VLCC)

VLCC have a size ranging between 180.000 to 320.000 DWT. They are capable of passing through the Suez Canal in Egypt, and as a result are used extensively around the North Sea, Mediterranean and West Africa. VLCC are very large shipping vessels with dimensions of up to 470 m (1.540 ft) in length, beam of up to 60 m (200 ft) and draught of up to 20 m (66 ft). But the standard dimensions of these ships range between 300 to 330 meters in length, 58 meters breath and 31 meters in depth. They are known for their flexibility in using terminals and can operate in ports with some depth limitations.

3. Suezmax

Named after the famous Suez Canal, Suezmax are medium to large-sized ships with a deadweight tonnage (DWT) between 120.000 to 200.000. They are the largest marine vessels that meet the restrictions of the Suez, and are capable of transiting the canal in a laden condition. Prior to 1967, the size of suezmax vessels was restricted to 80.000 DWT, but the maximum was increased to 150.000 DWT in 1975. After the further deepening of the Suez Canal from 18 m (60 ft) to 20.1 m (66 ft) in 2009, a suezmax of up to 200.000 DWT or even more can easily pass through it. Future plans of further deepening the canal's draft to 21.3 m (70 ft) may lead to redefining of suezmax vessels' specifications in the coming years.

4. Aframax

Aframax is a medium-sized crude tanker with a dead weight tonnage (DWT) ranging between 80.000 and 120.000. The tanker derives its name from AFRA which stands for Average Freight Rate Assessment. AFRA system was created in 1954 by Shell Oil to standardise contract terms.

Though relatively smaller than Very Large Crude Containers (VLCC) and the Ultra Large Crude Containers (ULCC), the tanker has a cargo carrying capacity between 70.000 and 100.000 metric tonnes. The average cargo carrying capacity of Aframax is approximately 750.000 barrels.

Due to their favorable size, Aframax tankers can serve most ports in the world. These vessels serve regions which do not have very large ports or offshore oil terminals to accommodate very large crude carriers and ultra large crude carriers. Aframax tankers are just perfect for short to medium haul crude oil transportation.

Aframax tankers are extensively used in areas of lower crude oil production such as in Non-OPEC countries which lack large harbors

and canals to accommodate VLCC and ULCC class of tankers. Their main areas of operations include South American oil cargo exports to the US Gulf region through the Caribbean, North African exports to Southern Europe through Mediterranean, exports from former Soviet Union Republics to Northern Europe through the Black Sea and the North Sea, and South East Asian exports to the Far East. As Aframax vessels are mainly used in transporting crude oil, they are sometimes called 'dirty tankers'.

Oil Tanker Size Categories			
AFRA Scale		Flexible Market Scale	
Class	Size in DWT	Class	Size in DWT
General Purpose Tanker	10. 000 24. 999	Product Tanker	10. 000 60. 000
MR Tanker Medium Range Tanker	25. 000 44. 999	Panamax	60. 000 80. 000
LR1 Tanker Large Range 1	45. 000 79. 999	Aframax	80. 000 120. 000
LR2 Tanker Large Range 2	80. 000 159. 999	Suezmax	120. 000 200. 000
VLCC Very Large Crude Carrier	160. 000 319. 999	VLCC	200. 000 320. 000
ULCC Ultra Large Crude Carrier	320. 000 549. 999	ULCC	320. 000 550. 000

Task 2. Answer the following questions:

1. What are the most important liquid cargoes?
2. What are the properties of oil products?
3. What do liquid oil products comprise?
4. Why should iron cask and cans be tightly closed?
5. What are boxes (tanks) made of?
6. For what purpose are the tanks fitted with tubes?
7. When the oil tanker considered not ready for taking oil cargo?

Task 3. Select from the right column the words that match the definitions in the left column.

1. keeping oil in oil tanks	a) thermometer
2. petrol's kerosene's, oil's	b) a tank
3. a big reservoir for oil	c) tubes
4. devices for giving oil gases the way to escape	d) fuels
	e) storage

Task 4. Tell your partner why?

1. oil products are very important cargoes;
2. iron casks must be tightly closed;
3. oil tanks are fitted with special tubes;
4. it is important to clear oil tanks from previous cargoes.

Task 5. Read the dialogue and write dawn the answers for the following questions:

Captain: Why do you stop loading oil?

Cargo Officer: To my mind the oil-conducting pipe line is choked or damaged.

Captain: Send the donkeyman to examine the hold pump first of all, then disconnect the pipe from the system and if it is chocked with any clots blow it through with compressed air.

Cargo Officer: Yes, sir! We'll do so you say.

1. Why did they stop loading?
2. Who did the captain offer to send for to locate the damage?
3. Name all possible damaged units which the captain recommended to check?
4. How could the carpenter blow through the pipe line?

UNIT 8

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

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 sign of leakage or previous leakage.

While stowing, such cargoes be kept away from inflammable solids, from 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. The packages of explosives, inflammable gases,

inflammable liquids, oxidizing substances and radioactive substances should not be loaded in the same hold or compartment containing spontaneously combustible substances.

The weight of each package should not exceed the maximum allowed weight 100 kg.

First Aid. 1. Call a doctor immediately when someone may have inhaled the vapour, or has been splashed by the liquid. Notify the doctor that the vapour has been inhaled or has got on the skin.

1. When the liquid has got into the eyes immediately wash them with water.

2. If the skin has been contaminated with a poisonous liquid immediately wash with water and soap.

3. Clothing contaminated with a poisonous liquid must be taken off immediately.

Task 2. Translate the following words:

owing to		
poisonous fume		
fuel oil		
readily ignite		
to be effectively segregated		
in the even of an accident		
oxidizing substance		
spontaneously combustible		
maximum allowed weight		

Task 3. Speak on the following:

Dangerous cargoes.

Dangerous goods are classified based on their properties.

9 Hazard Classes and Divisions Class

1 – Explosives Class

2 – Gases Class

3 – Flammable Liquids Class

4 – Flammable Solids Class

5 – Oxidizing Substances and Organic Peroxides Class

6 – Toxic and Infectious Substances Class

7 – Radioactive material Class

8 – Corrosive Substances Class

9 – Miscellaneous Dangerous Substances and Articles Marine Pollutants

Task 4. Select from the right column the words that match the definitions in the left column.

1. petrols, fuel oil, acids	a) damaged cargo pieces
2. cans, drums, cisterns, casks	b) combustible substances
3. explosives, inflammable liquids, inert gas	c) receptacles
4. leaking barrels, broken drums, not hermetically sealed receptacles	d) dangerous cargoes

Task 5. Read the dialogue and write dawn the answers for the following questions:

Cargo Officer: When will you start unloading? We have got dangerous cargo on deck and it is desirable to unload it as soon as possible.

Stevedore: What kind of cargo?

Cargo Officer: Various good. Here is the cargo plan. Have a look, please.

Stevedore: Oh! 100 drums of sulphuric acid, 100 drums of nitric acid and 50 drums of ammonia. But why have you stowed nitric acid close to ammonia?

Cargo Officer: I do. But the drums were shifted during the storm and it was Impossible to separate them.

Stevedore: Well, we'll unload them first.

1. What did the cargo officer tell the stevedore?
2. What document did the cargo officer give the stevedore?
3. What was the weather like during their voyage?
4. Were nitric acid drums stowed far enough from ammonia?
5. Were the drums fastened reliably?
6. Why was impossible to separate the drums?
7. What cargo pieces did the stevedore decide to unload first?

UNIT 9

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Gas cargoes.

According to their properties gases may be: inflammable, poisonous, supporter of combustion, corrosive. All gases which are heavier than air will present potential danger if allowed to accumulate in the bottom of holds.

Gases should be carried in compressed state, liquefied state or dissolved under pressure and require special receptacles (pressure vessels) for transportation.

The following gas receptacles (pressure vessels) are in common use: cylinders of carbon steels, receptacles of cooper or aluminium alloys, thickwalled glass or metal tubes suitably packed in strong wooden boxes, lined with metal. Steel bulkheads, shell plating or steel decks may serve for separating dangerous cargoes.

Poisonous inflammable gases should be accepted for carriage only on decks of cargo ships.

Gas cylinders stowed on their sides must be dunnaged under the first tier. They must be stowed and choked as necessary to prevent shifting unless mouted in a flame as a unit. If cylinders are stowed in a vertical position they must be placed in a block, cribbed or boxed in with suitable sound lumber and the box or crib dunnaged to provide clearance from a steel deck.

Gas receptacles must not be stowed in coal bunkers, holds containing coal or on deck directly above such holds. When gas receptacles stowed on decks must be protected from the direct sun rays.

Receptacles (cylinders) carried under deck must be stowed in ventilated compartments or holds away from any sources of heat and ignition of gaseous mixtures, caused by leakage, besides they should be clear of living quarters.

The necessity of jettisoning the receptacles with inflammable gases may arise during the voyage in case of fire.

During loading and discharging (unloading) operations, sources of ignition should be kept at a maximum possible distance from dangerous cargoes.

Task 2. Learn the following words and words combinations:

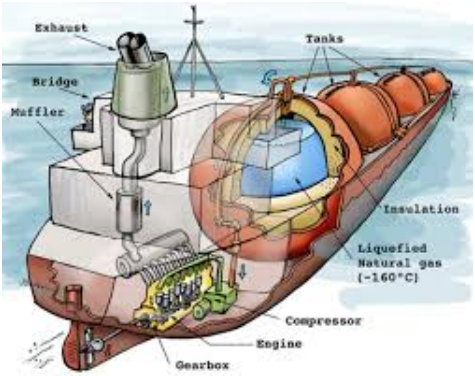
supporters of combustion		сприяє загорянню
in compressed state		у стиснутому стані
in liquefied state		у зрідженому стані
suitable packed		добре упакований
shell plating		щит з листового заліза
to prevent shifting		не допускати зміщення
sound lumber		міцний брусок
to provide clearance from a steel deck		забезпечити прохід повітря під залізною палубою
clear of living quarters		на достатній відстані від житлових приміщень
the necessity of jettisoning		необхідність викидання за борт
dissolved under pressure		розріджені під тиском
carbon steel		вуглецева сталь

Task 3. Make the correct sentences:

I suppose	the leakage the explosion the damage smashing the escape of gases	is cased by	Damage. Shifting. Fire. Wrong stowage. not hermetically sealed can

Task 4. Complete the following sentences using the corresponding entries from the right column.

1. Gases should be carried… a) in compressed state.
2. For packing gases special receptacles are..... b) separating elements.
3. Steel bulkheads may be used as…….. c) in common use.
4. We shell accept this poisonous Gas for carriage…….. d) to prevent movement
5. Gas receptacles must be choked……. e) only on deck.
6. This dangerous cargo should be Stowed away…… f) caused by leakage
7. The ignition of gases is……. g) from living quarters
8. If there is any danger of fire the receptacle With inflammable gas must be……. h) jettisoned



Task 5. Read the dialogue and write dawn the answers for the following questions:

Second Officer: Mr. Stevedore, your men stowed gas receptacles on deck, but they didn't protect them from weather influence.

Stevedore: What do you mean?

Second Officer: I mean the direct sun rays, which may cause undesirable overheating. Please, tell your men to fasten receptacles reliably and cover them with sound tarpaulins. Otherwise you will be responsible for neglect.

Stevedore: Okey. Don't trouble. Everything will be done in some 20 minutes.

1. Where was gas receptacles stowed?
2. What protection did the second officer want for gas cargo?
3. What harm may sun rays do to the gas receptacles?
4. What did the second officer ask the stevedore to do?
5. Who will be responsible for neglect?
6. What did the stevedore promise?

UNIT 10

Task 1. Read the text trying to guess the meaning of the unknown words from the context. Translate the text:

Shipping documents.

If cargoes are carried by a ship, the shipper is obliged to charter the ship. The freighting or chartering of such a ship is done through a shipping agent, who signs an agreement with the ship owner in the name of the charter. Such an agreement is called the Charter-party. The Charter-party must include all terms concerning the rate of freight, the time of loading, the port or ports of destination, the loading conditions, and so on. After signing such an agreement the ship is considered to be chartered and the loading of the goods may begin.

The stevedore looks after the stowage and the trimming in the holds, in order to fill the cargo space and to protect the goods from any damage during the voyage.

As soon as the cargo is agreed upon, the Charter-party is loaded, the Captain of the ship hands over to the shipper a signed receipt, which confirms that the whole cargo is received on board ship.

Such a receipt is called the Bill of Lading. Depending on the requirements of the shippers, the Bill of Lading is issued in three, four, or more copies.

A Manifest is a document containing complete specifications of the goods loaded by a ship. Cargo manifests are drawn up by the agents in the ports of loading, based upon the Bill of Lading. The Manifest contains the fallowing data: the name of the ship, port of loading and data of departure, port of destination, number of Bill of Ladings, marks of packages and contents, name of shippers and consignees, weight of packages, rate of freight per unit, total freight.

Mate's Receipt is a document signed by the Chief Officer, acknowledging the receipt of cargo on board ship. If the cargo is not «in apparent good order and condition» a corresponding remark will be inserted in the Mate's Receipt. The Mate's Receipt is exchanged for Bill of Lading when loading is finished.

Bill of Lading is issued after all mate's receipts have been collected. Bill of Lading contains the same descriptions of goods and remarks.

Cargo-plan or Stowage plan shows the part of the hold and the holds in which the various cargo pieces have been stowed. It shows marks and destination of cargo.

Cargo-plane gives a clear picture of the disposition of each cargo pieces.

Task 2. Learn the following words and words combinations:

in the name of		від імені
the rate of freight		ставка (вартість) фрахту
loading conditions		умови навантаження
to look after		стежити за чим-небудь
to hand over		вручати
cargo manifest		вантажний маніфест
Mate's Receipt		штурманська розписка
acknowledging		підтверджуючий
in apparent good order and condition		у належному за зовнішнім виглядом стані
to exchange for		обмінювати на

Task 3. Get started studying the diagram:

Task 4. Answer the following questions:

1. What do you call Charter-party?
2. What do you call Bill of Lading?
3. What do you call Manifest?
4. What does the term «in apparent good order and condition» mean?
5. Is there any difference between cargo-plan and stowage plan?

Task 5. Complete the following sentences using the corresponding entries from the right column.

1. a document signed by the chief officer, acknowledging the receipt of cargo on board ship	a) Bill of lading
2. a document containing complete specifications of goods loaded by a ship	b) Cargo-plan
3. a document which shows the clear disposition of each cargo piece on board ship	c) Master's Receipt
4. an agreement with the shipowner for the carriage of the goods	d) Manifest
5. a document which is exchanged for the Mate's Receipt	e) Charter-party

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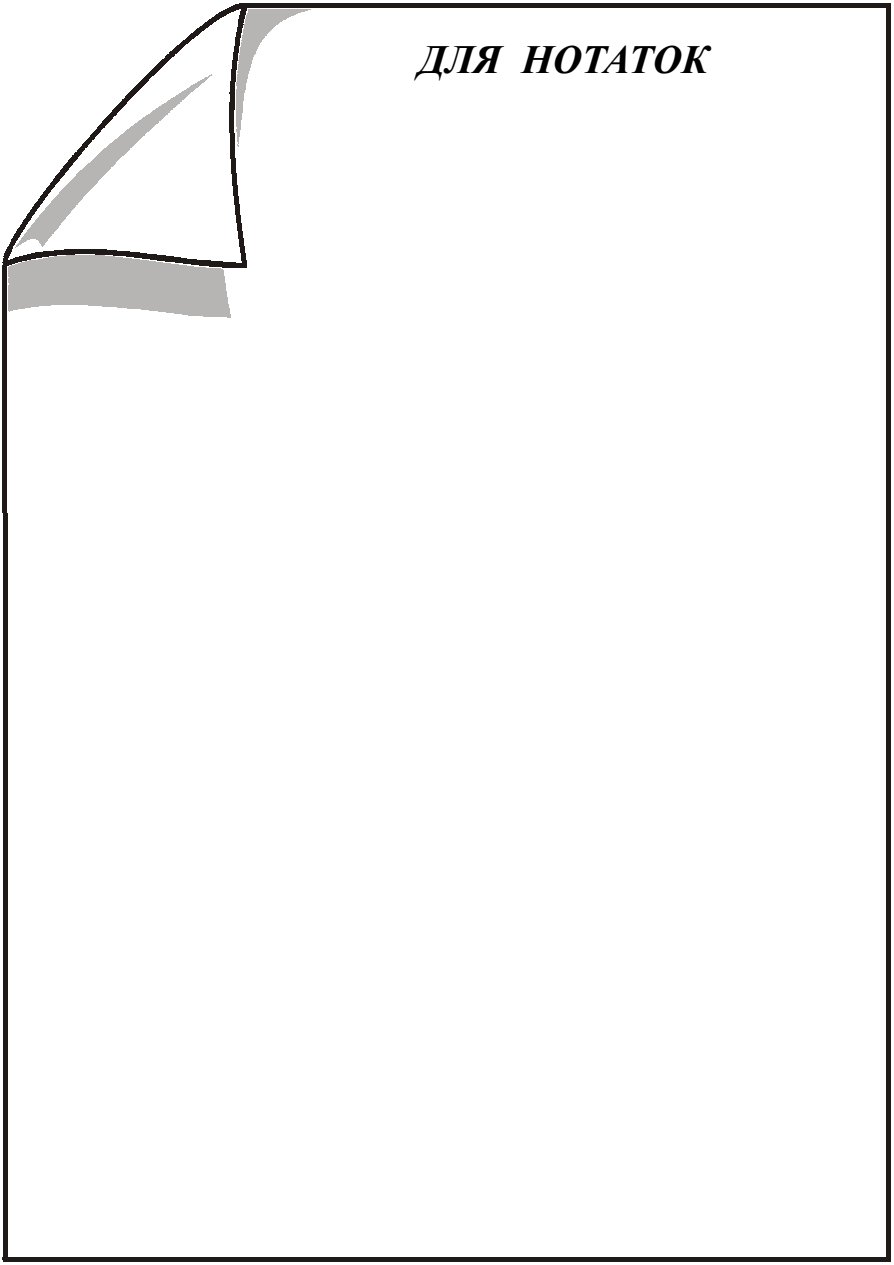
ДЛЯ НОТАТОК

Навчальне видання

СОРОКІНА Тетяна Миколаївна

МЕТОДИЧНІ ВКАЗІВКИ
з дисципліни
«Англійська мова за професійним спрямуванням»

У двох частинах

Частина 2

(*українською та англійською мовами*)

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