

**Министерство образования и науки Хабаровского края**  
краевое государственное бюджетное  
профессиональное образовательное учреждение  
**«ХАБАРОВСКИЙ КОЛЛЕДЖ ВОДНОГО ТРАНСПОРТА И  
ПРОМЫШЛЕННОСТИ»**  
**(КГБ ПОУ ХКВТП)**

Методическая разработка по проведению экзамена в дистанционном формате  
по дисциплине «Английский язык»  
(специальность 26.02.03 «Судовождение» )

Хабаровск

2025

## Введение

Методическая разработка предназначена для проведения дистанционного экзамена по английскому языку по специальности «Судовождение».

Пособие содержит 3 тематических варианта с дополнительными материалами, которые включают ответы, тексты для аудирования.

Тематические варианты соответствуют проверяемым в ходе итогового экзамена умениям и навыкам, формируемым компетенциям:

- контроль умений аудирования;
- контроль умений чтения;
- контроль лексико-грамматических навыков, т.е. владение грамматическими формами и конструкциями, лексическими единицами и способность оперировать ими в профессионально-значимом контексте.

Варианты состоят из письменной и устной части.

Письменная часть состоит из трех разделов («Задания по чтению», «Задания по грамматике и лексике», «Задание по аудированию»).

**Раздел 1** («Задания по чтению») содержит три задания, из которых первое - на установление соответствия, второе - на понимание деловой документации и третье задание с выбором одного правильного ответа из трех предложенных.

Максимальное количество баллов за выполнение всех заданий данной работы-20. На выполнение отводится 30 минут.

**Раздел 2** («Задание по грамматике и лексике») содержит 20 заданий с кратким ответом. Максимальное количество баллов за выполнение всех заданий данной работы-20. На выполнение отводится 30 минут.

**Раздел 3** («Задание по аудированию») включает 6 заданий с выбором одного правильного из двух. Максимальное количество баллов за выполнение всех заданий данной работы-6. На выполнение отводится 10 минут.

Устная часть включает в себя 4 задания:

**Задание 1** предусматривает чтение вслух небольшого текста профессионального характера. Время на подготовку 1.5минуты.

В **задании 2** предлагается перевести прочитанный текст.

В **задании 3** предлагается ответить на вопрос к прочитанному тексту.

В **задании 4** необходимо правильно прочитать и перевести стандартные фразы ИМО.

Общее время ответа одного студента (включая время на подготовку) - 10минут.

## Writing part.

### Part1. (30 min.)

#### Reading 1.

Complete the regulations (1–5) by adding the correct phrase from this list.

1. In a channel, a vessel must keep to \_\_\_\_\_.
2. When two vessels meet head on, each must change course and pass on the port side of \_\_\_\_\_.
3. Every vessel shall at all times proceed at \_\_\_\_\_ so that she can stop safely.
4. A \_\_\_\_\_ must show a masthead light, sidelights and a sternlight.
5. When a vessel is reversing, three blasts on the whistle means ‘I am operating \_\_\_\_\_’.

**Here are the missing sentences. Choose which phrase goes in each gap. Put the letters of the sentences into the gaps.**

- a. the approaching vessel
- b. the starboard side
- c. astern propulsion
- d. vessel underway
- e. a safe speed

#### Reading 2.

**Study this cargo manifest and answer the questions. The first is done as an example.**

<b>Cargo Manifest</b> A1 Shippers · Vancouver, B. C.		<b>Name of Ship</b> City of New York	<b>Nationality of Ship</b> Swedish	
		<b>Port of loading</b> Vancouver BC	<b>Name of Master</b> G. Brocklehurst	
		<b>Port of Discharge</b> Liverpool, United Kingdom	<b>Date of sailing</b> February 19th	
<b>Shipper &amp; Consignee</b>	<b>Marks &amp; numbers</b>	<b>Number &amp; description of goods</b>	<b>Weight</b>	<b>Size</b>
Parks Autos Ocean Park Boulevard, Vancouver, Canada  <b>Consigned to the order of:</b> Station Motors, Parks Lane, Liverpool, UK	3423	1 Black Ford Mustang	1,000 kg	30 m <sup>3</sup>
	3424	1 Blue Ford Mustang	1,000 kg	30 m <sup>3</sup>
	5986	1 Red Chrysler Cruiser	1,200 kg	30 m <sup>3</sup>

<b>Notify:</b> Mr F. Bishop, 01543 228850				
Ice Fresh Fish Inc. Vancouver BC	0085	Containerized frozen fish: 1 X 20 Reefer Frozen Salmon	20,000 kg	220 m <sup>3</sup>
<b>Consigned to the order of:</b> Iceland Frozen Foods Ltd. Blackburn, Lancashire	0176	1 X 20 Reefer Frozen Halibut	15,000 kg	250 m <sup>3</sup>
<b>Notify</b> Mrs Poole 0987 34561				

**Example:**

What two types of goods are listed? *Cars, Fish*

6. Which goods are stored in containers? \_\_\_\_\_
7. Where is the City of New York registered? \_\_\_\_\_
8. What is the City of New York's point of departure? \_\_\_\_\_
9. What is the City of New York's destination? \_\_\_\_\_
10. Who will collect the containerized cargo? \_\_\_\_\_

**Reading 3.**

**Read this text and say if the statements that follow are true or false.**

**Weather forecaster**

In the past, to forecast the weather Met officers read barometers and studied the sky. Now satellites, radar and remote sensors on weather stations out at sea give the data they need. Part of their job is to feed the data into a computer to make short and long range weather forecasts. They then send information to ships via NAVTEX. They track storms and issue weather bulletins to warn of gales and other hazards such as fog, high seas, ice and snow.

Misunderstandings can be dangerous for seafarers. For this reason Met Offices use a strict format for the bulletins so that everything is clear: wind direction and speed, visibility, temperatures, precipitation, waves and tides. Some of the information comes from ships and Met Officers often contact them by radio to get information about the weather at their position.

- 11). Remote sensing is used to get data.  true  false
- 12). NAVTEX is used by Met Offices to get data.  true  false
- 13). Met Officers follow storms remotely.  true  false
- 14). Bulletins can take any form.  true  false
- 15) Bulletins are informal.  true  false
- 16). Ships send weather information to Met Offices.  true  false



### **Part 3. Listening. (10min.)**

**Listen to the captain's VHF transmission about his ship and the cargo and answer the following questions.**

**1) Say which of the following statements are true:**

- a) The mt Evening Star is on fire.  true  false
- b) The Captain requests assistance.  true  false
- d) The Port Pollution Control is waiting to help.  true  false

**2) Listen to the recording again and answer the questions:**

- a) What is the mt Evening Star carrying? \_\_\_\_\_
- b) What is the IMO class of the goods? \_\_\_\_\_
- c) What is spilling from one container? \_\_\_\_\_

## KEYS for Writing Part.

(Variant 1)

### Part 1.

#### Reading 1

1. **B** the starboard side
2. **A** the approaching vessel
3. **E** a safe speed
4. **D** vessel underway
5. **C** astern propulsion

#### Reading 2.

6. frozen fish
7. Canada
8. Vancouver BC
9. Liverpool
10. Mrs. Poole

#### Reading 3. (Weather forecaster)

- 11) true
- 12) false
- 13) true
- 14) false
- 15) false
- 16) true

### Part 2. Grammar 1 (Crews of ships)

- |                    |                    |
|--------------------|--------------------|
| 1. are             | 11. was belayed    |
| 2. has             | 12. is stood       |
| 3. deals           | 13. was manoeuvred |
| 4. handles         | 14. was given      |
| 5. is cleaning     | 15. contact        |
| 6. lubricates      | 16. A              |
| 7. hasn't been     | 17. C ?            |
| 8. was supervising | 18. C              |
| 9. will work       | 19. C              |
| 10. is docked      | 20. B              |

### Part 3.

#### Listening. (Evening Star to the Port Pollution Control)

VHF radio transmission:

Captain: Port Pollution Control, this is Evening Star. Warning: I am carrying inflammable goods. Over.

Port: MT Evening Star, this is port Pollution Control. Question: What is the UN class of the goods? Over.

Captain: This is MT Evening Star. Response: The UN class of the goods is class three. Over.

Port: Evening Star this is Port Pollution Control. Question: what problems do you have with your cargo? Over.

Captain: This is Evening Star. Response: Liquid is spilling from one container.

Request: Stand by absorbent materials. Over.

Port: This is Port Pollution Control. Response: Absorbent materials standing by. Over.

Captain: Port Pollution Control, this is MT Evening Star. Request: Stand by fire extinguishers. Over.

Port: Evening Star, this is Port Pollution Control. Response: Standing by emergency fire extinguishers. Over.

- ANSWERS:**
- 1). True statements: d,e
  - 2).
    - a). Inflammable goods
    - b). Class 3
    - c). Liquid

## ORAL PART.(10min)

### Part 4.

**Task 1. You are going to read the text aloud. You have 1.5 minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

In some places where the traffic is rather dense, the Pilot Station asks the master to embark and disembark the pilot while the ship is under way (usually at a speed of not more than 16 knots).

Then the pilot manoeuvres the ship into the harbour to her berthing place. Sometimes the pilot takes the ship only into the harbour and the port pilot boards the ship to manoeuvre her to the berth. He also sees to the mooring of the vessel.

**Task 2. You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**Task 3. You have to answer this question. Give a full answer to the question.**  
Who cons the ship with the pilot aboard?

**Task 4. Read and translate the following commands (IMO)**

- |                                |                         |
|--------------------------------|-------------------------|
| 1.Nothing to port!             | 1.Право руля!           |
| 2.Go astern!                   | 2.Стоп машина!          |
| 3.Make fast the head rope!     | 3.Закрепить якорь-цепь! |
| 4.Let go the tow line!         | 4.Отдать носовой!       |
| 5.The chain is leading astern! | 5.Выбрать буксир!       |

**Remember:**

***You have to send your answer as a voice message.***

**Writing Part.**

## Part1.Reading.(30min)

### Reading 1.

Study these regulations. There are gaps (1–5) where sentences are missing.

#### Regulations for all vessels (COLREGS: 6/7/14/33/34)

When two power driven vessels meet head on each shall alter her course to starboard. (1)\_\_\_ All vessels must proceed at a safe speed. When in sight of another vessel, a signal must be given to show that a manoeuvre is intended. (2)\_\_\_ One short blast on it means ‘I am altering my course to starboard’. (3)\_\_\_ A vessel may supplement the horn signals with light signals. (4)\_\_\_ . It must be visible at a minimum range of 5 NM (8 km). The light signal must be repeated whilst a manoeuvre is taking place. (5)\_\_\_ Two flashes mean that the turn is to port.

Here are the missing sentences. Choose which sentence goes in each gap. Put the letters of the sentences into the gaps.

- a. One flash indicates that the vessel intends to turn to starboard.
- b. The signal must be given by a horn.
- c. Two blasts mean ‘I am altering my course to port’.
- d. It must be an all round white light.
- e. Therefore each vessel will pass on the port side of the other.

### Reading 2.

Study this cargo manifest and answer the questions. The first is done as an example.

<b>Cargo Manifest</b>  Santiago Shipping SA, Bilbao, Spain		<b>Name of Ship</b> Eloisa	<b>Nationality of Ship</b> Spanish		
		<b>Port of loading</b> Bilbao Spain	<b>Name of Master</b> G. Gonzalez		
		<b>Port of Discharge</b> Southampton United Kingdom	<b>Date of sailing</b> September 19th		
<b>Shipper &amp; Consignee</b>	<b>Marks &amp; numbers</b>	<b>Number &amp; description of goods</b>	<b>Weight</b>	<b>Size</b>	
Carlito’s Luxury Cars Plaza de la Cruz, San Sebastian, Spain	5413  5414	1 Red Ford Adventurer  1 Blue Toyota Land Cruiser	1,500 kg  2,000 kg	40 m <sup>3</sup>  50 m <sup>3</sup>	
<b>Consigned to the order of</b> Estuary Motors, Whiteladies Road, Bristol, UK	5596	1 Silver Chrysler Voyager	1,500 kg	40 m <sup>3</sup>	
<b>Notify</b> Mrs A. Knight, 01435 850228					
Santander Meat Products SA Santander, Spain	0185	Containerized Pork 1 X 20 Smoked Hams	25,000 kg	250 m <sup>3</sup>	

<b>Consigned to the order of:</b> Bailey's Foods PLC. London, England  <b>Notify</b> Mr B. Ocean 0879 56341	0176	1 X 25 Frozen Chicken	15,000 kg	250 m <sup>3</sup>
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**Example:**

What two types of goods are listed? *Cars, Meat*

6. Which goods are stored in containers? \_\_\_\_\_
7. Where is the Eloisa registered? \_\_\_\_\_
8. What is the Eloisa's point of departure? \_\_\_\_\_
9. What is the Eloisa's destination? \_\_\_\_\_
10. Who will collect the containerized cargo? \_\_\_\_\_

**Reading 3.**

Read this report of a maritime accident and say if the statements that follow are true or false.

At 2050 on 3rd June 2009, the fishing boat *Transcend* was out at sea and preparing her trawl gear when a member of the crew reported water entering the engine room through the hull planking. The vessel's two bilge pumps and a portable submersible pump were put into action but the flooding continued. At 2145, the skipper issued a "Mayday".

An emergency response and rescue vessel (ERRV) and a second fishing boat responded to the Mayday. The *Transcend*'s three deckhands evacuated into a life raft and the ERRV picked them up. A portable pump from the other fishing boat was transferred to the *Transcend*. However, it would not start, and the flooding continued.

When the generator failed, the skipper abandoned the vessel and he was followed shortly by the engineer. The vessel listed to starboard and sank by the stern 10 minutes later. The initial cause of the flooding has not been established.

11. The engine room flooded first.  true  false
12. Three vessels responded to the Mayday  true  false
13. The vessel had a skipper and a crew of five.  true  false
14. The captain was the last person to leave to vessel.  true  false
15. No-one knows why the vessel flooded.  true  false

## Part 2. Grammar and Vocabulary.(30min)

Complete these sentences by using the correct verb forms in the brackets.

1. Seven days ago the fishing vessel Andrea Gail (*break down*) in high seas and strong winds.
2. The Coast Guard (*search*) for the six-man crew for seven days. searched
3. They just (*call off*) the search.
4. The skipper of the passenger ferry Balmoral (*change*) course to 304 degrees
5. and the vessel (*ground*) on rocks.
6. At the moment salvage vessels (*stand*) by for the weather to improve.
7. 'Please, (*keep*) a sharp look out for worsening weather.'
8. 'We (*require*) assistance. Please acknowledge. Over.'
9. Now I (*report*) a collision fortunately there are no casualties.
10. The crew (*organise*) into departments.
11. The equipment (*stow*) in lockers yesterday evening.
12. The decks regularly (*clean*) by Deck Hands.
13. The clear instructions (*give*) to the crew by the master in some minutes.
14. Next year dangerous cargo (*carry*) by the ships of our company.
15. We always (*give*) the island a wide berth.

Choose the correct answer.

- 16). The point of a ship that is most forward.  
a). midship      b). bow      c). poop
- 17). A weight that is cast overboard to hold a ship fast is \_\_\_\_\_.  
a). anchor      b). chain      c). sack
- 18). The deck towards the stern is \_\_\_\_\_.  
a). lower deck      b). afterdeck      c). foredeck
- 19). A guard around a deck is \_\_\_\_\_.  
a). coamings      b). bulwark      c). railings
- 20). A structure running from bow to stern is \_\_\_\_\_.  
a) keel      b) bilge      c). double bottom
- 21). The part of a ship's side above the deck is \_\_\_\_\_.  
a). bulwark      b). freeboard      c). tweendeck

### **Part 3. Listening. (10min)**

**Listen to the radio conversation between the Officer of the Watch (OoW) on the ship Morning Sky and the Atlantic Weather Centre. Choose the correct answers to the questions.**

**1) What does the OoW's first question mean?**

- a) 'Can you hear me clearly?'
- b) 'Have you read my message?'
- c) 'Can you see me clearly?'

**2) Which of the following means the same as the Weather Centre's answer to the first question?**

- a) 'I can hear you perfectly.'
- b) 'I can hear you ok.'
- c) 'I can't hear you well.'

**3) Where are icebergs reported?**

- a) In the North Atlantic.
- b) In the East Atlantic.
- c) Everywhere in METAREA II

**4) What does the OoW mean when he says 'Say again'?**

- a) 'I am going to repeat what I said.'
- b) 'This is important'
- c) 'Please repeat your message.'

**5) What does the man at the Atlantic Weather Centre mean when he says 'acknowledge'?**

- a) 'Let me know you understand.'
- b) 'Answer me.'
- c) 'I have no more information.'

**6) How does the OoW acknowledge?**

- a) 'Thank you. Nothing more'
- b) 'Understood'
- c) 'South Westerly winds force six'

## Keys for Writing Part

(Variant 2).

### Часть 1. Reading.

#### Reading 1.

1. E
2. B
3. C
4. D
5. A

2. pork
3. Spain
4. Bilbao
5. Southampton
6. Mr. B. Ocean

1. true
2. false
3. false
4. false
5. true

#### Reading 2.

#### Reading 3.

### Часть 2. Grammar and Vocabulary. (Andrea Gail)

1. broke
2. searched
3. has called off
4. changed
5. grounded
6. are standing
7. keep

8. require
9. am reporting
10. are organized
11. was stowed
12. are cleaned
13. will be given
14. will be carried

15. give
16. B / bow
17. A / anchor
18. B / afterdeck
19. C / railings
20. A / keel
21. A / bulwark

### Часть 3. Listening. (Atlantic Weather Centre)

[Voice 1 is Officer of the watch, Voice 2 is Met Officer]

Voice 1: Atlantic Weather Centre. This is Morning Sky. How do you read? Over.

Voice 2: Morning Sky. This is Atlantic Weather Centre. I read fair. Go ahead. Over.

Voice 1: Question: Are ice bergs expected in METAREA II? Over.

Voice 2: Morning Sky. Response: Affirmative. Ice warning. Icebergs reported in Eastern North Atlantic METAREA II. Over.

Voice 1: Thank you Atlantic Weather Centre. Understood. Icebergs in METAREAI.

Question: What wind direction and force is expected in METAREA II? Over.

Voice 2: [growing static] Morning Sky. Information: Wind in METAREA II expected from South West, force Beaufort six. Over.

Voice 1: Atlantic weather Centre. Say again. Over.

Voice 2: Morning Sky. I say again. Wind from South West, force six. Acknowledge. Over.

Voice 1: Atlantic Weather Centre. Understood. South Westerly winds, force six. Thank you. Nothing more. Out.

#### Answers:

1. A 2. B 3. A 4. C 5. A 6. B

## ORAL PART.(10min)

### Part 4.

**Task 1. You are going to read the text aloud. You have 1.5 minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

Ships may anchor either in the open roadstead or in the inner harbour.

To bring the ship to anchor, it is necessary to slacken speed and stop the engine at the proper time. Both anchors must be ready to let go.

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

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

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

The scope of chain to be paid out depends on many factors, such as the size of the ship, the weather and tide conditions, the quality of the holding ground.

**Task 2. You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**Task 3. You have to answer this question. Give a full answer to the question.**

What information should the watch officer enter into the log book?

**Task 4. Read and translate the following commands (IMO)**

- |  |                                   |
|--|-----------------------------------|
| 1. Slower!                                 | 1. Якорь-цепь смотрит под корпус! |
| 2. Nothing to starboard!                   | 2. Задний ход!                    |
| 3. The chain is ahead!                     | 3. Травить помалу!                |
| 4. Slack away the stern rope a little bit! | 4. Лево руля!                     |
| 5. Give the tow rope to the tug boat!      | 5. Трави буксир!                  |

**Remember:**

***You have to send your answer as a voice message.***

## Part1. Reading (30 min)

### Reading 1.

Study the report. There are gaps (1–5) where sentences are missing.

#### Piracy in the Gulf of Aden

At approximately 0730 UTC on the 27th January, the skipper of the Tropicana spotted a small boat dead ahead. (1) \_\_ The boat was about ten metres long. It had no deck or superstructure. There were tree branches around the gunwale that made a canopy. On board were a number of men.(2) \_\_\_\_\_ The skipper of the Tropicana was suspicious and immediately ordered a change of course and an increase in speed. (3) \_\_\_\_\_ As the pirates drew abeam, they opened fire. Several shots were fired into the Tropicana's hull. The pirates indicated that the Tropicana should stop. (4) \_\_\_\_\_ At this point the Second Mate sent out a Mayday on the vessel's VHF radio. There was no response to the call. (5) \_\_\_\_\_ One of them, who appeared to be the leader, ordered the skipper and crew to move forward to the bow. Whilst one of the pirates held the crew at gunpoint, the three others proceeded to remove the Tropicana's radio and ransack the vessel.

Here are the missing sentences. Choose which sentence goes in each gap. Put the letters of the sentences into the gaps.

- a. The skipper cut the engines.
- b. Four armed men boarded
- c. However, the small boat continued to close on the Tropicana.
- d. It was a small blue wooden craft with an inboard motor.
- e. They were dark skinned and wearing western style clothing.

### Reading 2.

Study this Bill of Lading and answer the questions. The first is done as an example.

<b>Exporter</b> <i>Frank Spencer Ltd., Edinburgh, UK</i>		<b>Port of unloading</b> <i>Barcelona</i>	<b>EDA:</b> <i>5<sup>th</sup> June</i>
<b>Consignee</b> <i>Hispanic International, Madrid, Spain</i>		<b>Forwarding agent</b> <i>European Road Freight</i>	
<b>Exporting carrier</b> <i>Maersk Mary Rose</i>	<b>EDD</b> <i>3<sup>rd</sup> June</i>	<b>Containerized vessel</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Port of loading</b> <i>Grangemouth</i>		<b>Domestic routing instructions</b> <i>Products in reusable packaging</i>	
<b>Number of packages</b> <i>10 CTNS</i>		<b>Description of commodities</b> <i>Fabrics</i>	<b>Gross weight</b> <i>590 kg</i>

<b>Declared value € 6000</b>			
<b>Freight rates</b>	<b>prepaid</b>	<b>collect</b>	
<b>Ocean freight</b>	€ 150		
<b>Transfer of document fee</b>		€ 25	
<b>Grand total</b>	<b>€ 175</b>		

*Example: What type of commodities is listed? Fabrics*

6. What is the Maersk Mary Rose's passage plan? (give places and dates) \_\_\_\_\_
7. Who is importing the goods? \_\_\_\_\_
8. What type of vessel is the Maersk Mary Rose? \_\_\_\_\_
9. How much will the cargo be insured for? \_\_\_\_\_
10. How is the cargo packed? \_\_\_\_\_

### Reading 3.

**Study this Notice to Mariners. Say if the statements that follow are true or false.**

**Notice to mariners**  
**No. 24/08 c15**  
**South East Coast of England**

**Dover Strait Traffic separation scheme**

**Varne bank**  
**Wreck**  
**First world war submarine**

**Latitude 50° 57'.841 n., Longitude 01° 21'.622 e (WGS 84 Datum)**

Mariners are advised that further to Trinity House Notice to Mariners 21/08 c13 dated 18th June 2008, the wreck of a First World War submarine, formerly laying in the above position in the sw bound lane of the Dover Strait Traffic Separation Scheme, south of the Varne Bank, has been relocated to position Latitude 50° 57'.89 n., Longitude 01°23'.12 e. The clearance depth over the wreck in the new position is in excess of 30 metres L.A.T. The works vessel Norma, the tug Eerland 26 and guard vessel THV Alert have now vacated the site

- 11). There is a wreck located at Varne Bank.  true  false
- 12). This is the first notice about this wreck.  true  false
- 13). The wreck has been moved.  true  false
- 14). There is now less than 30 metres clearance over the wreck.  true  false
- 15). NORMA is a tug.  true  false

## Part 2. Grammar and Vocabulary.(30min)

Complete these sentences by using the correct verb forms in the brackets.

1. My engine ( *break* )down one hour ago.
2. I ( *anchor* ) one mile from buoy number three in fifteen minutes.
3. 'We ( *drift* ) in heavy seas. Please send assistance.'
4. These vessels never ( *sink* ).
5. A minute ago the deck hand ( *disappear* ) under the water.
6. The yacht Western Rose just ( *capsize* ) off the coast of southern Portugal.
7. Yesterday the tanker ( *collide* ) a stationery vessel at the entrance to the North Channel.
8. At the moment I ( *keep* ) a sharp look out and
9. I ( *see* ) the lighthouse on the port side.
10. The signal to leave the harbor ( *receive* ) by us at 03.15.
11. Morse code ( *use* ) by all mariners all over the world.
12. The warning buoys ( *show* ) in the charts.
13. A storm warning ( *issue* ) by the officer an hour ago.
14. Ships usually ( *tow* ) into harbor by tug-boats.
15. All the officers ( *stand* ) watch on board.

Choose the correct answer.

16. A person in charge of a ship is \_\_\_\_\_  
a). Chief Officer                      b). Master                                      c). First Mate
17. A person who does general maintenance on board ship: chip, scrape, paint the hull and decks and keep lifeboats in good condition is \_\_\_\_\_.  
a). Ordinary Seaman                      b). Boatswain                                      c). Motorman
18. A person working under orders from the Chief and under him there are juniors who do daily maintenance of important equipment is called \_\_\_\_\_.  
a). Second Officer                      b). Second Engineer                                      c). Electrician
19. A safety officer who has responsibility for the ship eight hours a day is called \_\_\_\_\_.  
a). Chief Engineer                      b). Second Officer                                      c). Third Officer
20. A person who works onboard with circuits, generators, switches and coils.  
a). Electrician                                      b). Engineer                                      c). Motorman
21. A person who orders and stores supplies. He is concerned with galley hygiene and the meals.

a).Ship's doctor                      b). Steward    c).Cook

**Part 3. Listening.(10 min)**

**Listen to the first part of an emergency call and answer the questions:**

1. What type of vessel is Sirius? \_\_\_\_\_
2. What is the emergency? \_\_\_\_\_
3. Where is Sirius? \_\_\_\_\_

**Listen to the second part of the call and say which of the following statements are true:**

4. There are three crew members on board.     true  false
5. The Captain of Sirius requests assistance.     true  false
6. Westkapelle coast guard is waiting to help.     true  false

## Keys (Variant 3).

### Часть 1. Reading.

#### Reading 1.(Piracy)

1. **D**
2. **E**
3. **C**
4. **A**
5. **B**

#### Reading 2.

6. Leaves Grangemouth on 3rd June, arrives Barcelona on the 5th June
7. Hispanic International
8. container ship
9. €6000
10. 10 reusable cartons

#### Reading 3.

11. True
12. False
13. True
14. False
15. False

### Часть 2. Grammar and Vocabulary (My engine)

- |                   |                       |                              |
|-------------------|-----------------------|------------------------------|
| 1. broke          | 10. was received      | 17. <b>A</b> / Ordinary      |
| 2. will anchor    | 11. is used           | Seaman                       |
| 3. are drifting   | 12. are shown         | 18. <b>B</b> / Second        |
| 4. sink/have sunk | 13. was issued        | Engineer                     |
| 5. disappeared    | 14. are towed         | 19. <b>C</b> / Third Officer |
| 6. has capsized   | 15. stand             | 20. <b>A</b> / Electrician   |
| 7. collided       | 16. <b>B</b> / MASTER | 21. <b>C</b> / Cook          |
| 8. am keeping     |                       |                              |
| 9. see            |                       |                              |

### Часть 3. Listening. (SIRIUS)

#### *Emergency call part one:*

**Captain of Sirius:** May day, May day, May day. All stations, all stations, all stations. This is Sirius, Sirius, Sirius. May day. Over.

**Westkapelle coast guard:** Hello Sirius. This is Westkapelle Coast Guard. Channel one six. Question: What is the nature of your emergency? Over.

**Captain of Sirius:** Westkapelle, this is fishing vessel Sirius. We are taking on water very fast and we have got dead batteries. Request immediate assistance. Over.

**Westkapelle coast guard:** Fishing vessel Sirius. This is Westkapelle Netherlands coast guard. Question: What is your position? Over.

**Captain of Sirius:** Hello Westkapelle. We are in the Wadden Sea, about twenty kilometres North West of Harlingen. Over.

#### *Emergency call part two:*

**Westkapelle coast guard:** Thank you Sirius. Confirm: twenty kilometres North West of Harlingen. Over.

**Captain of Sirius:** Affirmative Westkapelle. Over.

**Westkapelle coast guard:** Sirius, this is Westkapelle coast guard. Question: How many are on board? Over.

**Captain of Sirius:** Westkapelle. Answer: Crew of three. Over.

**Westkapelle coast guard:** Sirius. This is Westkapelle coastguard. We are coming to your assistance. Standby on channel one six. Over.

**Captain of Sirius:** Westkapelle. I'm standing by on channel one six.

**Answers:**

1. fishing boat

2. vessel is sinking + dead batteries

3. Wadden Sea, about 20 km North West of Harlingen

4. True

5. True

6. False

## ORAL PART.(10min)

### Part 4.

**Task 1. You are going to read the text aloud. You have 1.5 minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

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

**Task 2. You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**Task 3. You have to answer this question. Give a full answer to the question.**  
What ropes are run out from the ship and secured to the bollards ashore?

**Task 4. Read and translate the following commands (IMO)**

- |   |                          |
|---|--------------------------|
| 1. Starboard a little!                    | 1. Приготовить машину!   |
| 2. Faster!                                | 2. Задержать якорь-цепь! |
| 3. How does the chain look!               | 3. Подать кормовой!      |
| 4. Lower the ladder!                      | 4. Выбрать буксир!       |
| 5. Slack away the head rope a little bit! | 5. Больше лево!          |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.1(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

In some places where the traffic is rather dense, the Pilot Station asks the master to embark and disembark the pilot while the ship is under way (usually at a speed of not more than 16 knots).

Then the pilot manoeuvres the ship into the harbour to her berthing place. Sometimes the pilot takes the ship only into the harbour and the port pilot boards the ship to manoeuvre her to the berth. He also sees to the mooring of the vessel.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

Who cons the ship with the pilot aboard?

**4. Read and translate the following commands aloud (IMO)**

1.Nothing to port!

2.Go astern!

3.Make fast the head rope!

4.Let go the tow line!

5.The chain is leading astern!

1.Право руля!

2.Стоп машина!

3.Закрепить якорь-цепь!

4.Отдать носовой!

5.Выбрать буксир!

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.2(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

Ships may anchor either in the open roadstead or in the inner harbour.

To bring the ship to anchor, it is necessary to slacken speed and stop the engine at the proper time. Both anchors must be ready to let go.

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

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

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

The scope of chain to be paid out depends on many factors, such as the size of the ship, the weather and tide conditions, the quality of the holding ground.

**2.You have to translate this text aloud.**

**Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What information should the watch officer enter into the log book?

**4. Read and translate the following commands (IMO)**

1.Slower!

2.Nothing to starboard!

3.The chain is ahead!

4.Slack away the stern rope a little bit!

5.Give the tow rope to the tug boat!

1.Якорь-цепь смотрит под корпус!

2.Задний ход!

3.Травить помалу!

4.Лево руля!

5.Трави буксир!

**Remember:**

***You have to send your answer as a voice message.***

### **Part 4.3(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

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

**2.You have to translate this text aloud.**

**Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What ropes are run out from the ship and secured to the bollards ashore?

**4. Read and translate the following commands (IMO)**

1.Starboard a little!

2.Faster!

3.How does the chain look!

4.Lower the ladder!

5.Slack away the head rope a little bit!

1.Приготовить машину!

2.Задержать якорь-цепь!

3.Подать кормовой!

4.Выбрать буксир!

5.Больше лево!

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.4(10min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud.Remember you will not have more than 2 minutes for reading.**

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

It may also happen that the ship will need dry docking for cleaning the bottom and repairs to the hull. A tug-boat will then be required to manoeuvre the ship into the dock.A ship may become disabled at sea and in this case she will need some other vessel or a tug to tow her to the nearest port.

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

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

**2.You have to translate this text aloud.**

**Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What does a single letter or combination of letters signify in the International Code?

**4. Read and translate the following commands (IMO)**

1.More port!

2.Stand by the engine!

3.Hold on the chain!

4.Give the stern rope ashore!

5.Heave away the tow rope!

1.Немного право!

2.Больше ход!

3.Как смотрит якорь-цепь!

4.Потравить носовой немного!

5.Спустить трап!

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.5(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

If the ship has arrived from the port where people or animals are suffering from infectious diseases or if there have been some cases of infectious diseases aboard the ship during her voyage, the ship is put in quarantine. The medical officer is also under duty to examine whether the ship has proper certificates of deratization and disinfection.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What assistance does the medical officer render when there are sick or injured persons aboard?

**4. Read and translate the following commands (IMO)**

- |                              |                             |
|------------------------------|-----------------------------|
| 1.Port a little!             | 1.Больше право!             |
| 2.Stop the engine!           | 2.Задний ход!               |
| 3.Heave up the anchor!       | 3.Сколько якорь-цепи вышло! |
| 4.Give the head rope ashore! | 4.Поднять флаг!             |
| 5.Let go to the tow rope!    | 5.Трави буксир!             |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.6(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

It is required that the captain of a ship shall report his vessel to the Customs House within 24 hours of arrival in a foreign port. That means that the captain is to fill up the blank form of the captain's declaration or report list and to hand it over to the Customs together with certain ship's papers. Usually the following papers are required for entering inwards:ship register, certificate of pratique, bill of health, manifest of cargo, list of stores, search note, crew list and others.

As a matter of fact, all the formalities connected with clearing in and clearing out are fulfilled by the ship's agent.The customs officers come aboard the ship to search or "rummage" the vessel for unentered goods and to see if there are any prohibited goods or goods liable to duty.

It is well known that each country imposes import duties on certain goods brought into the country.

To prevent smuggling the customs officers request the captain to give the ship's store bond on dutiable goods kept aboard for the use of the ship's crew and passengers.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What document do the Customs request from the ship to prevent such smuggling?

**4. Read and translate the following commands (IMO)**

- |                                      |                              |
|--------------------------------------|------------------------------|
| 1.Starboard a little!                | 1.Больше ход!                |
| 2.Go astern!                         | 2.Одерживай!                 |
| 3.Heave up the ladder!               | 3.Травить две смычки в воду! |
| 4.How many shackles are gone!        | 4.Отдать носовой!            |
| 5.Give the tow line to the tug boat! | 5.Спустить трап!             |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.7(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

The procedure of clearing the ship inwards in various ports is different. In some ports, the ship's agent, or his clerk, comes aboard the ship directly on her arrival and brings a pile of blank forms. These blanks must be filled up to clear the ship in.

If the captain knows this routine perfectly well, he does the job himself or charges one of his mates with this business. Sometimes the captain asks his agent to help him and in this case he just states the fact which must be put down in these documents. Then one of the mates or the agent takes all these documents together with some ship's papers, goes ashore and arranges with the authorities all the formalities for clearing the ship in.

In other ports, the agent comes aboard together with the Medical, Customs, Port and Immigration officers. They all gather in the captain's cabin and fill up the blanks themselves. The agent helps the captain to provide them with necessary information about the ship. When the blanks are filled in the captain reads them through and signs his name.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What should the captain do with the documents before signing them?

**4. Read and translate the following commands (IMO)**

- |                                       |                         |
|---------------------------------------|-------------------------|
| 1.Meet her!                           | 1.Немного право!        |
| 2.Faster!                             | 2.Задний ход!           |
| 3.Let go to head rope!                | 3.Сколько вышло смычек! |
| 4.Lower the ladder!                   | 4.Поднять трап!         |
| 5.Slack away two shackles into water! | 5.Подать трап!          |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.8(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

It is the duty of the second mate or the cargo officer, as he is sometimes called, to see that the goods are properly loaded, stowed and discharged from the ship. Practically, the job is carried out by a stevedoring company which details a boss or chief stevedore and several stevedore gangs for the ship.

Each gang usually consists of a foreman, a hatchman, two or three winchmen and eight or ten ordinary stevedores. The boss stevedore allots a definite gang for each hatch and superintends all the work.

In the course of loading and discharging the second mate has to deal with the boss stevedore, the foreman and ordinary stevedores. He must explain and instruct them as to how the goods should be stowed, dunnaged and, if necessary, lashed or secured from shifting.

The second mate is also to see that the goods are not damaged through careless handling and that each lot is separated from one another.

Packed goods must be received on board only in sound packing. Before loading, the second mate is to examine on shore the goods to be shipped.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

On what condition may damaged goods be sometimes accepted for shipment?

**4. Read and translate the following commands (IMO)**

- |                                      |                              |
|--------------------------------------|------------------------------|
| 1.Midships!                          | 1. Лево на борт!             |
| 2.Back her!                          | 2.Стоп машина!               |
| 3.Slack away the chain!              | 3.Отдать левый якорь!        |
| 4.Veer out handsomely!               | 4.Потравить носовой немного! |
| 5.Give the tow line to the tug boat! | 5.Выбрать буксир!            |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.9(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

Ships may need dry-docking in a number of cases. It is a well known fact that in the course of time the underwater part of a ship is covered with sea-growth or shells which is sometimes called "fouling". This sea-growth reduces a vessel's propulsive efficiency to a large extent. To remove the sea-growth, vessels must be dry-docked from time to time and their bottom must be graved or cleaned.

In case of some damage to the ship's hull, such as may result, for example, from stranding or collision, the ship must also be placed in a dry dock or slip for examination and repairs. Replacement of the propeller shaft, damaged rudder or replacement of the shaft bush may also necessitate dry-docking the ship.

If a ship requires dry-docking the dockmaster must be informed beforehand about the ship's draft, her length and breadth, whether she has bilge keels and whether she has any other special characteristic of the ship's construction. These data will enable him to make necessary preparations and to fix keel blocks to receive the ship.

**2.You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

May cargo or other weights be shifted when the ship is docked?

**4. Read and translate the following commands (IMO)**

- |  |                       |
|--|-----------------------|
| 1.Hard a-port!                           | 1.Прямо руль!         |
| 2.Stop the engine !                      | 2.Задний ход!         |
| 3.Let go port anchor!                    | 3.Травить якорь-цепь! |
| 4.Heave away the tow rope!               | 4.Травить помалу!     |
| 5.Slack away the head rope a little bit! | 5.Подать буксир!      |

**Remember:**

***You have to send your answer as a voice message.***

**Part 4.10(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

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

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

**2.You have to translate this text. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

Where may ships anchor?

**4. Read and translate the following commands (IMO)**

- |                            |                            |
|----------------------------|----------------------------|
| 1.Nothing to starboard!    | 1.Подать буксир!           |
| 2.Heave away the tow rope! | 2.Лево руля!               |
| 3.The anchor is clear!     | 3.Большой ход!             |
| 4.Slower!                  | 4.Отдать якорь!            |
| 5.Heave up the ladder!     | 5.Подать носовой на берег! |

**Remember:**

***You have to send your answer as a voice message.***

## Part 4.11(10 min)

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

Repairs to main and auxiliary machinery, deck machinery, cargo gear, deck superstructures and above-water portions of the hull do not always necessitate placing a ship in a dry dock. These repairs, in the majority of cases, are effected when the ship is practically afloat.

At the request of the chief engineer the ship's agent is to invite on board the ship the representative of some local repair shop or shipyard. The chief engineer must explain to the representative all the particulars of the work to be done, give scantlings and, if necessary, drawings as well as allowances and tolerances required for the parts ordered.

On completion of work and trials, if required, the chief engineer approves of the work done by the shop, signs the respective bills and the agent pays the money to the repair shop on behalf of the ship.It should be mentioned here that all the repairs are usually carried out under the supervision of a Representative of the Register of Shipping who is to approve the work done and to issue appropriate certificates. His assistance in the work may be very helpful.

**2.You have to translate this text. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What information should be given to the dockmaster in the case of dry-docking?

**4. Read and translate the following commands (IMO)**

- |                       |                             |
|-----------------------|-----------------------------|
| 1.Lower the ladder!   | 1. Приготовить машину !     |
| 2.Hoist the flag!     | 2.Стоп машина!              |
| 3.The anchor is foul! | 3.Так держать!              |
| 4.Back her!           | 4.Приготовить якорь отдаче! |
| 5.Nothing to port!    | 5.Право руля!               |

**Remember:**

***You have to send your answer as a voice message.***

## Part 4.12(10 min)

**1. You are going to read the text aloud. You have 1.5 minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

The Medical, Customs, Port and Immigration officers gather in the captain's cabin or in the saloon, sit down at the table and fill up the blanks themselves. The agent helps the captain to provide them with necessary information about the ship. Very often the agent acts as an interpreter too. When the blanks are filled in the captain reads them through and signs his name.

The Medical Officer usually requires the captain to produce the following documents: the Crew List, the List of Passengers (if any), the Bill of Health, the Disinfection and Deratization Certificates and the Tonnage Certificate.

The Customs and Port Authorities require the Tonnage Certificate, the Ship's Register or Certificate of Registry, the Certificate of Free Pratique, the Load Line Certificate or Certificate of Freeboard, the Radio Certificate, the Safety Equipment Certificate and the Ship's Official Log Book. They also require the Master's Declaration, the Crew List, the List of provisions and stores, and the Cargo Manifest together with Bills of Landing.

**2. You have to translate this text. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

Who goes ashore to take the documents to the port authorities?

**4. Read and translate the following commands (IMO)**

- |                             |                         |
|-----------------------------|-------------------------|
| 1. Port a little!           | 1. Право на борт!       |
| 2. Stand by the engine!     | 2. Задний ход!          |
| 3. Heave on the chain!      | 3. Отдать правый якорь! |
| 4. Let go to the head rope! | 4. Подать кормовой!     |
| 5. Heave away the tow rope! | 5. Трави буксир!        |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.13(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

If the ship is docked for the purpose of cleaning and re-coating the bottom, the captain and the chief mate should see that the work is done effectively, especially so when the work is being done after dark. Anticorrosive paint or anti-fouling composition should not be put on a wet or damp surface, as moisture under paint, when it is applied, will always cause peeling later on.

While being docked, a careful examination of the ship's bottom should be undertaken and the engineers should examine the stern tube, the propeller, injection valves and sea connections; also, if any part of the plating is found to be corroded or pitted, it must be thoroughly cleaned and covered with some anti-corrosive coating.

In the course of sea trials as well as after undocking, due attention should be paid to possible leaks in the hull especially in those portions where repairs have been made.

In foreign ports arrangements for dry-docking a ship, as well as negotiations with the dockmaster, engineers, port and other authorities concerning the work to be done are usually carried out through the ship's agent.

**2.You have to translate this text. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What repairs can the engine-room staff execute?

**4. Read and translate the following commands (IMO)**

- |                               |                       |
|-------------------------------|-----------------------|
| 1.Hard a-starboard!           | 1.Немного лево!       |
| 2.Go astern!                  | 2.Приготовить машину! |
| 3.Let go starboard anchor!    | 3.Выбрать якорь-цепь! |
| 4.Give the stern rope ashore! | 4.Отдать носовой!     |
| 5.Slack away the tow line!    | 5.Выбрать буксир!     |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.14(10 min)**

**1.You are going to read the text aloud. You have 1.5minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

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

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

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

**2.You have to translate this text. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

What may a tug be required for when in port?

**4. Read and translate the following commands (IMO)**

- |                                      |                    |
|--------------------------------------|--------------------|
| 1.Port!                              | 1.Право не ходить! |
| 2. Faster!                           | 2.Меньше ход!      |
| 3. Let go the anchor!                | 3.Якорь чист!      |
| 4.Give the head rope ashore!         | 4.Поднять трап!    |
| 5.Give the tow line to the tug boat! | 5. Выбрать буксир! |

**Remember:**

***You have to send your answer as a voice message.***

## **Part 4.15 (10 min)**

**1. You are going to read the text aloud. You have 1.5 minutes to read the text silently, and then be ready to read it aloud. Remember you will not have more than 2 minutes for reading.**

The General Drills held aboard ship are designed to prepare the crew to handle emergencies.

By using a standard system of drills, it is possible for a seaman to move from one ship to another and still know what to do in an emergency. Every crew member must know exactly where his station is, and what his job is, for each drill or emergency. This important information is clearly stated on the MUSTER LIST.

No one is executed from any drills unless permission has been granted by the department head.

All crewmembers must familiarize themselves with the location and duties of their emergency stations upon reporting on board. Each crewmember is provided with an individual muster list card, which shows in detail the special duties to perform.

All crewmembers must be instructed in the performance of their special duties. The crew on watch will remain on their watches upon hearing the Emergency Drill signal.

So, the shipboard drills are held in order to train the crew to cope with real emergencies.

**2. You have to translate this text aloud. Remember you will not have more than 2 minutes for it.**

**3. You have to answer this question. Give a full answer to the question.**

In what case does a crewmember remain on his place upon hearing the emergency signal?

**4. Read and translate the following commands aloud (IMO)**

1. Starboard!

2. Steady so!

3. Stand by engine!

4. Stop the engine!

5. Get the anchor ready!

1. Спустить трап!

2. Поднять флаг!

3. Якорь не чист!

4. Задний ход!

5. Лево не ходить!

**Remember:**

***You have to send your answer as a voice message.***

## REFERENCES

1. Tony Grice. English for Mariners. Guidance Notes for Teachers. Arbeitsbereich Linguistik, wwü Münster. LdV-Project lcctv, 2009.
2. Tony Grice. English for Mariners. Guidance Notes for students. A Two-Level Course Book. Arbeitsbereich Linguistik, wwü Münster. LdV-Project lcctv, 2009.