

Министерство образования и науки Украины
Севастопольский национальный технический университет



МЕТОДИЧЕСКИЕ УКАЗАНИЯ
по работе с кораблестроительной терминологией
по дисциплине “Английский язык”
для студентов II курса
специальности 7.100201 «Корабли и океанотехника»
дневной формы обучения

Севастополь
2010



УДК 629.123+656.61.052

Методические указания по работе с кораблестроительной терминологией по дисциплине “Английский язык” для студентов II курса специальности 7.100201 «Корабли и океанотехника» дневной формы обучения / Сост. О.Г. Скидан. – Севастополь: Изд-во СевНТУ, 2010. – 19 с.

Целью методических указаний является накопление и расширение терминологического вокабуляра студентов, связанного со специальностью “Корабли и океанотехника”, формирование у них умений и навыков перевода, а также устной речи в сфере будущей профессии.

Методические указания состоят из глоссария, лексико-переводных упражнений для закрепления терминов глоссария, а также упражнений для самопроверки с ключами. Глоссарий составлен на основе базовых терминов и понятий, необходимых для успешной коммуникации в сфере кораблестроения.

Данные методические указания могут быть использованы как на практических занятиях, так и для самостоятельной работы.

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СОДЕРЖАНИЕ

Глоссарий кораблестроительных терминов.....	4
Упражнения на закрепление терминов глоссария.....	12
Тесты для самопроверки.....	16
Ключи к тестовым заданиям.....	19
Библиографический список	19

Glossary of Shipbuilding Terms

В

Barquentine – баркентина: A vessel square rigged on the foremast only, the main and mizzen masts being fore-and-aft rigged. (square-rigged – оснащённый четырёхугольными парусами, имеющий прямое парусное снаряжение; miz(z)enmast – бизань-мачта)

Ballast – балласт: Heavy material, such as iron, lead or stone placed in the bottom of the hold to keep the vessel steady. (lead – свинец)

Beam – ширина судна; траверз: 1. The extreme breadth of a vessel 2. One of the transverse members of a ship's frames on which the decks are laid. They are supported on the ship's sides by right angles timbers known as knees. (transverse – пересекающийся, поперечный; timber – тимберс, шпангоут; knees – колена)

Beetle – мушкель: A heavy iron mallet used to drive wedges into the seams of wooden ships to open them before caulking. (mallet – деревянный молоток, колотушка; seam – шов, стык; wedge – клин)

Belaying Pins – кофель-нагель: Short lengths of wood, iron or brass set in racks at convenient places on the ship where the running rigging can be secured. (rack – стойка, штатив, рама, подставка)

Binnacle – нактоуз: The housing of the ship's compass, its corrections and the binnacle light. It was placed so that it could be viewed by the man at the wheel. (housing – корпус, станина; кожух, футляр)

Block – кильблок; стапель-блок: A wooden or metal case in which one or more sheaves (rollers) are fitted through which lines can run, either to increase the purchase or to change the direction of the line. They are commonly known as pulleys. (pulley – шкив; блок; ролик)

Boom – плавучий бон (в виде брёвен или цепи): A spar used to extend the foot of a sail. In fore and aft rigged vessels (ie schooners) the boom is a permanent and important spar at the foot of the mainsail and also of the foresail and the mizzen. It is pivoted at the fore end to the mast by a gooseneck. In square rigged vessels booms were temporary extensions to the yardarms to allow the rigging of studding sails. (pivot – закреплять на оси, сажать на болт; gooseneck – вертлюжный штырь (для гика или стрелы))

Bow – нос корабля: The fore end of a vessel.

Bowsprit – бушприт: A large spar projecting over the stem of a vessel to carry the stays for the fore-topmast and from which the jibs are set. (jib – кливер)

Brig – бриг; двухмачтовое судно: A two masted vessel, square rigged on both masts.

Brigantine – бригантина: A two masted vessel with square sails on the fore mast and fore and aft sails on the main mast.

Bulkhead – переборка; перегородка: A vertical partition, running either fore and aft or athwartships, dividing the hull into separate compartments. (partition – линия раздела, граница, перегородка, переборка; athwartships – поперёк судна)

Bull Rope – швартов для постановки на бочку: A rope used for hoisting a topmast or topgallant mast in a square rigged ship. (hoist – поднимать; topgallant – брам-стенга)

Bulwark – фальшборт: The planking or woodwork along the sides of a ship, above her upper deck to prevent seas washing over the gunwales and to prevent persons from falling or being washed overboard. (planking – обшивка досками; gunwale – планшир)

Bunk – встроенная кровать, койка: A built-in wooden bed on board ship, often built in tiers, one above the other. (tier – ряд, ярус)

Buttock – батокс; подзор кормы: The width of a vessel where the hull rounds down to the stern.

С

Cabin – каюта: A room or space partitioned off by bulkheads to provide a private apartment for officers, passengers and crew members for sleeping and/or eating. (partition – делить, разделять; bulkhead – переборка)

Cap – эзельгофт мачты: The wooden block at the top of a mast through which the mast is drawn when being stepped or lowered.

Capstan – кабестан: A cylindrical barrel fitted on the forecastle deck used for heavy lifting. It is placed in the centre line of the ship and on sailing vessels was usually worked by manpower. Work at the capstan was often accompanied by singing of capstan 'shanties' which set the time for the men to take the strain. (shanty – матросская песня)

Carvel Built – с обшивкой вгладь: A method of boat building in which the planks are laid flush with the edges laid close and caulked to make them watertight as opposed to clinker built where the side planks overlap. Generally only small boats were clinker built. (flush – находящийся на одном уровне; clinker built – обшитый внакрой)

Cat – кат: The name of the purchase by which the anchor was hoisted to the cathead in preparation for stowing or letting go. Also the process of hoisting the anchor by its ring to the cathead.

Cathead – кат-балка: A heavy piece of curved timber projecting from each side of the bow of a vessel to hold the anchors in position preparatory to letting go or securing them in their bed after they are weighed. (project – выдаваться, выступать)

Caulk – заделывать швы на корабле, замазывать: The process of driving material into the seams of the ship's deck or sides to make them watertight. The tools used were caulking irons and mallets. (caulking iron – чеканочный молоток)

Ceiling – настил второго дна; настилка: The inside planking in the holds of a vessel, laid across the floors and carried up the sides of the holds to the beams.

Chainplates – путенсы: Strips of iron with the lower ends bolted to the ships sides and on the upper end carrying dead eyes to which the standing rigging (ie shrouds) supporting the masts are secured.

Clew – шкотовый угол паруса: The lower, aft corner of a fore and aft sail; in a square sail, the two lower corners. (square sail – прямой парус)

Coppered – обшитый медью: The hull of a wooden vessel sheathed below the waterline to prevent the damage caused by ships' worms and also the buildup of weed and barnacles which lessened the ships speed. (sheathe – обшивать; worm – червь-точильщик; buildup – накопление; образование; weed – водоросль; barnacle – усоногий рак; lessen – уменьшать, сокращать)

Counter – кормовой подзор: The overhang of the stern above the waterline. (overhang – свешиваться, нависать, выступать)

Courses – нижние прямые паруса: The sails set on the lower yards of a square rigged ship. (yard – рея)

Cradle – спусковые салазки, стапель: The timber frame constructed around the hull of a ship while she is on the launching ways during the building. At the launch the cradle slides down the ways with the ship.

Crank – валкий: A ship which, either by her construction or the stowing of her cargo could not carry a great deal of sail without the danger of capsizing. (capsize – опрокидываться)

Crosstrees – салинг: Light timber spreaders fixed athwartships across the trestle trees at the upper ends of the lower mast and top mast. They supported the topmast and topgallant mast shrouds. (athwartships – поперек судна, spreader – планка)

D

Deadwood – дейдвуд: The solid timbers in the bow and stern, just above the keel where the lines narrow down so that separate side timbers will not fit. They are firmly fixed to the keel to add strength.

Deals – дильсы: Boards cut from pine or fir of a specified size. 3" x 9" x 12' was the most common. (fir – пихта, ель)

Dolphin Striker – мартин-гик: The short perpendicular spar under the cap of the bowsprit used to counteract the upward pull on the jibboom of the fore top-gallant stay. (jibboom – утлегарь)

Draught or Draft – осадка, водоизмещение: The depth of water required to float a ship.

E

Earing – нок-бензель: A rope used to fasten the top corners of a square sail to its yard. (fasten – прикреплять, привязывать, связывать)

Even Keel – ровный киль: Floating upright in the water, not listing on either side.

F

Fairlead – направляющий блок: A means of leading a rope in its proper direction.

False Keel – фальшкиль: An extra keel outside the main keel either as a protection in case of grounding or to increase the draft and improve the sailing quality. (grounding – посадка на мель)

Fashion Pieces – фашенпис: The aftmost timbers in the underwater hull of a ship forming the shape of the stern.

Fay – пригонять; прилаживать: To fit together two pieces of timber so there is no perceptible space between them. (perceptible – заметный, осязаемый)

Fid – клин: A bar of wood or iron which takes the weight of a topmast when it is stepped on the lower mast. A hole in the topmast corresponds with a hole in the lower mast and the fid is driven through to hold them together. (bar – брусок, кусок)

Fiddlehead – резное носовое украшение: The scrolled stemhead of a vessel lacking a true figurehead. (scroll – украшать завитками; stem head – голова форштевня)

Figurehead – резная фигура: An ornamental carved and painted figure on the stem, below the bowsprit generally expressing some aspect of the ship's name. (carve – вырезать)

Flush Deck – гладкая верхняя палуба: A continuous deck of a ship laid from stem to stern without any break.

Footropes – футроп: Ropes in square rigged ships suspended below the yards on which the topmen stand when furling sails. (suspend – вешать; furl – убирать (паруса))

Forecastle – бак, полубак, носовой кубрик: Pronounced fo'c'sle. The space between the short raised forward deck. Also a generic term for the living space of the crew in sailing vessels.

Frame – каркас, остов, костяк, шпангоут: The timber or rib of a ship running from the keel to the side rail. The frames form the shape of the hull. (rib – шпангоут)

Freeboard – надводный борт; высота надводного борта: The distance from the waterline to the upper deck level, measured at the centre of the ship.

Futtock – футокс: The separate pieces of wood that together form a frame in a wooden vessel. Usually there were four or five futtocks to a rib.

G

Gaff – гафель: A spar to which the head of a four sided fore and aft sail is laced and when it is hoisted carries the sail up with it. It takes two sets of halyards to hoist a gaff-rigged sail.

Garboard – шпунтовой пояс обшивки: The first plank on the outer hull next to the keel.

Gimbals – карданный подвес: Two concentric metal rings for mounting and suspending articles (especially the compass) aboard ship allowing the object to remain level despite the rolling and/or pitching of the vessel. (pitching – килевая качка)

Gooseneck – вертлюжный штырь: A metal fitting attaching the boom to the mast of a fore and aft rigged vessel allowing the boom to swing sideways.

H

Half Beams – полубимсы: Short beams running from the ships side to the coamings of hatches. (coaming – комингс; hatch – люк, шлюз, шлюзовая камера)

Half-Model – блок-модель половины корпуса корабля: A scale model of the hull of a proposed ship showing the hull from stem to stern. It was made in layers which when taken apart served as models for the full scale plans.

Halyards – фалы: The ropes used to hoist sails.

Head – топ (мачты): 1. A general term meaning top or forward 2. The top edge of a four sided sail.

Hermaphrodite Brig – шхуна-бриг: A two masted vessel, square rigged on the foremast and fore and aft main sail with a square topsail set above it.

Hold – трюм: A large compartment below decks for the stowing of cargo and stores.

Hoop – бугель: In fore and aft rigged vessels the wooden hoops that secure the luff of the sail to the mast and slide up and down it when the sail is hoisted or lowered. (hoops – сегарсы; luff – передняя шкаторина)

Horns – кронштейны: The fixtures securing a gaff to the mast. Unlike a gooseneck which secured the boom, horns could slide up and down the mast.

Hull – корпус: The main body of a ship excluding the masts, rigging and internal fittings. (rigging - оснастка, снасти, такелаж)

J

Jeer – гардель: Heavy tackle used for hoisting the lower yards in square riggers.

Jib-Boom – утлегарь: A continuation of the bow sprit used to stay the foot of the outer jib and the stay of the top gallant mast. A flying-jib boom is a further extension to which the tack of the flying jib is fastened.

Jumper – верёвка, крепящая рей к мачте: A stay leading from the outer end of the jib-boom to the dolphin striker.

K

Keel – киль: The lowest and most important timber of a wooden ship to which the stem, sternpost and the ribs are attached. (sternpost – ахтерштевень)

Keel Blocks – кильблок: The line of blocks on the floor of the slip on which the keel of the ship to be built is laid.

Keelson – кильсон: A timber bolted to the keel to provide additional strength.

Ketch – кеч: A two masted sailing vessel with the mizzen mast stepped forward of the rudder head. They were usually fore and aft rigged but could have square sails.

L

Launch – спуск судна на воду: The process of sending the hull of a newly built vessel from the shipyard where it was built into the water.

Launching Ways – спусковые полозья: Beds of timber blocks sloping toward the water which support the sliding ways of the cradle holding the ship. The launching ways are well greased to facilitate the sliding of the hull into the water.

Leech – боковая или задняя шкаторина (паруса): The after side of a fore and aft sail and the edges of a square sail.

Limber Holes – лимбербордовое отверстие, сточное отверстие: Holes cut in the timbers on either side of the keelson to allow bilge water to run freely to the pump well. (bilge water – трюмная вода, льяльные воды)

Loose-Footed – свободная нижняя шкаторина: A fore and aft sail that is set without a boom. Most jibs are loose footed.

Lubber's Hole – марсовая дыра: The opening in the floor of the tops on the fore, main and mizzen masts of square rigged ships to give access to the topmasts from below. Unsure seaman preferred going through this hole rather than over the futtock shrouds as the more experienced sailors did. (futtock – футокс)

Luff – передняя шкаторина (паруса): The leading edge of a fore and aft sail.

M

Mainsail – грот (парус): The principal sail of a sailing vessel. In square-rigged ships it is the lowest sail on the main mast.

Manger – решётчатый настил: A small space in the bows of a ship astern of the hawsepipes and enclosed by a coaming to prevent water that came in the hawsepipes from running along the deck.

Martingale – мартин-штаг: A stay running from the end of the jib-boom to the dolphin striker, which holds the jib-boom down against the pull of the fore topgallant-mast stay.

Mast – мачта: A vertical spar set in a vessel. They are taken through holes in the decks and fitted into 'steps' in the keelson. A mast made from a single tree trunk was called a 'pole' mast.

Master Builder – главный подрядчик: The head workman in the shipyard. In many smaller shipyard, he was the designer of the ship as well.

Mizzen – бизань (косой парус): The name of the third, aftermost mast of a square rigged ship or a three masted (tern) schooner.

Moonraker – мунсель: A small light sail set above the sky sail of a square rigged ship.

O

Oakum – пакля (обычно просмоленная); пеньковый очёс: Tarred hemp fibers used for caulking the seams on the decks and sides of wooden ships. It is produced by picking apart old ropes. (hemp – пенька)

Oar – весло: A wooden lever used to pull a boat through the water. It has three parts, the blade which makes contact with the water; the shaft, the main length of the oar and the loom, the end on which the rower pulls in an action called rowing. (lever – рычаг, средство воздействия; blade – лопасть (винта пропеллера, весла), shaft – ручка)

Orlop – нижняя палуба: The lowest deck of a ship laid directly over the bilge. (bilge днище)

Outrigger – утлегарь, балансир, боканец: In sailing vessels an extension to each side of the crosstrees to spread the backstays. (cross-trees – салинг; backstay – бакштаг)

P

Parrel – бейфут: An iron collar holding the yards of a square rigged vessel to the mast so that they could be braced around to the wind. Some of the lighter, upper yards were held with ropes called parrel lashings.

Partners – партнерс (мачты): A plank framework attached to the deck around the holes through which the masts are stepped, strengthening the deck in these places to take the strain when the ship under a press of sail. (framework – остов, корпус, каркас)

Pawls – стопор, лапка, собачка: A series of metal dogs, hinged at one end at the bottom of the barrel of the capstan to ensure an even speed when hoisting a heavy load.

Peak – концевой отсек; задний нокбензельный угол (паруса): The upper, aft corner of a four-sided, gaff rigged, fore and aft sail.

Pitch – вар (смолистое вещество): A mixture of tar and coarse resin. (tar – смола; coarse – грубый)

Plimsoll Line – грузовая марка, грузовая ватерлиния: A mark painted on the sides of British merchant ships indicating the draught levels to which the ship may be loaded. Under varying conditions. It was made compulsory in 1876 after many ships were lost due to being overloaded.

Poop – полуют, ют: The short, aftermost deck raised above the quarterdeck of a ship. It usually formed the 'coachroof' over the area where the master had his cabin.

Port – левый борт: The left hand side of a ship.

Ports – порты: Square holes cut in the hulls of vessels. Timber ports allowed for the loading of long lengths of wood cargo. When not in use they were closed by port-lids. This term is incorrect when applied to the circular round holes which serve as windows. These are properly called scuttles.

Pump – насос: A mechanism for emptying the bilges of water.

Purchase – механическое приспособление, облегчающее физические работы (трос, лебёдка): A mechanical device consisting of blocks and tackle to increase the mechanical advantage when hoisting heavy spars or sails. (tackle – инструмент, снасти; оснастка, такелаж)

Q

Quarter – кормовая скула: The after parts of the ship on each side of the centerline.

Quarterdeck – квартердек: The part of the upper deck of a ship abaft the mainmast and the part of the ship from which the captain issued his commands.

R

Rabbet – выемка, желобок: A notch in a piece of timber made to receive the ends or sides of planks which are to be secured to it. The keel is rabbeted to receive the sides of the garboard strakes. (notch – выемка, зарубка; борозда; rabbet – прорезать канавки или пазы)

Rake – угол уклона: The angle the ship's masts make in relation to the perpendicular.

Ratline – выбленка, выбленочный трос: One of a series of rope steps between the shrouds of the mast. They form a ladder by which the crew can reach the yards when working aloft. (aloft – наверху; на высоте; на марсе, на реях)

Reef Bands – риф-бант: A strip of extra canvas attached across a sail to strengthen it where the reef points are located. (canvas парусина; брезент; паруса)

Rig – оснастка, парусное вооружение: The characteristics of a sailing vessel's masts and type and number of sails by which the type is determined ie. square-rigged or schooner rigs.

Rigger – такелажник: A shipyard worker who fits or dismantles the standing and running rigging of ships. (dismantle – снимать оснащение, расснашивать)

Rigging – такелаж: All the ropes, wires or chains used to support the masts and yards and for hoisting, lowering or trimming sails. Rigging used to support the masts, yards and bowsprit is called standing rigging. The ropes controlling the sails form the running rigging. (standing rigging – стоячий такелаж; running rigging – бегучий такелаж)

Rope – канат, верёвка: All cordage over one inch in diameter. The natural fibers used in ropes on sailing vessels were hemp. Manila, sisal and coir. (cordage – снасти, такелаж, канатно-верёвочные изделия; coir – кокосовые волокна, охлопья; sisal hemp сизаль (обработанные волокна агав)

Rowlock – уключина: A U-shaped hole cut in the gunwale of a small boat where the oars are placed.

Royals – бом-брамсель: The sail next above the top-gallant sail.

Rudder – руль: The means of giving direction to a ship under way. It is a flat paddle, hung from the sternpost and moving laterally. The movement is imparted by a wheel in large vessels and a tiller in small boats. (lateral – боковой; tiller – румпель)

S

Saddle – седло: A block of wood fixed to a mast or a yard to support another spar attached to it

Sail – парус: A combination of pieces of cloth, cut and seamed so as to give a particular shape, designed to catch the wind and use its force to drive the ship.

Scarph – соединение в косой замок: The joining of two timbers by beveling off the edges so the same thickness is maintained throughout. The stem and sternposts of wooden ships were scarphed to the keel. (bevel – скашивать, снимать фаску)

Schooner – шхуна: A vessel rigged with fore and aft sails on two or more masts.

Scuttle – иллюминатор: A circular port cut in the side of a vessel to admit light and air. It has a circular brass or bronze frame with a thick glass window hinged on one side to allow opening. It is tightly closed by butterfly nuts. On the inside is a hinged metal plate, a deadlight that can be lowered to cover the port in very bad weather or when the ships lights must be darkened. (hinge – крепиться петлями; butterfly nut – гайка-барашек; крыльчатая гайка; deadlight – глухой иллюминатор)

Shackle – скоба: A U-shaped piece of metal, closed with a pin across the end, used for securing parts of the rigging to each other.

Sheathing – медная обшивка: The covering of thin copper plates on the bottom of wooden ships to protect against wood boring ship worms.

Sheer – кривизна борта, продольная погибь: The upward curve of the deck of a ship toward the bow and stern with the lowest point at the waist.

Sheer Strake – ширстрек: The top plank next below the gunwale running the length of the vessel.

Shrouds – ванты: The standing rigging of a sailing ship that give lateral support to the masts.

Skylight – световой люк: A window set at an angle to the deck of a ship to give light and ventilation to the cabin below.

Slipway – стапель, элинг, слип: The sloping foreshore in front of a shipyard. It is fitted with keel blocks and launching ways.

Spar – рангоутное дерево, брус: Any wooden support used in the rigging of a ship.

Spoke – рукоять корабельного рулевого колеса: In a ship's wheel the extension beyond the rim which acts as a handle by which the wheel is turned. (rim – обод (наружная часть колеса))

Sprit – шпринтов: A long spar that stretches diagonally across a four-sided fore and aft sail to support the peak.

Starboard – правый борт: The right hand side of a vessel when facing forward.

Stay – штаг: A part of the standing rigging of a sailing vessel that supports a mast in the fore and aft line. Forestays support from forward and backstays support from aft.

Staysail – стаксель: A triangular fore and aft sail which is set by attaching it to a stay/ such sails take their names from the stay on which they are set.

Steeve – угол наклона: The angle of the bowsprit in relation to the horizontal

Stem – нос, форштевень: The foremost timber forming the bow of a vessel.

Step – степс, гнездо (мачты): A framework of timber or metal fixed to the keel of a vessel to take the heel of a mast.

Sternpost – ахтерштевень: The aftermost timber in a vessel, forming the stern of the ship and joined to the keel.

Strake – пояс (наружной обшивки): Each line of horizontal planking running the length of the ships hull. In small boats this might be a single plank, in large vessels many planks would go to make a strake.

T

Tack – галс: The lower, forward corner of a fore and aft sail. In Square rigged ships, it is the rope used to hold in the lower corners of the courses and staysails on the weather side. (staysail – стаксель)

Tackle – тали, снасти: A combination of two or more blocks with ropes used to gain a mechanical advantage.

Taffrail – ограждение, перила: The after rail at the stern of a ship.

Tarpauline – брезент: Tainted canvas used for covering hatches, boats and other gear on board ship. (tainted – запятнанный, испорченный, с налетом)

Throat – пятка гафеля: The upper foremost corner of a four sided fore and aft sail.

Thwart – поперечина: The transverse wooden seat in a small rowing boat.

Tiller – румпель: A wooden or metal bar fitted on to the head of the rudder and by which it is moved. This is a steering mechanisms in small rowing or sailing boats. Larger vessels have a wheel.

Timbers – тимберс, шпангоут: The frames or ribs of a ship, connected to the keel. They give the hull both its shape and strength.

Tonnage – тоннаж, грузовместимость: The cargo capacity of a ship.

Top – марс: A platform at the masthead of a ship whose purpose is to extend the topmanst shrouds so to give additional support to the topmast.

Topgallant Mast – брам-стенга: In a square rigged vessel, the mast stepped above the topmast. It is the third division of a complete mast.

Topgallant Sail – брамсель: The sail set next above the topsail. Normally it is the third sail in ascending order from the deck.

Topmast – стеньга: The mast next above the lower mast and the second division of a complete mast.

Topsail – топсель, марсель: In square rigged vessels the sail set on the topsail yard. Normally the second sail in ascending order from the deck. Sometimes this sail was divided in tow, a lower and upper top sail.

Topsides – на палубе: That part of the side of the ship which is above the upper deck.

Transom – транец: The crosswise timbers bolted to the sternpost of the ship to give a flat stern. (crosswise – крестообразно, крест-накрест)

Treenails – нагель: Pronounced trennels. Cylindrical pins of oak used to secure the planks of a wooden ship to the ribs. They were used instead of metal nails or bolts because they did not rust or loosen.

Trysail – трисель: Fore and aft sails with a boom and gaff on the fore and mainmasts of a three masted square rigger.

U

Upper Deck – верхняя палуба: The highest of the continuous decks running the full length of a ship.

W

Waist – шкафут: The part of the upper deck of a vessel between the fore and main masts.

Warp – трос для верпования: 1. The measurement and laying out of rigging in the sail loft before cutting to the proper length. 2. A line to move a ship within a harbour.

Way – стапель: The parallel platform of timbers, sloping down the foreshore, one on each side of a ship under construction. The cradle slides down the greased ways.

Wheelhouse – рулевая рубка: The deckhouse of a vessel in which the wheel is fitted protecting the helmsman from the elements. (deckhouse – (палубная) рубка)

Y

Yardarm – нок-рея: The outer quarters of a yard.

Yawl – ял; иол: A small two masted sailing vessel with the mizzen mast stepped astern of the rudder post.

Упражнения на закрепление терминов глоссария

1. Answer the following questions:

1. What is ballast used for?
2. What material is bunk made of?
3. What is deadlight?
4. What boats were clinker built?
5. What is tack used for?
6. What does Plimson Line indicate?
7. What were masts built of when there were no tall trees left?
8. What supports a mast in the fore and aft line?
9. What natural fibers were used in ropes?
10. Where are oars placed?
11. What desk is the highest of the continuous decks running the full length of a ship?
12. What is done with the launching ways to facilitate the sliding of the hull into the water?

13. What is the name of the purchase by which the anchor was hoisted to the cathead in preparation for stowing or letting go?
14. What is the name of the part of the upper deck of a ship abaft the mainmast and the part of the ship from which the captain issued his commands?
15. What tools are used for the process of driving material into the seams of the ship's deck or sides to make them watertight?
16. Why is the hull of a wooden vessel sheathed below the waterline?
17. What is the name of an extra keel outside the main keel?
18. What is draught?
19. What is a generic term for the living space of the crew in sailing vessels?
20. What is the lowest and most important timber of a wooden ship to which the stem, sternpost and the ribs are attached?
21. What forms the shape of the hull?
22. What is the peculiarity of a ketch?
23. What is the name of a window that gives light and ventilation to the cabin below?
24. What purposes is tarpaulin used for?
25. How is mechanical advantage gained?

2. Translate from English into Russian.

1. The hull is essentially what keeps the water from entering the boat and acts as the walls and floor of the vessel.
2. The rear part of the hull is known as the stern, and many hulls have a flat back known as a transom.
3. Royal sails were normally found only on larger ships with masts tall enough to accommodate the extra canvas.
4. The wider the beam of a ship (or boat), the more initial stability it has.
5. A ballast tank can be filled or emptied in order to adjust the amount of ballast force.
6. A binnacle may be subdivided into sections and its contents typically include one or more compasses and an oil lamp or other light source.
7. The more sheaves in the blocks that make up a tackle, the higher its mechanical advantage.
8. On slower ships like tankers, a fuller bow shape is used to maximize the volume of the ship for a given length.
9. The very end of the bowsprit is traditionally painted white on tall ships.
10. The forward end of the boom attaches to a mast just below the sail, with a joint called the gooseneck.
11. The bow is designed to reduce the resistance of the hull cutting through water and should be tall enough to prevent water from easily washing over the top of it.
12. During the Age of Sail, brigs were seen as fast and maneuverable and were used as both naval war ships and merchant ships.
13. Today, most modern ship bridges do not have a separate wheelhouse.
14. A trysail is hoisted abaft the mainmast.
15. Ancient shipbuilding used treenails to bind the boat together.
16. The larger topsails were difficult and dangerous to handle in strong winds.
17. In order to prevent steamships operating at a disadvantage, various tonnage calculations were established to minimize the disadvantage that the extra space requirements of steamships presented.



18. On ordinary rowing craft, the rowlocks are attached to the gunwales.
19. Wooden ratlines can have holes bored through them to guide and organize lines between the deck and the rig.
20. The cradle can be standing on the dock floor or it can be equipped with wheels so that the ship standing upon it can be transported from the dry docking installation to a parking area.
21. Since square sails are symmetrical, they have two leeches.
22. Like a triangular sail, the "free" corners of a square sail are called clews.
23. The foot of a sail is its lowest edge, bounded by the clew and the tack, or on some sails by the two clews.
24. The orlop is the deck or part of a deck where the cables are stowed, usually below the water line.
25. Where the transverse sections of the vessel's shape are fuller, the strakes are wider.

3. Define if these statements are true or false:

1. Ballast is light material placed in the bottom of the hold to keep the vessel steady.
2. Beam is the extreme breadth of a vessel.
3. The man at the wheel can't see the binnacle.
4. Block can be made neither of wood nor of metal.
5. Boom is pivoted at the fore end to the mast by a gooseneck.
6. Stern is the fore end of a vessel.
7. Bulkhead divides the hull into separate compartments.
8. Cap is steel block at the top of a mast through which the mast is drawn when being stepped or lowered.
9. Ceiling is the outside planking.
10. Crosstrees supported the topmast and topgallant mast shrouds.
11. Crank is a ship which, either by her construction or the stowing of her cargo could not carry a great deal of sail without the danger of capsizing.
12. Deadwoods are firmly fixed to the keel to add strength.
13. Footropes are suspended above the yards.
14. Forecastle is the living space of the crew in sailing vessels.
15. The frames form the shape of the hull.
16. Garboard is the first plank on the outer hull next to the stern.
17. Even Keel is floating listing on different sides.
18. Halyards are used to hoist sails.
19. Draught is the depth of water required to float a ship.
20. The stem, sternpost and the ribs are not attached to keel.
21. The launching ways are well greased to facilitate the sliding of the hull into the water.
22. Horns secure the boom.
23. Jeer is tackle used for hoisting the upper yards in square riggers.
24. Most jibs are loose footed.
25. False Keel is a protection in case of grounding. Also it increases the draft and improves the sailing quality.
26. Figurehead never expresses an aspect of the ship's name.
27. In square-rigged ships mainsail is the upper sail on the main mast.
28. Mizzen is the second, aftermost mast of a square rigged ship or a three masted schooner.
29. Luff is the leading edge of a fore and aft sail.

30. Orlop is directly over the bilge.
31. Rigger only dismantles the standing and running rigging of ships.
32. The ropes controlling the sails are called standing rigging.
33. Counter is the overhang of the stern above the waterline.
34. Sheathing doesn't protect against wood boring ship worms.
35. Slipway is fitted with keel blocks and launching ways.

4. Translate from Russian into English.

1. В качестве балласта могут выступать мешки с песком, металлические или бетонные изделия, забортная вода, заполняющая балластные цистерны.
2. Нактоуз – ящик, в котором расположен судовой компас, а также некоторые другие навигационные инструменты.
3. Нос это передняя часть корпуса.
4. Корпус судна может быть из дерева, стали, алюминия или бетона.
5. Переборка — любая вертикальная перегородка внутри корпуса, кроме двойного борта.
6. Такелаж — общее наименование всех снастей, составляющее вообще вооружение судна или вооружение рангоутного дерева.
8. Кабестан в основном используется в судоходстве для подтягивания речных судов у причалов, выбирания судовых якорей и подобных целей.
9. Число вант зависит от толщины мачты и площади парусов.
10. Водоизмещение корабля (судна) — количество воды, вытесненной подводной частью плавающего корабля (судна). Масса этого количества воды равна массе всего корабля, независимо от его размера, материала и формы.
11. На некоторых видах судов возможно возвращение судна на ровный киль без покидания судна.
12. Фальшкиль — тяжелый свинцовый или чугунный балластный киль на килевых яхтах, препятствующий их крену и опрокидыванию.
13. Надводный борт — расстояние от ватерлинии до края борта судна.
14. Иллюминатор имеет круглую или прямоугольную форму, может быть глухим или открывающимся, с водонепроницаемыми крышками или без них. Служит для доступа в судовые помещения света и воздуха.
15. Кофель-нагель — деревянный или металлический стержень с рукоятью на верхнем конце, вставляемый в гнездо кофель-планки для завёртывания на него снастей бегучего такелажа.
16. Фалы, используемые на судах и кораблях, относятся к бегучему такелажу.
17. Бугель — металлическое кольцо на мачте корабля для крепления снастей.
18. Киль-блоки — две подставки из дерева, вырезанные по форме днища шлюпки. На них устанавливаются шлюпки.
19. Мунсель применяется на больших парусных судах с насыщенным парусным вооружением. Ставится в дополнение к основным парусам чаще всего при слабых ветрах.
20. Весла получают название от рода шлюпки, для которой сделаны.
21. Шхуна — тип парусного судна, имеющего не менее двух мачт с косыми парусами.
22. Парусное вооружение — совокупность элементов оснастки парусного судна, парусов, рангоута и такелажа.

23. Мунсель, как правило, имеет более простой такелаж, чем у основных парусов.
24. Число шпангоутов зависит от длины судна и требуемой прочности корпуса, расстояние между шпангоутами выбирается из стандартного ряда.
25. Стапель — сооружение для постройки судна и спуска его на воду.

Тестовые задания

Variant 1

Chose the correct definition of the term:

1. Barquentine is
 - a) A two masted vessel with square sails on the foremast and fore and aft sails on the main mast.
 - b) A two masted vessel, square rigged on both masts
 - c) A vessel square rigged on the foremast only, the main and mizzen masts being fore-and-aft rigged.
2. Earing is
 - a) A rope used for hoisting a topmast or topgallant mast in a square rigged ship.
 - b) A rope used to fasten the top corners of a square sail to its yard.
 - c) A rope used to hoist sails.
3. Topgallant Sail is
 - a) The sail next above the top-gallant sail.
 - b) The principal sail of a sailing vessel. In square-rigged ships it is the lowest sail on the main mast.
 - c) The sail set next above the topsail. Normally it is the third sail in ascending order from the deck.
4. Bowsprit is
 - a) A large spar projecting over the stem of a vessel to carry the stays for the fore-topmast and from which the jibs are set.
 - b) A spar used to extend the foot of a sail. It is pivoted at the fore end to the mast by a gooseneck.
 - c) The short perpendicular spar used to counteract the upward pull on the jibboom of the fore top-gallant stay.
5. Orlop is
 - a) A continuous deck of a ship laid from stem to stern without any break.
 - b) The lowest deck of a ship laid directly over the bilge.
 - c) The short, aftermost deck raised above the quarterdeck of a ship. It usually formed the 'coachroof' over the area where the master had his cabin.
6. Sheathing is
 - a) The covering of thin copper plates on the bottom of wooden ships to protect against wood boring ship worms.
 - b) The covering of thin copper plates on the bottom of wooden ships to protect against ship's worms.

- c) The planking or woodwork along the sides of a ship, above her upper deck to prevent seas washing over the gunwales and to prevent persons from falling or being washed overboard.
7. Deadwood is
- A timber bolted to the keel to provide additional strength.
 - The timber or rib of a ship running from the keel to the side rail. The frames form the shape of the hull.
 - The solid timbers in the bow and stern, just above the keel where the lines narrow down so that separate side timbers will not fit. They are firmly fixed to the keel to add strength.
8. Limber Holes are
- Square holes cut in the hulls of vessels. When not in use they were closed by lids.
 - Holes cut in the timbers on either side of the keelson to allow bilge water to run freely to the pump well.
 - The openings in the floor of the tops on the fore, main and mizzen masts of square rigged ships to give access to the topmasts from below.
9. Tack is
- The upper, aft corner of a four-sided, gaff rigged, fore and aft sail.
 - The lower, forward corner of a fore and aft sail.
 - The upper foremost corner of a four sided fore and aft sail.
10. Bow is
- The fore end of a vessel.
 - A large compartment below decks for the stowing of cargo and stores
 - The main body of a ship excluding the masts, rigging and internal fittings.

Variant 2

Chose the correct definition of the term:

1. Yawl is
- A small two masted sailing vessel with the mizzen mast stepped astern of the rudder post.
 - A two masted vessel, square rigged on both masts.
 - A vessel rigged with fore and aft sails on two or more masts.
2. Halyards are
- Ropes used to fasten the top corners of a square sail to its yard.
 - Ropes in square rigged ships suspended below the yards on which the topmen stand when furling sails.
 - The ropes used to hoist sails.
3. Trysail is
- Fore and aft sails with a boom and gaff on the fore and mainmasts of a three masted square rigger.
 - The sails set on the lower yards of a square rigged ship.
 - The sail next above the top-gallant sail.
4. Gaff is a

- a) A vertical spar set in a vessel. They are taken through holes in the decks and fitted into 'steps' in the keelson.
- b) A spar to which the head of a four sided fore and aft sail is laced and when it is hoisted carries the sail up with it.
- c) A spar used to extend the foot of a sail. It is pivoted at the fore end to the mast by a gooseneck.

5. Poop is

- a) The lowest deck of a ship laid directly over the bilge.
- b) The highest of the continuous decks running the full length of a ship.
- c) The short, aftermost deck raised above the quarterdeck of a ship. It usually formed the 'coachroof' over the area where the master had his cabin.

6. Bulwark is

- a) The inside planking in the holds of a vessel, laid across the floors and carried up the sides of the holds to the beams.
- b) The planking or woodwork along the sides of a ship, above her upper deck to prevent seas washing over the gunwales and to prevent persons from falling or being washed overboard.
- c) The covering of thin copper plates on the bottom of wooden ships to protect against ship's worms.

7. Cathead is

- a) The solid timbers in the bow and stern, just above the keel where the lines narrow down so that separate side timbers will not fit. They are firmly fixed to the keel to add strength.
- b) A timber bolted to the keel to provide additional strength.
- c) A heavy piece of curved timber projecting from each side of the bow of a vessel to hold the anchors in position preparatory to letting go or securing them in their bed after they are weighed.

8. Lubber's Hole is

- a) The opening in the floor of the tops on the fore, main and mizzen masts of square rigged ships to give access to the topmasts from below.
- b) Hole cut in the timbers on either side of the keelson to allow bilge water to run freely to the pump well.
- c) Square hole cut in the hulls of vessels. When not in use it was closed by lids.

9. Throat is

- a) The upper foremost corner of a four sided fore and aft sail.
- b) The lower, forward corner of a fore and aft sail.
- c) The upper, aft corner of a four-sided, gaff rigged, fore and aft sail.

10. Hull is

- a) A large compartment below decks for the stowing of cargo and stores
- b) The main body of a ship excluding the masts, rigging and internal fittings.
- c) The fore end of a vessel.

Ключи к тестовым заданиям**Variant 1**

- 1 – c
- 2 – b
- 3 – c
- 4 – a
- 5 – b
- 6 – a
- 7 – c
- 8 – b
- 9 – b
- 10 – a

Variant 2

- 1 – a
- 2 – c
- 3 – a
- 4 – b
- 5 – c
- 6 – b
- 7 – c
- 8 – a
- 9 – b
- 10 – b

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