

Министерство образования и науки Украины
Севастопольский национальный технический университет



МЕТОДИЧЕСКИЕ УКАЗАНИЯ

к практическим занятиям по дисциплине «Английский язык»
для студентов II-III курсов специальности «Судовождение»
дневной формы обучения

Часть 2

Транспортировка и хранение грузов =
Transport and storage of cargoes

Севастополь
2009



Методические указания к практическим занятиям по дисциплине «Английский язык» для студентов II-III курсов специальности «Судовождение» дневной формы обучения: в 2 ч. / Сост. Н. А. Сурова, – Севастополь: Изд-во СевНТУ, 2009. – Ч.2: Транспортировка и хранение грузов = Transport and storage of cargoes. - 20 с.

Целью методических указаний является оказание практической помощи студентам, формирования у них умений перевода специальных текстов и изучения лексического материала по специальности, развитие навыков устной речи в пределах пройденной тематики.

Методические указания утверждены на заседании кафедры практики романских и германских языков (протокол № 12 от 4.06.2009 г.)

Допущено учебно-методическим центром СевНТУ в качестве методических указаний.

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ВВЕДЕНИЕ

Данные методические указания предназначены для студентов II-III курсов дневной формы обучения морских специальностей, изучающих английский язык.

Целью методической разработки является сформировать у студентов умение читать и переводить оригинальную литературу по специальности, а также развить у них навыки разговорной речи. Все тексты и упражнения составлены на основе оригинальной лексики, употребляемой современными носителями языка.

Методические указания состоят из 11 уроков-разделов. Каждый раздел имеет текст, несущий профессиональную информацию, словарь, послетекстовые упражнения: тренировочные, контрольные упражнения на перевод с родного языка на английский с употреблением активной лексики урока, грамматические и ситуативные упражнения.

1. UNIT 6. FROZEN CARGOES

Read the following text:

One of the methods to protect the product from deterioration is to freeze the product. That means to preserve the product from deterioration we must prevent the multiplication of micro-organisms whose development would be completely stopped somewhere at the temperature of about -8 degrees centigrade.

At the same time that does not mean that we have destroyed the micro-organisms by lowering the temperature to under -8 degrees centigrade. We have only stopped their growth. In other words they are in a state of hibernation and they can come to life again if the temperature increases.

When preparing the holds for loading frozen cargo we must pay great attention first of all to eliminate any smells, if they exist, as well as any dirtiness. In one word it is recommended that the preparation of the holds is carried out.

In all cases we must make any additional efforts which are required for the protection of all drains under cooling elements, draining pipes, cooler spaces, etc. to be flushed with calcium chloride. A 26% calcium chloride (CaCl_2) will give sufficient protection against freezing, i.e. the freezing point is somewhere about -30 degrees centigrade. Most charterers demand pre-cooling to begin 48 hours before the arrival of the vessel in the port of loading, in other words that the pre-cooled temperature has to be reached about 24 hours before the loading begins.

This will provide enough time for the vessel to rectify any failure of the cooling system. Generally speaking, in order to start with the cooling it is required to undertake some preliminary work, such as:

- 1) all drains in the cargo compartments and battery room must be filled with 26% calcium chloride solution
- 2) check up heating coils in drain pipes
- 3) close all possible accesses of outside air on all dampers and all inlets and outlets
- 4) check the work of cargo fans.

Note

deterioration n. – порча

to freeze v. – замораживать

to preserve v. – сохранять

to prevent v. – предотвращать

multiplication n. – размножение

centigrade n. – по Цельсию

to destroy v. – уничтожать

state of hibernation – состояние спячки

to eliminate v. – устранять

additional efforts – дополнительные усилия

drain n. – сток

calcium chloride – хлорид кальция

to be flushed v. – быть заполненным
 sufficient a. – достаточный
 pre-cooling n. – предварительное охлаждение
 to rectify v. – исправлять
 to undertake v. – предпринять
 preliminary a. – предварительный
 coil n. – спираль
 cargo-fan n. – грузовой вентилятор

Exercises:

Give Russian equivalents of the word combinations from the text.

Multiplication of micro-organisms, in a state of hibernation, additional efforts, sufficient protection, failure of the cooling system, generally speaking, calcium chloride solution, drain pipes, cargo gans, heating coils, to protect from deterioration, port of loading, arrival of the vessel, possible access.

Fill in the missing preposition or conjunction.

at, in, with, from, of, out

- 1) To freeze the product means to preserve it ... deterioration.
- 2) The product's development will be stopped ... the temperature of about –8 degrees centigrade
- 3) It is necessary to carry ... the preparation ... holds
- 4) If we stop the product's growth it will be ... a state of hibernation
- 5) Battery room must be filled ... 26% calcium chloride solution.

Open the brakets using the verb in the right tense form.

We (to finish) preparation of holds yesterday in the evening.

The captain (to give) orders to fill battery room with calcium chloride solution.

When we (to come) to the port of loading our charterers (to recommend) to begin pre-cooling.

He (to repair) the cooling system and to take necessary measures to avoid if temperature increase.

The watch officer (to order) eliminate any smells in the holds.

4. Answer the questions to the text.

What is the method to protect the product from deterioration?

At what temperature do we stop the growth of micro-organisms?

How must the holds be prepared for loading the frozen cargo?

What chemical element can give sufficient protection against freezing?

When must pre-cooling begin?

What percentage of calcium chloride will give sufficient protection against freezing?

Do we destroy the micro-organisms by lowering the temperature to under –8 degree centigrade?

What does the state of hibernation mean?
What must be flushed with calcium chloride?
What does the preliminary work include?

5. Translate into English.

Продукт может испортиться, если мы его не заморозим.

Подготовка трюмов включает в себя устранение любых запахов и грязи.

Он сказал, что 20% раствор хлорид кальция не может защитить продукт от замораживания.

До прибытия судна в порт мы должны починить систему охлаждения.

Мы не можем начать погрузку, пока фрахтовщики не проведут предварительное охлаждение.

Чтобы остановить рост микроорганизмов необходимо понизить температуру до -8°C .

Очень важно начать предварительное охлаждение за 24 часа до погрузки.

Невыполнение предварительной работы может привести к провалу операции охлаждения.

Мы еще не успели проверить работу грузовых вентиляторов, это не позволяет нам приступить к погрузке замороженного груза.

Судовладелец произвел тщательный осмотр всех трюмов и похвалил матросов за хорошо выполненную работу.

UNIT 7. RECOMMENDED TEMPERATURE FOR FROZEN CARGOES TO LOAD

Read the following text:

In almost all books of reference and manuals you can find one or two temperatures, i.e. ranging from -10 degrees centigrade to -12 degrees centigrade. It is the temperature above which cargo in frozen condition should not be loaded.

This is the temperature which is measured in the middle of meat or fish.

In other words that means before the loading starts it is important to take pulp temperature, and in cases where the temperature is higher than -10 or -12 degrees centigrade, it is recommendable this cargo not be loaded without special permission from shipowner or charterer, i.e. to wait for further instructions.

Sometimes it is very difficult to reject the cargo, so in that case the lots in which higher temperature occurs have to be separated, stowed in the block stack, and naturally for this load special permission has to be obtained.

To measure the pulp temperature below -10 degrees centigrade it is necessary to make a hole with a hand drill in which the thermometer is to be inserted and the temperature read. Turn the drill slowly in order to avoid heat.

Special attention has to be given to the outward appearance of the packing. If defrosting of the cargo occurs, then on the cardboard packing signs in the form of stains of blood will appear, or distortion of the cartons because of humidity.

Frequent checking of the pulp temperature is desirable and about this exact and clear records should be made. We must know that the pulp temperature is to be taken as near as possible to the middle of the meat body, as well as temperature just inside the surface, and record of both temperatures are to be kept.

During the discharging the identical procedure is to be repeated and temperature records kept so that in case of any claim we have some evidence in our favor. The biggest obstacle in the loading of frozen cargo is high outside temperature.

To avoid any damage to the cargo and any claim against the vessel it is good to undertake steps such as:

1. protect the cargo from direct influence of sun
2. check the temperature in the holds continuously
3. protect the cargo from direct influence of warm winds
4. if the temperature in the holds has risen, the loading should be suspended and cooling started.

After completing the loading of frozen cargo and lashing, which has been done if required, it is necessary to start with the cooling.

The refrigeration plant must work at maximum capacity to reach the carrying temperature prescribed in the instructions as quickly as possible.

No damage to the cargo, will; occur should the temperature be 2-3 degrees centigrade lower than the stipulated, carrying temperature. It is important that the cargo fans operate at slow speed.

At the same time we must watch that there are no variations of the temperature for more than +/- 1 degrees centigrade, otherwise a great loss of humidity may occur.



Note

a book of reference n. – рекомендация
 manual n. – руководство
 to take pulp temperature – устанавливать мягкую температуру
 permission n. – разрешение
 further instructions n. – дальнейшие указания
 to reject v. – отказываться
 the lots n. – партия
 hole n. – отверстие
 defrosting n. – разморозка
 to occur v. – случаться, происходить
 cardboard n. – картонная коробка
 discharging n. – разгрузка
 claim n. – требование
 evidence in smb's favor – свидетельство в чью-либо пользу
 outside air – наружный воздух
 to be exposed to – незащищенный от...
 obstacle n. – помеха
 to suspend v. – прекращать, приостанавливать
 influence n. – влияние
 to avoid v. – избегать
 stipulated a. – обусловленный
 to lashing v. – привязывать

Exercises:

Find Russian equivalent of:

word combinations:

special permission, outside temperature, frequent checking of the pulp temperature, identical procedure, outward appearance of the packing

the infinitive phrases:

to avoid any damage, to wait for further instruction, to measure the pulp temperature, to turn the drill slowly, to have some evidence.

Which of the following is not true.

To avoid any damage it is good to check the temperature in reaction turbine.

It is impossible to make a hole with a hand drill.

It is important that the cargo-fans operate at slow speed.

The cargo can't be loaded without special permission from engineer or watch officer.

It is desirable to check the pulp temperature as often as possible.

Translate the words in brackets in correct form.

(Другими словами) you should obtain special (разрешение) for this load.

If (разморозка) of the cargo occurs, then on the (картонная коробка) dirty stains will appear.

We (заканчивать) the loading of cargo, now it is (необходимо) to start with (охлаждение).

Special (внимание) has to be given to the (внешность) of the packing.

Turn the drill (медленно) in order (избежать) heat.

4. Answer the questions to the text.

What is the temperature above which cargo in frozen condition shouldn't be loaded?

What should be done in order to measure the pulp temperature below -10 degree centigrade?

Is it desirable to check the pulp temperature?

In what case can't cargo be loaded?

What distinguishing feature will appear on the cardboard in the case of defrosting the cargo?

In what region is it especially important to record temperature?

What is the obstacle in the loading of frozen cargo?

Why must the refrigeration plant work at maximum capacity?

What measures should be taken in order to avoid any damage to the cargo?

What should be done after completing the loading of frozen cargo and lashing?

5. Translate into English.

Капитан дал разрешение начать проверку температуры в трюмах.

Старпом не заметил, что груз поместили в неисправную систему охлаждения, вследствие чего тот испортился.

Чтобы избежать повышения температуры надо медленно поворачивать дрель.

Когда мы прибыли порт, то обнаружили, что на картонных коробках появились темные пятна.

Фрахтовщиков попросили проверить температуру в трюмах.

Мы не смогли погрузить замороженный груз, так как наружная температура была низкой.

Если грузовые вентиляторы не будут работать на малой скорости, это повредит груз.

Когда в партии груза была обнаружена более высокая температура, нам приказали отделить и уложить его отдельной кипой.

Одной из мер избежания повреждения груза является его защита от прямого действия теплого ветра.

Во время разгрузки фрахтовщик тщательно замерял температуру как можно ближе к середине мяса.

3. UNIT 8. DEFROSTING

Read the following text.

When the refrigerated cargoes are transported at temperatures lower than 0 degrees centigrade, the creation of ice under the battery coils appears.

There are some indications which tell us that defrosting is needed. However we must know that visual inspection only cannot be a sufficient indication when defrosting must be done. These indications are:

1. forming of ice under the coils
2. increase of return air temperature
3. increase of the difference between the air delivery temperature and the brine delivery temperature.

The defrosting in any case must be done when the quantity of ice is small. At that time it is a simple matter to do so and no increase of the temperature in the compartment or in the pulp temperature will occur. Experience shows that the first defrosting is best done 8-10 hours after closing the compartment.

After defrosting has been done it is good to flush all drains with a 26% solution of calcium chloride

Note

defrosting n – размораживание

to transport v. – переправлять

indications – показания

visual inspection – визуальный осмотр

battery coil – змеевик батареи

delivery n. – доставка

compartment n. – отсек

brine delivery temperature – температура поступающего рассола

to flush v. – промывать

Exercises:

Put the verbs in brackets in Past Simple tense.

When the temperature was below 0 we (to see) the creation of ice.

Visual inspection not (to be) enough sufficient.

The experiment (to show) that it was necessary to increase temperature.

The captain (to give) orders to close all compartments.

We (to have) to increase of return air temperature.

Ask the question about the time of action.

Model: Jack lost his job last year.

When did he lose the job?

Our cargo came to the port last Wednesday.

A charterer learnt to defrost the product in 1998.

The second mate increased the temperature 2 hours ago.

This frozen cargo was delivered the day before yesterday.

The battery coils were repaired last month

3. Combine the column A with column B to get infinitive phrase.

A	B
1.to transport	1.the compartment
2.to increase	2.all drains
3.to carry out	3.cargo
4.to close	4.the return air temperature
5.to clean	5.visual inspection
6. to flush	at temperature lower than 0
7. to refrigerate	with calcium chloride

4. Answer the questions to the text.

What happens when the refrigerated cargoes are transported at temperature lower than 0?

Can any indications tell us that defrosting is needed?

What can't be sufficient indications for defrosting?

What are these indications?

When can the first defrosting be done?

Is it possible to do the defrosting when the quantity of ice is small?

With what must all drains be flushed?

Does the decreasing of return air temperature belong to indications for defrosting?

Where will no increase of the temperature occur?

What percentage should be calcium chloride?

5. Translate into English.

Формирование льда змеевиком является основанием для разморозки.

Нам было трудно определить разницу между температурой поступающего воздуха и температурой поступающего рассола.

Через 8 часов мы должны закрыть все отсеки.

Чтобы промыть все стоки нам потребуется 26% раствор хлорид кальция.

5) Визуальный осмотр помог нам определить качество заморозки грузов.

6) Фрахтовщики требуют, чтобы первая разморозка была сделана через 8-10 часов после закрытия отсека.

7) При наличии даже малого количества льда требуется проводить разморозку. Для осуществления качественной разморозки груза необходимо чтобы корабль был оснащен современным оборудованием.

Высококвалифицированная команда фрахтовщиков тщательно следят за температурой поступающего воздуха.

Одним из главных признаков того, что нужна разморозка является формирование льда под змеевиками.

4. UNIT 9. FROZEN MEAT AND FISH

Read the following the text.

After the loading of frozen meat has been completed, it is necessary to start with the cooling as soon as possible.

During the cooling down period, the cooler fans must work at maximum speed; then after a certain time when the carrying temperature has been reached, the fan speed must be reduced.

The basic reason to reduce the fan speed is to prevent the drying of me cargo. Naturally, all openings and all ventilation must be completely closed. The arrival, of any quantity of outside air must be prevented. This forms part of the preliminary work which can be done before the beginning of the loading of frozen cargo.

It is desirable to have the relative humidity at about 90%. The temperature of the holds has to be pre-cooled to about -20 degrees centigrade for frozen meat, while the pre-cooling for the transport of chilled meat has to be at about -1.5 degrees centigrade.

During the loading it is necessary to constantly check the pulp temperature and the temperature in the cargo holds.

Frozen fish is transported at temperatures from -18 degrees centigrade to -25 degree centigrade while it is always loaded from cold storage ashore or from fishing trawlers. The fish could be packed in cardboard boxes (cartons) vacuum-packed or simply loaded as bulk cargo.

As with meat, the pulp temperature and the temperature in the holds must be checked all the time, and in case of a high temperature in the holds, sifspend the loading for a definite time and start with cooling.

Recommended relative humidity is about 90%. Since for most fish the temperature in the holds during the transport by sea must be about -20 degrees centigrade, the delivery temperature should be about -22 degrees centigrade.

Note

cooling down period – период размораживания

basic reason – основная причина

drying of the cargo – обезвоживание груза

arrival n. – доступ

treatment n. – обработка

cold storage ashore – береговой холодильный склад

fishing trawler – рыболовный траулер

delivery n. – доставка

relative humidity – относительная влажность

to prevent v. – предотвращать

preliminary work – предварительная работа

chilled meat — охлажденное мясо

Exercises:

1. Put the words in the right word order to make a sentence.

to, pulp, is, temperature, the, check, it, necessary, constantly.

outside, cargo, the, before, beginning, he, of, prevented, arrival, of, loading, the.

and, cargo, as, the, loaded, packed, could, fish, bulk.

cooling-down, is, period, to, desirable, during, the, keep, at, speed, the, high, fan.

holds, to, charters, us, the, temperature, gave, in, orders.

2. Choose the correct form of the verb to be.

Parts of the preliminary work (is, are) completed.

Recommended relative humidity (is, are) 90 degrees centigrade.

Cooling of the cargo (is, are) necessary.

All openings (is, are) closed.

Fishing trawlers (is, are) always loaded.

Treatment of cooler fans (is, are) necessary.

Delivery temperature (is, are) -22 degrees centigrade.

Combine the column A with column B to get infinitive phrases.

A	B
1. to reduce	1. with cooling
2. to check	2. fan speed
to start	all openings
to complete	cardboard boxes
to prevent	the pulp temperature
to close	loading of frozen meat
to pack	the drying of the cargo

4. Answer the questions to the text.

What should be done after the loading of frozen meat?

When is it possible to reduce the fan speed?

What is the reason of reducing the fan speed?

Why must the arrival of any of outside air be prevented?

To what degree should the temperature be cooled?

At what temperature is the frozen fish transported?

How can the frozen fish be packed?

Is the temperature should be checked?

What is the recommended relative humidity?

From where is the frozen fish always loaded?

5. Translate into English.

Мы должны все время проверять температуру в трюмах.

Одна из процедур охлаждения - это работа охлаждающих вентиляторов.

Мы можем уменьшить скорость вентилятора не сразу, а только через некоторое время.

Нам приказали закрыть все люки и всю вентиляцию.

Доступ любого количества наружного воздуха запрещен.

Замороженное мясо должно быть охлаждено до температуры -20°C .

Предотвращение обезвоживания груза может стать причиной уменьшения скорости вентилятора.

В обязанности второго помощника входило загрузить замороженную рыбу с берегового холодильного склада.

Мы обнаружили, что температура в трюмах была повышена, поэтому нам пришлось отложить погрузку на некоторое время и начать охлаждение.

Упакованная в картонные коробки рыба транспортируется при температурах от -18°C до -25°C .

5. UNIT 10. LOADING OF FROZEN CARGOES IN CARTONS

Read the following text.

Most frozen cargoes, such as meat, chicken, fish, butter, cheese etc., are stowed in cartons. As each of the producers has his own method of packing there is no uniform size of packing like that used for bananas (although even here there may exist minor exceptions).

If a number of units different in size are carried in same hold, one of the possible orientation stowage factors to be considered may be 1.90.cbm/mt (67 cft/mt). This also includes the space in the hatch coamings where the boxes have to be placed vertically along the edges to permit the circulation of air.

If only one lot of cargo is loaded the shipper will supply the stowage factor, and this simplifies the calculation a great deal. As the pictures show, with such cargoes almost the entire free space is made use of. Care has to be taken not to block the return air screen openings, and to permit air circulation along the edge of the hatch coamings. With these lots it is important to separate the cargo (in most cases by means of

nets), as there are usually a number of different receivers, and hence also a number of bills of lading. With any kind of frozen cargo, loading should not be allowed if the temperature is above -10°C degrees centigrade, so this has to be taken into consideration.

The shortage of cargoes of this kind may cause problems to the ship operators, and it is advisable to have the ship's crew deal with the tally.

It is important for the crew to compare the tally sheets with those of the stevedores tally clerks, and intervene in case of any discrepancy at once, without waiting till the end of the loading operation. If a difference is only then discovered, it is usually too late to assert the exact number of boxes loaded.

The tally at the port of loading has the same importance as that port of unloading. There are ports in which shortages appear as normal occurrence, and in these ports special attention has to be paid to the quantity of the cargo loaded or unloaded to secure for the ship operator maximum protection from ensuring complaints.

Note

to be stowed v. – храниться

uniform a. – единый

minor exceptions – незначительные исключения

orientation stowage factors – ориентировочные факторы хранения

to consider v. – рассматривать

to include v. – учитывать

hatch coaming – крышка люка

edge n. – край

to permit v. – впускать

to supply v. – поставлять

to simplify v. – упрощать

to make use of v. – использовать

loading bills – погрузочные счета

to take into consideration – принимать во внимание

shortage n. – нехватка

ship operator – судовой оператор, связист

tally n. – квитанция

stevedores tally clerk n. – погрузчик

to intervene v. – вмешиваться, заявлять

discrepancy – несоответствие

to ascertain v. – установить

complaint n. – жалоба

protection n. – защита

Exercises:

1. Give Russian equivalents.

to consider stowage factors, to simplify the calculation, to take into consideration, the shortage of cargo, special attention, loading operation, to return air screen openings, to permit air circulation, hatch coamings, in case of.

2. Which of the following is not true.

1) There is uniform size of packing.

2) If the ship owner supplies the calculation this will simplify the calculation.

There are parts in which special attention is paid to the quantity of the cargo

loaded and unloaded.

- 4) Loading can be allowed if the pulp temperature is about -10 degrees centigrade.
- 5) The shortage of frozen cargo doesn't carry any problems.

3. Put the necessary prepositions.

to, for, into, with, along

The boxes placed vertically ... the edges.

It is desirable for the ship's crew to deal ... the tally.

It is important ... the crew to compare the tally sheets ... stevedores tally.

Special attention has to be paid ... the quantity of the cargo.

Pulp temperature has to be taken ... consideration.

4. Answer the questions to the text.

Where are most frozen cargos stowed?

Does uniform size of packing exist?

What simplifies the calculation?

How must the cargo be situated?

When is loading not be allowed?

Who can have problems in case of shortage of cargo?

What is important for the crew to do?

What is difficult to do when the difference has been discovered too late?

Does the tally have the different importance at the port of loading?

Why should special attention to the quantity of the cargo loaded and unloaded?

5. Translate into English.

Каждый производитель использует свой метод упаковки для замороженного груза.

Если не соблюдать факторы хранения это усложнит расчеты.

Картонные коробки используются для хранения замороженных грузов.

Судовой экипаж не распределил накладные, и у судового оператора возникли проблемы.

Мы не смогли установить точное количество коробок замороженного мяса.

Груз был неправильно расположен и заблокировал доступ воздуха.

В обязанности судового экипажа входит контроль количества погруженного и разгруженного груза.

Если коробки не расположить вертикально вдоль краев, можно нарушить циркуляцию воздуха.

До окончания погрузочных операций оставалось 3 часа, поэтому нам срочно надо было сообщить судовладельцу о несоответствии накладных.

Судовой оператор может избежать последующих жалоб если в порту будет уделено особое внимание погруженному и разгруженному грузу.

6. UNIT 11. LOADING AND STORAGE OF TUNA LOINS

Read the following the text.

A common route on which Tuna Loins are earned is W. Africa - the Caribbean Sea. The cargo is packed in cartons of 25x25x75 cm, and it is shipped either as break bulk or pallets. The weight of each carton is 30 kilos, 40 cartons per pallet.

The shipper will without doubt require precooling to -20 degrees centigrade. It goes without saying that the compartments have to be clean, free of any odours etc., which applies to the carriage of any frozen cargo. During the loading procedure it has to be seen to that the pulp temperature is not above -10 degrees centigrade.

For a few days after loading the refrigeration has to be maintained at its maximum. When the return temperature has reached - 20 degrees centigrade the refrigeration capacity may be reduced, and the delivery and return temperature kept between -20 and -21 degrees centigrade.

Note

Storage n. – хранение

tina loin – филейная часть туши

break bulk – отдельная партия

pallet n. – поддон

odour n. – запах

refrigeration capacity – мощность замораживания

to reduce v. – уменьшать

delivery n. – доставка

Exercises:

1. Find Russian equivalents.

to pack the cargo, loading procedure, refrigeration capacity, it goes without saying, without doubt, 40 cartons per pallet, to maintain at maximum, delivery temperature, free of any odours, to be shipped.

2. Open the brackets using the verb in the Past Indefinite form.

We (to make up) the route of carrying the frozen cargo.

The weight of each carton (to be) 30 kg.

We (break) the rules of loading and (to be) punished.

The refrigeration capacity (to reduce) under -20 degrees centigrade.

The captain (to check) if the compartments were clean and (to ask) to pay attention to the quantity of loading.

3. Form the Past Indefinite of the following verbs and translate them.

To pack, to carry, to have, to freeze, to return, to reduce, to break, to load, to clean, to say, to ship.

4. Answer the questions to the text.

What is the route on which Tuna loin are carried?

What is the size of cartons?

What is the weight of each carton?

What temperature does the pre-cooling require?

Should the compartment be clean?

What should we pay attention during the loading procedure?

At what degree has the refrigeration be maintained after loading?

In what way is the cargo shipped?

When can refrigeration capacity be reduced?

At what degree do the return temperature and delivery temperature keep?

5. Translate into English.

На прошлой неделе мы установили маршрут перевозки бананов.

Размер коробки, где упаковывается груз, должен быть 25x25x75.

Продукт испортился, так как мы забыли проследить за тем, чтобы температура не превышала –10 градусов.

Нам сделали замечание по поводу того, что отсеки грязные.

Без предварительного охлаждения мы не можем осуществить загрузку.

Наше судно переправило через Атлантический океан 30 кг груза.

Креветки были погружены отдельными партиями и переправлены в северную Америку.

Перевозка замороженного груза была отменена из-за грязного состояния отсеков.

Через два часа второго помощника сменяют на вахте, а пока ему надо следить за температурой погрузки.

Судовладелец доверил провести предварительное охлаждение груза высококвалифицированным членам экипажа.

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Заказ № _____ от _____ 2009 г. Тираж _____ экз.
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