

Документ подписан простой электронной подписью

Информация о владельце:

ФИО: Новиков Денис Владимирович

Должность: Директор филиала

Дата подписания: 11.11.2024 16:16:00

Уникальный программный ключ:

3357c68ce48e4c0797d7a6c30e527e00

Зачет, 9 семестр

Цель: Способен использовать английский язык в письменной и устной форме (ПК-16)

Итоговый лексико-грамматический тест

Variant I

I. Translate the following words or expressions:

Форпиковая цистерна, угроза, сточные воды, присадка к котлу, кингстон, сетка, зонд (щуп), пространство, рециркуляционный трубопровод, измельчитель, корабельный мастер, неквалифицированные члены палубной команды, укладывать, боцман, морская карта, кондиционирование воздуха

II. Answer the questions:

1. Why is eutrophication considered a threat to marine environment?
2. What rules for incineration do you know?
3. What does the Second Officer usually do?
4. What functions does the Second Engineer perform?

Variant II.

I. Translate the following words or expressions:

Растворенный кислород, растворитель, нефтяное пятно, сбрасывать, морские обитатели, линейный дренаж, сливной трубопровод, уплотнитель, портовые приемные сооружения, датчик масла, лебедка, прибор, спасательное оборудование, квалифицированные матросы, квалифицированный сотрудник машинного отделения, искусственное охлаждение, освещение

II.

1. Why are chemicals a problem?
2. What can one use slop tanks and sludge tanks for?
3. What is the Bosun's job?
4. Who is the head of the Engine Department? What is he responsible for?

Ответы на итоговый лексико-грамматический тест (Вариант I):

I.

Forepeak tank, menace, sewage, boiler additive, seawater intake, screen, probe, ullage, recirculation piping, a comminuter, a shipwright, Efficient Deck Hands, to stow, Boatswain (Bosun), a chart, air conditioning

II.

1. The sediment gives off poisonous hydrogen sulfide gas. The water body fills in and becomes marshland.
2. Special rules for **incineration** may be established by authorities in some ports and may exist in some special areas. Incineration of the following items requires special precaution due to the potential environmental and health effects from combustion of by-products: hazardous materials (scraped paint, impregnated wood) and certain types of plastics.

3. The Second Officer's primary duty is navigational, which includes updating charts, keeping them current, making passage plans. He must be good at calculating the ship's best course and position.
4. The Second Engineer is responsible for the maintenance of the engine room, the deck and other machinery. The Second Engineer is assisted by the Third and sometimes the Fourth engineer. The Second, the Third and the Fourth engineers deal with engine room watch keeping duties.

Вопросы к собеседованию

X term

1. What do we call marine pollution?
2. What are the sources of marine environment pollution?
3. Why has garbage dumping into the sea become a great problem now?
4. How is garbage dumping regulated?
5. What does sewage cause?
6. What are sewage regulations for a ship?
7. What type is marine chemical pollution divided into?
8. What cargoes can cause chemical pollution?
9. Why is oil the most serious pollution threat?
10. What are the ways to prevent oil pollution?
11. What ship machinery can cause pollution?
12. What does pollution-prevention equipment include?

Примерные ответы на вопросы для собеседования:

1. . It is pollution from marine transportation and offshore facilities.
2. They are harmful substances: solids ,liquids, gases.
3. It causes serious marine pollution.
4. It is regulated by Marpol.
5. It causes algaeblooms and eutrophication.
6. Sewage disposal is regulated by the fourth Annex to Marpol 73/78. 7.They are pollution from chemical supply and bulk cargoes.
8. Liquid chemical cargoes can cause pollution.
9. Oil is toxic to many forms of marine life. 10.New tankers with double hulls are required.
11. Some pieces of machinery can cause pollution when they malfunction.
12. It includes separators, bilge alarms, slop tanks and sludge tanks, cargo monitors.

Темы сообщений:

1. Marine Pollution
2. 2. Pollution Prevention Systems
3. The Deck Department
4. The Engine Department

Пример сообщения:

Тема:

Marine Pollution:

There are thousands of items that pollute seas and oceans. They are divided into four groups: garbage, sewage, chemicals and oil.

Garbage from ships and cities is dumped into the sea. Plastics are very dangerous. They kill fish. Plastics become a menace to ships. Plastic debris becomes trapped on propellers and in seawater intakes.

The fifth Annex to Marpol 73/78 regulates the garbage disposal at sea.

Sewage is the major cause of two serious environmental problems: algae blooms and eutrophication.

Algae population grows and consumes dissolved oxygen needed by the fish. Some algae contain poisons.

Eutrophication is the process when a sediment layer composed of dead plants accumulates on the sea floor. The sediment gives off poisonous hydrogen sulfide gas. The water body fills in and becomes marshland.

The fourth annex to Marpol 73/78 regulates sewage disposal in international waters.

Chemical pollution is divided into two types. The first is from chemical supplies, such as cleaners, degreasers, paint solvents, boiler additives. The second is pollution from bulk chemical cargoes. These chemicals are noxious liquids and harmful substances.

The second annex to Marpol 73/78 regulates carrying liquid chemical cargoes. The IMO developed standards of raining, certification and watchkeeping in 1978 and expanded them in 1995.

Oil is also a serious threat. Oil slicks prevent sunlight from penetrating the water. They are toxic for many forms of marine life. Oil spills kill seabirds.

The 1983 Marpol ban the oil carriage in the forepeak tank. It is the ship's most vulnerable point in collision.

The 1992 amendments require new tankers to be fitted with double hulls.

“High Speed Engines

1. Caterpillar
2. Cummins
3. Deutz
4. GMT
5. Isotta Fraschini
6. Man B&W
7. Holeby
8. Mitsubishi
9. Scania
10. Volvo Penta
11. MTU
12. Paxman

Требования к проекту:

1. Проект должен быть выполнен в форме презентации. Презентация создается в Microsoft PowerPoint.
2. Презентация должна содержать не менее 10 слайдов.
3. Первый слайд- это титульный лист, на котором должны быть представлены тема проекта, фамилия и имя студента, № группы.
4. Следующим слайдом должно быть содержание, где представлен план проекта – презентации.
5. Рекомендуется использовать различные виды слайдов: с текстом, с таблицами, с диаграммами.

Пример проекта:



Lipkin Alexander , 511 см

The Plan of the Presentation

1. The main particulars.
2. The advantages of the engine
3. The tests with the engine

Volvo Penta's new D12 marine diesel engine is reported to be unique in every respect - unit-injectors, a new EDC system, a redesigned cylinder block and a crankshaft with seven main bearings for greater rigidity. All these contribute to increased power with lower emissions and reduced fuel consumption compared with the previous models.

⁸ EDC system - Engine Diagnostic and Control system.



The new D12 is a 12-liter, in-line cylinder power unit with 4 valves per cylinder designed to offer high performance for smaller commercial vessels. The engine comes in two versions for commercial applications: the D12-650 developing 650 hp (478 kW) and the D12-615 with an output of 615 hp (453 kW). Both versions have the same displacement.

Three power take-offs are possible - two at the front and one at the back.

The new power unit has fresh water-cooling for the engine, with the option of installing a hot water system and electric preheating of cooling water. Volvo Penta notes, that absence of seawater in the system greatly improves the service life, and a water filter with corrosion inhibitor extends changing intervals.

The unit injectors inject the fuel into the cylinder at 1800 bar through eight hole nozzles. This combined with the new EDC system gives very efficient combustion.

The base of the D12 is very strong, with the ladder frame bolted onto the cast iron engine block. The crankshaft is hardened and has seven main bearings and two vibration dampers to cope with out-of-balance forces. The conrods are trapezoid which means that the pistons can be thicker at their upper end.

The engine is built robustly. It produces very little vibration and noise. The company has deliberately added weight to reduce vibration and noise with features like the vibration damper on the camshaft and a ladder-frame cylinder block.

The D12 has been tested extensively -

15,000 hours in the test centre in Gothenberg and 18,000 hours at sea under the roughest conditions. The distance actually covered at sea is equivalent to eight times round the world, with test being conducted in northern Norway and Florida in the USA.

During testing the company experienced no leakage from the engine. The criterion was 500 hours operation without leakage, and this was met.

Экзамен, 10 семестр

Цель: Способен использовать английский язык в письменной и устной форме (ПК-16)

**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение**

высшего образования

**“ Волжский государственный
университет водного
транспорта “**

(ФГБОУ ВО «ВГУВТ»)

“.....”

20....г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 1
по дисциплине Деловой английский язык
V курс X семестр
Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение**

высшего образования

**“ Волжский государственный
университет водного**

транспорта“

(ФГБОУ ВО «ВГУВТ»)

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 2

по дисциплине Деловой английский язык

V курс X семестр

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Grammar Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков
и КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение**

высшего образования

**“ Волжский государственный
университет водного
транспорта“**

(ФГБОУ ВО «ВГУВТ»)

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 3

по дисциплине Деловой английский язык

V курс X семестр

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Grammar Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков
и КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение**

высшего образования

**“Волжский государственный
университет водного
транспорта“**

(ФГБОУ ВО «ВГУВТ»)

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 4

по дисциплине **Деловой английский язык**

V курс X семестр

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Grammar Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков
и КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта “
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 5
по дисциплине Деловой английский язык

V курс X семестр

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Grammar Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков
и КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ
АГЕНТСТВО МОРСКОГО И
РЕЧНОГО ТРАНСПОРТА
Федеральное государственное
бюджетное образовательное
учреждение
высшего образования
«Волжский государственный
университет водного
транспорта»
(ФГБОУ ВО «ВГУВТ»)
«.....»
20....г.
г. Н. Новгород**

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 6

по дисциплине Деловой английский

язык V курс X семестр

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Grammar Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных
языкови КП

Ю.Р. Гуро-Фролова



Итоговый лексико-грамматический тест:

Variant I

I. Translate the following words or expressions:

Подруливающее устройство, генератор переменного тока, главный пульт управления, распределительный щит, винт фиксированного шага, резервное (аварийное) управление, безвахтенное машинное отделение, реверсивные двигатели, деформированный шток толкателя, неровный холостой ход, колено выхлопного коллектора, глушитель шума впуска воздуха, преграда, заедать, прозрачный, пожар в газовыхлопном тракте, детонация, игольчатый клапан

II. Answer the questions:

1. What is the Engine Control Room equipped with?
2. What is Unmanned Machinery Space?
3. How can engineers eliminate the problem of low cracking speed?
4. What are the reasons for leaking?
5. How do engineers solve the boiler problems?

Variant II.

I. Translate the following words or expressions:

Воздухоотдувка, винт, топливный фильтр, список аварийных ситуаций, система управления данными, масляный туман, последствия, продуктивный, засорять, клеммы батареи, приводной ремень, распылительное сопло, сальник, регулирование впрыска, дымный выхлоп, шлифовка, расплавленный, осевой люфт коленвала

II.

1. Why is the Engine Control Room kept clean and at a cool temperature?
2. What is the shipowners' main aim concerning the UMS?
3. When does low cracking speed occur?
4. What is oil level falling connected with?
5. How is the problem of abnormal sound or noise eliminated?

Ответы на итоговый тест (Variant I)

- I. Thruster, AC(Alternating Current) generator, MOP (Main Operating Panel), switchboard, a fixed –pitch propeller, stand-by control, UMS (unmanned Machinery Space), reversible engines, bent push rod, rough idling, exhaust blow, air intake silencer, obstruction, seize, transparent, scavenge fire, knocking, needle valve

II.

1. The Engine Control Room has a console that houses operator stations for DMS (Data Management System) which is the centralized system used to monitor and control the ship's machinery throughout the vessel. It also houses the main switchboard and the ship's service switchboard for control and distribution of the electrical power which is made and used onboard.

2. It is a space where alarm bells are installed on the bridge of a ship to trace and rectify any machinery faults.
3. They should replace engine oil with less viscous one, recharge or replace battery. Clean terminals and tighten cables and also replace and repair the starter.
4. All the defective and worn out details are replaced or tightened. (gear case gasket, gear case attaching bolts, drain plug, oil line connector, rocker cover gasket, rocker cover attaching bolts)
5. They should stop boiler purge and overhaul the burner.

Темы сообщений:

1. The Engine Room
2. The Engine Control Room
3. Unmanned Machinery Space
4. Engine Problems: Hard Starting. Rough Idling. Slowing Down and Stopping
5. Engine Problems: Excessive Oil Consumption. Engine Overheating and Shutting Down.
6. Engine Problems: Knocking. Abnormal Sound or Noise. Smoky Exhaust

Пример сообщения:

Тема: The Engine Room

Engine room is one of about six major machinery spaces located throughout the ship. The Engine room contains five main diesel generator sets. Each set produces electrical power at 4160 volts and each is capable of providing 2100 kilowatts of power. These five main sets plus two smaller ones can combine to provide up to 3,5 megawatts of electrical power.

A diesel generator set consists of a diesel engine driving an AC generator and includes auxiliary equipment like cooling pumps, lube oil pumps, fuel oil pumps, coolers and more.

Other equipment in this space includes the fuel oil purifier, lube oil transfer pump and some pumps and filters to transfer fuel to other parts of the vessel like the cranes, emergency generator and incinerator.

In addition to this array of equipment there is the ship's thruster system, typically operated by electric motors controlled from the bridge. These thrusters are laterally mounted propellers that can suck or blow water from port to starboard (i.e. left to right) or vice-versa. Thrusters, like main propellers are reversible by hydraulic operation.

If equipped with internal combustion engines, Engine rooms employ some means of providing air for the operation of the engine and ventilation. If individuals are normally present in these rooms, additional ventilation should be available to keep engine room temperatures to acceptable limits. If personnel are not normally in the engine space, the ventilation need only be sufficient to supply the engines with intake air.

The requirement for general ventilation and the requirement for sufficient combustion air are quite different. A typical arrangement might be to make the opening large enough to provide intake air plus 1000 Cubic Feet per Minute (CFM) for additional ventilation. Engines pull

sufficient air into the engine room for their own operation. However, additional airflow for ventilation usually requires intake and exhaust blowers.

The presence of flammable fuel, high voltage electrical equipment and internal combustion engine means that a serious fire hazard exists in the Engine room. It is monitored continuously by the ship's engineering staff and various monitoring systems.

Engine rooms are hot, noisy, sometimes dirty and potentially dangerous. But marine engineers routinely work in these spaces to operate and maintain all the equipment.

Тексты на перевод:

Текст 1

I. The STARTING VALVE arranged in the cylinder head is a spring-loaded inverted valve which is pneumatically actuated through a spool. When the engine is being started the control air supplied from the starting air distributor opens the starting valve. The air applied to the valve flows into the engine cylinder, thereby turning the engine over. As soon as the starting air distributor is shut the starting valve is depressurized through the main starting valve, sealing the starting air duct in the cylinder head by means of a spring.

The STARTING AIR DISTRIBUTOR is mounted on the cylinder block at the coupling end. It houses spools. The locations of the air connections of the spools relative to each other is defined by the ignition angle. In the starting procedure, compressed air is admitted from the main starting valve to the control spaces, forcing the spools against the starting cam. Depending on the position of the latter, the control air admitted causes the starting valves to open and shut.

The OPERATOR STATION is located on the timing side of the engine below the plate-type heat exchanger. Essentially, it consists of a bracket which mounts one or two shafts. The operator shaft (1) mounts the hand lever which is used to select the STARTING, OPERATION and STOP positions as desired. Moreover, the operator shaft mounts a fixed clamping lever (3) as well as a loose transmission lever (4) and a loose multiple lever (5). For STARTING, a rod (6) which is fastened to the clamping lever operates a dual lever (7) which is mounted on the second shaft (8). One lever presses direct onto the roller of the control valve (9), and the compressed air applied is admitted to the control side of the main starting valve (10), thereby opening the latter. The compressed air applied flows through the starting air manifold to the starting air distributor (13) and to the starting valves (15) to control the starting procedure as described under 'Starting Air Distributor' and 'Starting Valve' above.

Connected to the multiple lever are the fuel control rods (16) and the governor (17). The lever is now permitted to move as a result of the starting procedure, and the governor can move the fuel control rods such that fuel is admitted. After the first ignitions, the hand lever is moved to the OPERATION position. The control valve and the main starting valve are shut. This completes the starting procedure. For the STOP (shutdown) procedure, a pin (18) on the clamping lever (3) presses against the transmission lever which, in turn, presses against the multiple lever (to which the fuel control rods are fastened) through a pin (19) mounted on the transmission lever (4). Thus, the fuel control linkage is moved to STOP position.

Текст 2

Instruction Manual

For operation with the REMOTE CONTROL SYSTEM, the operator lever is moved to OPERATION position. 'Remote control enabled' is signalled through a contact (20) on the hand lever (2). The starting solenoid (21) is now in charge of controlling the starting procedure. It operates the control valve through the dual lever (7). As soon as the firing speed (preset by a pulse generator) is reached the starting solenoid is de-energized. This completes the starting procedure. In operation with the REMOTE CONTROL SYSTEM, the shutdown procedure is accomplished through the solenoid (22) on the governor (17).

Also provided on the operator station is the FAST SHUTDOWN function which stops the engine

- at over-speed (over-speed protection device) and
- when monitored engine variables exceed or drop below defined limits (as applicable).

For a fast engine shutdown in case of OVERSPEED, the fast-stop solenoid

(23) is energized when the preset overspeed is reached. The solenoid disengages a pawl (24) which is a loose fit on the second shaft. The pawl keeps the spring of a power switch (25) tensioned, releasing the spring when the pawl is disengaged. A fast-stop rod (26) forces the power switch against the pin of the transmission lever. The latter, in turn, promptly moves the fuel control linkage to STOP through the multiple lever. Similarly, a fast-stop solenoid is energized to initiate a prompt shutdown of the engine when ANY OF THE MONITORED ENGINE VARIABLES EXCEEDS OR DROPS BELOW A PRESET LIMIT (as applicable). The engine is shut down as described under OVERSPEED above.

FAST STOP INITIATED is signaled through a contact provided on the power switch (27).

READY of the FAST STOP function of the engine is restored by tensioning the spring of the power switch by means of the hand lever on the operator station as described in Part 3, Maintenance Card 05.327.01.

Текст 3

II. The FUEL INJECTION SYSTEM (complete) system unit consists of a number of engine assemblies, viz fuel feed pump assembly* 319, fuel injection system 325, fuel filter 339, and fuel piping 343.

The FUEL FEED PUMP is arranged at a face end of the lube oil pump.

It is driven through a flexible coupling.

For details of the internal construction of the fuel feed pump refer to the instruction manual furnished by the fuel feed pump manufacturer.

The FUEL INJECTION SYSTEM consists of the fuel injection pumps, the injection pressure pipes, and the spray valves.

The spray valve is arranged in a central location in the cylinder head. Fuel is feed and leakage fuel drained through the cylinder head and through lateral nozzles.

Each cylinder is equipped with a separate fuel injector. The pumps are mounted on the cylinder block on the timing side. They are driven by the fuel injection cams mounted on the camshaft.

Double-walled fuel injection pipes are installed from the fuel injectors to the spray valves to prevent fuel from being sprayed into the engine room and onto the engine when the inner fuel injection pressure pipe fails. Failure of an inner fuel injection pressure pipe is signalled by a pressure switch in the leakage fuel pipe.

For details of the internal construction of spray valves and fuel injectors refer to the instruction manual furnished by the manufacturer of the fuel injection system.

The FUEL FILTER is either mounted on the engine or installed separately, depending on the particular engine configuration. It is equipped with a differential pressure gauge. Provision is made on the filter for changeover to the respective other filter chamber to permit cleaning whilst the engine is in operation. For details of the internal construction of the fuel filter refer to the instruction manual furnished by the fuel filter manufacturer.

The FUEL PIPING comprises pipes interconnecting the assemblies of the fuel system, and leakage fuel pipes.

Текст 4

III. The STARTING AIR MANIFOLD consists of engine-mounted piping and valves, viz starting air and control air pipes, main starting valve and safety valve, as well as installation piping which is the compressed air piping from the air cylinder to the main starting valve.

The REMOTE CONTROL SYSTEM permits the engine installation to be controlled from the bridge of the vessel. The speed selected on the bridge is electrically transmitted to the actuator on the engine, and further mechanically from the actuator to the governor through a linkage.

The AIR CYLINDER is a pressure vessel which serves to accumulate the compressed air required for starting. The air cylinder is installed away from the engine.

MONITORING SYSTEM 06

The MONITORING SYSTEM system unit consists of engine assemblies, viz safety valve 313 and instrument panel 370, and installation assemblies, viz alarm and shutdown system 920 and telemetering system 922.

To avoid high pressures in the combustion chamber each cylinder head is equipped with a helical spring-loaded SAFETY VALVE.

The resiliently mounted INSTRUMENT PANEL which accommodates essential indicating instruments designed to monitor engine parameters is located at the opposite end of the main coupling and mounted on the bracket for the plate-type heat exchanger. A shutoff unit is installed upstream of each pressure gauge to permit instruments to be changed whilst the engine is running. Provided on each pressure gauge are the red marks of the HIGH and LOW limits. At rated engine speed, the monitored variables must not exceed or drop below (as applicable) the marked limits.

The TELEMETERING SYSTEM for remote exhaust temperature measurement (provided as a function of the particular installation) consists of one or two separately mounted remote gauge panels, compensating lines in metal conduits, and an engine-mounted conduit box. The compensating lines are combined in the conduit box. The latter is equipped with a thermometer for calibration purposes.

Текст 5

IV. EMERGENCY DUTY

In case of an emergency or engine malfunction, a situation may occur which does not permit the engine to be shut down for repair for any lengthy period. The engine may, indeed, be required to continue operating or be ready at short notice even though it may not be run at full output until after the engine is eventually repaired. Such a condition is referred to as EMERGENCY DUTY.

Described below are malfunction phenomena which permit the engine to continue operating under the conditions indicated, and which trouble phenomena permit the engine to continue operating at reduced output provided temporary action is taken. The outline below cannot take into account all malfunction phenomena and damage as may occur. In some cases, there is no alternative to a repair.

TURBOCHARGER FAILURE

- Depending on the type of damage, proceed as described in the turbocharger manufacturer's instruction manual.
- If necessary, use the locking fixture which comes in the complement of tools for the turbocharger to lock the turbocharger as per instructions given in the turbocharger manufacturer's instruction manual.
- The engine may continue operation at a maximum of 20 % of the continuous output indicated in Part 1, Section 2.1 'Service Specifications'.

To this end, remove the expansion joint bellows between the compressor and the charge air cooler.

The exhaust temperature after cylinder must not exceed the limit indicated in Part 1, Section 2.1 'Service Specifications'.

- Shut off lube oil supply to the 'dummied-out' turbocharger.
- Do NOT shut off coolant supply to the locked turbocharger.

Текст 6

V. FAILURE OF ONE OR SEVERAL FUEL INJECTORS When the service readings of a cylinder suggest damage to the fuel injection system as described in Section 6.2 'Monitoring the Engine Installation', shut off the affected fuel injection pump as described in the

documentation furnished by the manufacturer of the fuel injection system.

- when the spray valve is at fault;
- when the injection pressure pipe is at fault, or
- when the fuel injection pump is at fault

the engine may continue operating at reduced output with one or several fuel injectors shut off, while allowing for the limits specified for the exhaust temperature after cylinder.

Such an emergency duty must not be continued longer than actually necessary; otherwise, a greater-than-normal contamination of the exhaust manifold and exhaust turbine will be experienced.

For marine engines, continuing operation of the marine propulsion unit in an emergency depends on the higher load to which the drive components (couplings, gearbox, etc.) may be exposed.

FAILURE OF THE DIESEL FUEL SYSTEM

Operating the engine with gravity-fed fuel.

Permit diesel fuel gravity feed from the fuel day tank through the bypass on the fuel feed pump to the fuel injection pumps.

Emergency duty is possible at fuel pressures of not less than 10 kPa up to about 90 % of the continuous output indicated in Part 1, Section 2.1 'Service Specifications'.

Пример перевода текста:

Текст 1

FAILURE OF THE CHARGE AIR COOLER

– The engine may continue operating at up to about 20 % of the continuous output indicated in Part 1, Section 2.1 'Service Specifications'.

- The exhaust temperature after cylinder must not exceed the limit indicated in Part 1, Section 2.1 I. ПУСКОВОЙ КЛАПАН, расположенный в головке блока цилиндров, представляет собой подпружиненный перевернутый клапан, который приводится в действие пневматически через золотник. При запуске двигателя управляющий воздух, подаваемый из распределителя пускового воздуха, открывает пусковой клапан. Воздух, подаваемый на клапан, поступает в цилиндр двигателя, тем самым переворачивая двигатель. Как только распределитель пускового воздуха закрывается, давление в пусковом клапане сбрасывается через главный пусковой клапан, герметизируя пусковой воздуховод в головке блока цилиндров с помощью пружины.
- 2.2 РАСПРЕДЕЛИТЕЛЬ ПУСКОВОГО ВОЗДУХА установлен на блоке цилиндров со стороны муфты. В нем находятся катушки. Расположение воздушных соединений катушек относительно друг друга определяется углом зажигания. В процессе запуска сжатый воздух подается из главного пускового клапана в полости управления, прижимая катушки к пусковому кулачку. В зависимости от положения последнего впускаемый управляющий воздух приводит к открытию и закрытию пусковых клапанов.
- 2.3 Рабочее МЕСТО ОПЕРАТОРА расположено на стороне газораспределения двигателя под пластинчатым теплообменником. По сути, он состоит из кронштейна, на котором крепится один или два вала. На приводном валу (1) установлен ручной рычаг, который используется для выбора желаемого положения ПУСКА, РАБОТЫ и ОСТАНОВКИ. Кроме того, на валу оператора установлен фиксированный зажимной рычаг (3), а также свободный рычаг передачи (4) и свободный рычаг (5). Для ЗАПУСКА стержень (6), который прикреплен к зажимному рычагу, приводит в действие сдвоенный рычаг (7), который установлен на втором валу (8). Один рычаг нажимает непосредственно на ролик регулирующего клапана (9), и подаваемый сжатый воздух поступает на сторону управления главного пускового клапана (10), тем самым открывая последний. Подаваемый сжатый воздух проходит через коллектор пускового воздуха к распределителю пускового воздуха (13) и к пусковым клапанам (15) для управления процедурой запуска, как описано выше в разделах "Распределитель пускового воздуха" и "Пусковой клапан".
- 2.4 К многорычажному рычагу подсоединены тяги управления подачей топлива (16) и регулятор (17). Теперь рычагу разрешено перемещаться в результате процедуры запуска, и

регулятор может перемещать стержни управления подачей топлива таким образом, чтобы топливо поступало. После первых включений ручной рычаг перемещается в РАБОЧЕЕ положение. Регулирующий клапан и главный пусковой клапан закрыты. На этом процедура запуска завершена. Для процедуры СТОП(выключения) штифт (18) на зажимном рычаге (3) прижимается к рычагу коробки передач, который, в свою очередь, прижимается к рычагу управления (к которому прикреплены топливные стержни) через штифт (19), установленный на рычаге коробки передач (4).

2.5 Таким образом, рычаг управления подачей топлива перемещается в положение СТОП'

Лексико-грамматический тест на закрепление изученного материала

1. ... is the major cause of algae blooms and eutrophication.
a. oil pollution b. sewage c. chemical pollution
2. make garbage easier to store.
a. compactors b. comminuters c. incinerators
3. ...are used to separate oil from bilge water and ballast water.
a. sludge tanks b. homogenizers c. oily-water separators
4. An unlicensed member of the Engine Department is ...
a. the Electrical Officer b. the Wiper c. the Motorman
5. The Engine Room contains ... main diesel generator sets .
a. 7 b. 3 c. 5
6. The Engine Control Room is kept at a ...temperature because of the sensitive equipment.
a. cool b. neutral c. hot
7. A special system for controlling machinery from a distance is ...
a. DMS (Data Management System) b. UMS (Unmanned Machinery Space) c. MOP (Main Operating Panel)
8. Translate the word “bleed” into Russian. Mind the technical context.
a. очищать, опорожнять b. подтекать, вытекать c. пораниться, травмироваться
9. Translate the word combination “rough idling” into Russian:
a. разряженная батарея b. неровный холостой ход c. зазор клапана
10. Translate the word “impeller” into Russian:
a. дейдвудное уплотнение b. насосное колесо, крыльчатка c. канавка поршневого кольца
11. Translate the word combination “crankshaft end play” into Russian:
a. наконечник коленвала b. концевая часть коленвала c. осевой люфт коленвала
12. The ideal colour of the smoke should be...
a. blue b. transparent or slight grey c. white

**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта“
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20....г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 1
по дисциплине **Деловой английский язык**
V курс X семестр 2024-2025 учебного года
Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта “
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20....г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 2

по дисциплине *Деловой английский язык*
V курс X семестр 2024-2025 учебного года

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта “
(ФГБОУ ВО «ВГУВТ»)**

“.....”
20....г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 3
по дисциплине *Деловой английский язык*
V курс X семестр 2024-2025 учебного года
Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта“
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 4
по дисциплине **Деловой английский язык**
V курс X семестр 2024-2025 учебного года

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта“
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 5
по дисциплине Деловой английский язык
V курс X семестр 2024-2025 учебного года

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова



**ФЕДЕРАЛЬНОЕ АГЕНТСТВО
МОРСКОГО И РЕЧНОГО
ТРАНСПОРТА**

**Федеральное государственное
бюджетное образовательное
учреждение
высшего образования**

**“ Волжский государственный
университет водного
транспорта “
(ФГБОУ ВО «ВГУВТ»)**

“.....”

20...г.

г. Н. Новгород

Кафедра иностранных языков и конвенционной подготовки

ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 6
по дисциплине Деловой английский язык
V курс X семестр 2024-2025 учебного года

Специальность 260506

Эксплуатация судовых энергетических установок

1. Final Test
2. Special Topic
3. Text for written translation

Зав. кафедрой иностранных языков и
КП

Ю.Р. Гуро-Фролова

