

Документ подписан простой электронной подписью

Информация о владельце:

ФИО: Новиков Денис Владимирович

Должность: Директор филиала

Дата подписания: 11.11.2024 11:16:00

Уникальный программный ключ:

3357c68ce48ec4f695c95289ac7a9678e502be60

Раздел: Зачет (1 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест

Variant I

1. Use the correct possessive pronoun:

1. My friend has got a son. ... name is Nick.
2. Mary is a student. friend is a student too.
3. These are my friends. They have got a car. car is red.
4. We have got a brother. ... brother is a driver.
5. This is my dog. ... name is Jack.

2. Use the correct form of the verb “to be”:

1. She a teacher at school.
2. My friends ... fond of music.
3. I... a student, my niece ... a student too.

3. Translate the sentences using “there is”, “there are”:

1. Около(near) моей кровати есть ковер (a carpet).
2. За углом находится кинотеатр. (around the corner)
3. В центре столовой (a dining - room) – стол и 7 стульев.
4. В левом углу (the left – hand corner) есть лампа и торшер (a lamp- stand).
5. Сколько книг на книжной полке? (a bookshelf).

4. Open the brackets using Present Simple, Present Continuous and Future Simple:

1. Usually she (have) a cup of coffee and a toast for breakfast.
2. In a year Tom (graduate) the academy if he (pass) the exams.
3. It (be) 3 o'clock now. They (play) football now.
4. My friend (like) cooking very much. Today she (bake) a tasty pie for her birthday.
5. As soon as I (finish) to do my homework, I (go) to the cinema.
6. She is an air hostess. She (travel) a lot every year.
7. Mike (fix) his car now.

5. Use Present Simple or Present Continuous in the future meaning:

1. Mary (give) a concert at 3 o'clock in the afternoon.

2. The train (arrive) at 6.45.
3. The shop (close) at 7 p.m.?
4. We (leave) for Plymouth tomorrow.
5. When the comedy (start) ?
6. Ask all types of questions:
 1. Mary Green goes to bed at 11 o'clock.
 2. She is drinking coffee.
 3. They will meet Tom at the station tomorrow.

Variant II

1. Use the correct possessive pronoun:
 1. They are greedy. ... friends are greedy too.
 2. He is handsome. ... wife is a beautiful woman too.
 3. This is Mary's car. ... car is fast.
 4. We have a dog. ... dog is angry.
 5. This is my friend's cat name is Pussy.
2. Use the correct form of the verb "to be":
 1. My mother and my father ... proud of me.
 2. That car ... cheap.
 3. I ...(not) a pilot, I ... a pupil.
3. Translate the sentences using "there is", "there are":
 1. В правом углу (the right-hand corner) моей комнаты- телевизор.
 2. Сколько комнат в вашей квартире?
 3. Рядом с почтой(a post- office) – магазин и банк.
 4. В центре кухни – большой стол.
 5. На(by) окне- красивые занавески(curtains).
4. Open the brackets using Present Simple, Present Continuous and Future Simple:
 1. My mother never (smoke) but when she (be) sad she (do) it sometimes.
 2. Listen! Your sister (sing) a lovely song.
 3. When my friend (buy) tickets tomorrow, we (go) to the cinema.

4. Usually she (return) home at 4 o'clock.
 5. My sister (be) an actress as soon as she (grow) up.
 6. They often (play) cards in the evening but today they (watch) TV.
 7. It (be) 8 o'clock now. My mother (speak) with her friend in the kitchen.
5. Use Present Simple or Present Continuous in the future meaning:
1. The exhibition (open) on the 25th of August.
 2. Tomorrow (be) Wednesday.
 3. Mr. Forester and Mr. Watson (meet) in the pub tomorrow afternoon.
 4. When the concert (be) over?
 5. George, you (stay) with us?
6. Make all types of questions:
1. Jack does the sports every day.
 2. My mother is cooking dinner now.
 3. Helen will leave school next year.

ОТВЕТЫ НА ТЕСТ (Variant I)

1. 1. His 2. Her 3. Their 4. Our 5. Its (His)
2. 1. is 2. are 3. am, is 6.
3.
 1. Near my bed there is a carpet.
 2. Around the corner there is a cinema.
 3. In the centre of the dining-room there is a table and 7 chairs.
 4. In the left-hand corner there is a lamp and a lamp-stand.
 5. How many books are there on the bookshelf? 7.
4.
 1. has
 2. will graduate, passes
 3. is, are playing 4. likes, is baking 5. finish, will go
 6. travels
 7. is fixing

5.

1. is giving
2. arrives
3. Does the shop close at 7 pm?
4. are leaving
5. When does the comedy start? 9.

6.

- 1) Does Mary Green go to bed at 11 o'clock?
- 2) What time does Mary Green go to bed?
- 3) Does Mary Green go to bed at 11 or at 12 o'clock?
- 4) Mary Green goes to bed at 11 o'clock, doesn't she? 2.

- 1) Is she drinking coffee?
- 2) What is she drinking?
- 3) Is she drinking coffee or tea?
- 4) She is drinking coffee, isn't she?

Вопросы для собеседования:

1. What is your name?
2. How old are you?
3. How many are you in your family?
4. What are your parents by profession?
5. Have you got a pet?
6. Is your family friendly?
7. Have you got a flat or a house?
8. How many rooms are there in your flat (house)?

9. What is your favourite season? Why?
10. What are your activities in different seasons of the year?

Примерные ответы на вопросы:

1. My name is Sergey Ivanov.
2. I am 18 years old.
3. We are four in our family.
4. My mother is a teacher. My father is a doctor.
5. I have got a cat (a dog, ...). His (her) name is ...(I haven't got a pet).
6. Our family is friendly.
7. I have got a flat (a house).
8. There are two (three) rooms in our flat (house
9. My favourite season is summer. It is hot in summer, the trees are green , there are a lot of beautiful flowers, birds sing, sun shines brightly
- 10 My winter activities are skiing, skating and playing snowballs, my summer activities are swimming , bathing, playing football

Темы сообщений :

1. About Myself.
2. My Family
3. My Flat /House
4. Seasons and Weather.

Пример сообщения:

Тема:

About Myself. My Family. Family Life.

Let me introduce myself. My name is Nick. My second name is Ivanov. I am 18 years old. I am a first-year student . I am a student of Volga State University of Water Transport. I am from Russia . I am from Nizhny Novgorod. My adress is 7 Rodionov Street 125. My telephone number is 89200352789 . As for my marital status I am single. As for my general appearance I am good-looking and attractive. I am tall and slender. I have got short straght fair hair and large blue eyes. I have got a family. Our family is average. We are four in our family. I have got a mother. My mother's name

is Tatiana. She is a doctor by profession. I have got a father . My father's name is Sergey. He is an engineer by profession. I have got a brother. His name is Andrew. Andrew is a pupil. I have got grandparents. They are on pension. I have got a pet. It isa cat. His name is Tom. Our family is friendly.

Раздел 2 . Зачет (2 семестр)

Цель : формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест

Final Test

Variant 1.

1. Open the brackets using Present Simple, Present Continuous, Future Simple, Past Simple, Past Continuous, Present Perfect, Present Perfect Continuous:

1. What you (do) here at such a late hour? I (wait) for my friend.
2. I say, Tom, let's have dinner. Thank you, I already (have) it.
3. When I (come) home I (go) to bed.
4. When the concert (begin)? Probably, it (start) at 19.
5. At 8 o'clock yesterday I (do) homework, and at 10 my friend and I (walk) in the street.
6. She (have) an exam in a week.
7. My mother (go) to the supermarket before she (start) cooking.
8. The weather isn't fine, I think. The rain (stop) but the wind still (blow).
9. My friend always (come) to classes on time.
10. It (rain) since last week in India.
11. They (arrive) by 7 p.m.

2. Ask all types of questions:

1. They attend classes regularly.
2. I am drinking coffee now.
3. Jane thought about her friend in the evening yesterday.
4. Mark was sleeping at this time yesterday.
5. We have just returned from Great Britain.
6. They will meet in the cafeteria tomorrow.

Final Test Variant 2.

1. Open the brackets using Present Simple, Present Continuous, Future Simple, Past Simple, Past Continuous, Present Perfect, Present Perfect Continuous:

1. If the weather (be) fine I (go) for a walk.
2. With whom you (discuss) this question yesterday?
3. I (see) the film this week. I like it very much.
4. The exhibition (open) on the 3rd of July.
5. When I (enter) the kitchen, I (see) that my mother (stand) at the table and (cut) the cabbage.
6. Why you (cry)? What's wrong with you?
7. We (go) to the Hermitage last week.

8. They already (solve) the problem.
9. What the weather (be) like? It still (rain)?
10. How long you (wait) for the bus?
11. After I (sweep) the floor I (start) cleaning it.

2. Ask all types of questions:

1. Mary watches TV every day.
2. Nick is working in the garden in the morning.
3. Margaret took her children to the theatre.
4. Mike and George were playing football the whole evening yesterday.
5. My brother has just read the newspaper.
6. My friend will be 20 next year.

Итоговый лексико-грамматический тест (Вариант 1) , ответы:

1.
 1. What are you doing here ... ? am waiting
 2. have already had
 3. come, will go
 4. When does the concert begin? Starts 5.was doing, were walking
 6. will have
 7. will go, starts
 8. has stopped, is blowing
 9. comes

10. has been raining

11. had arrived

3.

1.

1. Do they attend classes regularly?

2. What do they attend regularly?

3. Do they attend classes regularly or seldom?

4. They attend classes regularly, don't they?

2.

1. Am I drinking coffee?

2. What am I drinking?

3. Am I drinking coffee or tea?

4. I am drinking coffee, aren't I?

3.

1. Did Jane think about her friend in the evening yesterday?

2. Who did Jane think about in the evening yesterday?

3. Did Jane think about her friend or her parents in the evening yesterday?

4. Jane thought about her friend in the evening yesterday, didn't she?

4.

1. Was Mark sleeping at this time yesterday?

2. When was Mark sleeping yesterday?

3. Was Mark sleeping at this time yesterday or last week?

4. Mark was sleeping at this time yesterday, wasn't he?

5.

1. Have we just returned from Great Britain?

2. Where have we just returned from?

3. Have we just returned from Great Britain or the USA? 4. We have just returned from Great Britain, haven't we?

6

1. Will they meet in the cafeteria tomorrow?

2. Where will they meet tomorrow?

3. Will they meet in the cafeteria or in the pub tomorrow?
4. They will meet in the cafeteria tomorrow, won't they?

Темы сообщений:

1. My Working Day
2. My Meals
3. Higher Education in Russia
4. My University

Пример

сообщения

Тема

My University

I'd like to tell you a few words about our university called Volga State University of Water Transport. It is one of the greatest Russian universities with its specificity and unique traditions.

In the previous years it was called Gorky Institute of Water Transport Engineers and later our name was Volga State Academy of Water transport.

It was founded in 1930. It includes a great number of departments. Since then it has prepared qualified specialists working on the river and sea transport: mechanical, electrical engineers, navigators, famous captains. Radioengineering has also become a wanted specialization.

Shipbuilders, hydroengineers, specialists in logistics graduate from our university every year. Besides, our university prepares competent specialists in the sphere of law and economics. The University International Department intensifies international connections, our connections with China become wide and consolidate from year to year.

Лексико-грамматический тест на закрепление изученного материала

1. She (have) an exam in a week.
a. has b. had c. will have
2. We (go) to the Hermitage last week.
a. went b. goed c.go
3. At the moment the people (wait) for the bus.
a. wait b. are waiting c. is waiting
4. Max (learn) the results by 6 pm.
a. has learnt b. had learnt c. learnt
5. How long you (talk) to the director?
a. are you talking b. were you talking c. have you been talking
6. Sometimes Fred (swim) in the pool in spring or in autumn.
a. swims b. swim c. swam
7. You ever (see) this man?
a. did you ever see b. have you ever seen c. are you ever see
8. It (rain) since morning.
a. have been raining b. has been raining c.is raining
9. What you (do) for your living? I (paint) portraits.
a. are you doing, am painting b. you do, paint c. do you do, paint
10. I (watch) a video from 19 till 19.15 yesterday.
a. was watching b. watched c.am watching
11. When Fred (get) up at weekends?
a. do ... get up b. does...get up c. is...getting up
12. Mark (be) in Europe many times.
a. is b. is been c. has been

Раздел 3. Зачет (3 семестр)

Цель : формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест ,1 (2 варианта)

II year
I term
Variant I

I. Open the brackets. Use the suitable forms of the Passive Voice:

1. The children (take) on excursion every autumn.
2. The work on the report (complete) yesterday.
3. We (test) on the theory now.
4. The bus (cancel) by 7 p.m. *cancel*
5. A new novel just (read) by my grandmother.
6. The meeting (hold) tomorrow. (hold-held-held)
7. The works (check) by the teacher the whole evening yesterday.
8. All the guests (invite) to the dancing room yesterday.
9. The car rarely (use) by our family.

II. Transform the sentences from the Active into the Passive:

1. People use this road very often.
2. Tom saw the Baxters yesterday.
3. I will send an e-mail letter tomorrow.
4. The students are doing exercises at the moment.
5. Mike and his friend were watching a video at 7 p.m. yesterday.
6. They have recently built a huge plant in the town of N.
7. They had prepared everything by 8 p.m.

III. Use *can, could, can't, couldn't, to be able to* (different tenses, negative and affirmative forms):

1. ... I use your phone, please?
2. In his youth he ... do sports well.
3. She is so upset. She ... to speak well on the phone at the moment.
4. Dan is an intelligent boy. He ... solve mathematical problems very well.
5. The weather was so rainy that we ... to go to the beach yesterday.
6. I will have enough time next week. I hope I ... to be present at the meeting.
7. It is difficult for me to swim in the river because I ... swim.
8. We don't need anybody's help. We ... to do everything ourselves.
9. Tom ... to meet the teacher yesterday, she hadn't gone home.
10. Unfortunately I ... ski well in my childhood.

Variant II.

I. Open the brackets. Use the suitable forms of the Passive Voice:

1. French (speak) in some African counties.
2. In Ancient Greece children (teach) to overcome difficulties by their parents. (teach-taught-taught)
3. This man never (speak) of.
4. We (follow) by a strange man at 8 p.m. yesterday.
5. I am sure I (ask) tomorrow.
6. All the facts (explain) to us by 10 p.m.
7. I often (tell) about the news.
8. The conversation with the police officer (record) now.
9. This article (look) through yesterday by the specialists.

II. Transform the sentences from the Active into the Passive:

1. Young people eat hamburgers quite often.
2. The thief stole a lot of money from the shop.
3. The teachers will give us a difficult task.
4. The children are watching cartoons in the hall.
5. Mrs. Smith was cooking dinner at 12.30 yesterday.
6. The students have translated the whole test.
7. They had staged the play by the middle of spring.

III. Use *can, could, can't, couldn't, to be able to* (different tenses, negative and affirmative forms):

1. I hope I ... to move to a new flat next month.
2. Mary ... type very fast, she is going to become a secretary.
3. The child is locked in the room. He ... to leave it.
4. Mary ... dance tango well, when she trained a lot.
5. Dave was sick yesterday, so he ... to prepare the report.
6. ... borrow your pen?
7. It is getting dark. I ... see anything.
8. I have too much work to do. I ... to cope up with everything.
9. It was difficult for me to get to work some years ago as I ... drive a car.
10. The task wasn't difficult so we ... do it without any problems.

Итоговый лексико-грамматический тест ,1 вариант, ответы:

1.

1. are taken 2. was completed 3. are being tested 4. had been cancelled 5. has been read
6. will be held 7. were being checked 8. were invited 9. is used

2.

1. This road is used by people very often.

2. The Baxters were seen by Tom yesterday.

3. An e-mail letter will be sent tomorrow.

4. Exercises are being done by the students at the moment.

5. A video was being watched by Mile and his friend at 7 pm.

6. A huge plant had been recently built in the town of N by them.

7. Everything had been prepared by them by 8 pm 3.

3.

1. can (could) 2. could 3. is not able 4. can 5. were not able 6. will be able 7. cannot
8. are able 9. was able 10. could not.

Темы сообщений:

1. Travelling

2. Health. Medicine

3. Environment

4. The Internet

Пример сообщения

Тема Travelling

We live in times when it's rather easy to travel to any point of the planet. So no wonder travelling becomes more popular. What is more, our modern life is impossible without travelling. And there are many reasons for this.

A few decades ago it couldn't be imagined that we would be able to travel almost everywhere. Now we can travel by different means of transport: by plane, by ship, by train, by car and even on foot. Some people like to travel by plane, because it is the best way to get to a foreign country fast. But others prefer traveling by train. They say that this method is more convenient and cheaper. Anyway, we have got something to choose from. And the way of travelling depends only on our opportunities and preferences.

Another good thing is that travelling helps us live and enjoy life. When we get tired of our daily routine, we need to change the surroundings. And travelling is one of the best way to break the monotony of our life. We travel, see new countries and cities, visit historical places, meet new people and taste different dishes. It brings us new impressions and makes life brighter. And that's why millions of people all around the world adore travelling.

And finally, it is commonly known that travelling is a very nice activity. It's the time for relaxation and thinking. Nothing can give us a great deal positive emotions and memories as travelling. It is often said that travelling broadens mind. And personally I believe that it is an undeniable truth.

Раздел 4. Зачет (4 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4);

Variant I

I. Use modal verbs: can, could, may, might, must, have to, has to, had to, mustn't, needn't, should:

1. She is an interesting person. You really ... meet her.
2. Alex ... drive a car very well.
3. I don't see Andrew anywhere. He ... return to his hotel room.
4. The lesson is over. You ... be free.
5. This jacket is too tight. You ... try on another one.
6. ... you bring me a glass of water, please?
7. It was frosty yesterday, so we ... to stay at home.
8. You ... make any noise after 11 pm.
9. You may go now. You ... wait for me.
10. Sometimes they ... to work at weekends.
11. Tom often ... stand in the queue for a long time at the supermarket.

II. Use Gerund or Infinitive:

1. Tom refused (help) his friend.
2. John denied (steal) his car dangerously.
3. I prefer (drink) tea with lemon in the evening.
4. They avoid (speak) to strange people.
5. An old lady threatened (call) the police.
6. Mike regrets (buy) an old house.
7. The students decided (go) home.

III. Use the appropriate tense form in the conditional sentences:

1. If he (not be) such an outstanding writer he wouldn't have so many admirers.
2. I (write) the essay long ago if he hadn't disturbed me.
3. If the weather (be) nasty) today I won't plant anything in the garden.
4. We will spend summer in St. Petersburg if my friend (not go) to the south.
5. If I had enough money I (lend) some to you.

Variant II

Variant IV

I. Use modal verbs: can, could, may, might, must, have to, has to, had to, mustn't, needn't, should:

1. Harry feels sick, he ... call the doctor.
2. Unfortunately, we ... work till late at night.
3. The little boy ... skate very well.
4. You ... park in the wrong place.
5. The sky is dark, it ... rain very soon.
6. Yesterday, we ... wait for the director for a long time.
7. ... I go out?
8. Sometimes the police officer ... return home very late.
9. Everyone ... be present at the meeting, it is obligatory.
10. ... you help me with my computer, please?
11. We ... hurry, we have quite enough time.

II. Use Gerund or Infinitive:

1. Nick decided (talk) with his cousin.
2. She risks much (leave) her shelter.
3. Learning English involves (talk) much.
4. Stop (talk), please! It is very noisy.
5. I hope (see) you soon.
6. I don't fancy (eat) much in the morning.
7. The students managed (pass) the exam at once.

III. Use the appropriate tense form in the conditional sentences:

1. If Fred (be) here he would probably help us.
2. If you had let me know yesterday I (bring) you my book.
3. If it (snow) the children will play snowballs.
4. If he (not live) in Moscow we wouldn't meet him so often.
5. If you (put) the ice-cream in the freezer it wouldn't have melted.

Итоговый лексико-грамматический тест (Вариант 1), ответы:

I.

1. must
2. can
3. might
4. may
5. should
6. could
7. had to
8. mustn't
9. needn't
10. have to
11. has to

II.

1. stealing
2. drinking
3. speaking
4. to call
5. buying
6. to go

III.

1. were not
2. would have written
3. is
4. doesn't go
5. would lend

Темы сообщений:

1. General Description of a Ship.
2. Types of Vessels
3. Personal Safety Instructions of a Ship Mechanic
4. Employment Contract of a Ship Mechanic

Пример сообщения:

Тема: General Description of a Ship

General Description of a Ship

The main body of a ship is called a hull. The hull is divided into three main parts: the foremost part is called the bow and the rearmost part is called the stern; the part in between is called amidships. The hull is the main part of the ship. This is the area between the main deck, the sides (port and starboard) and the bottom. It is made up of frames covered with plating. The part of the hull below water is the ship's underwater body. The distance between the waterline and the main deck is the vessel's freeboard. The hull is divided up into a number of watertight compartments by decks and bulkheads. Bulkheads are vertical steel walls going across the ship and along.

The hull contains the engine room, cargo space and a number of tanks. The engine is fitted near the bottom of the ship in the engine room. In dry cargo ships the cargo space is divided into holds. Openings giving access to holds are called hatches. In liquid cargo vessels the cargo space is divided into tanks. At the fore end of the hull are the forepeak tanks, and at the after end are afterpeak tanks. They are used for fresh water and fuel. If a ship has double sides, the space between the sides contains wing tanks. The space between the tank top and the space contains double bottom tanks.

All permanent housing above the main deck is known as superstructure. Nowadays, cargo vessels are normally built with the after location of the engine room and bridge superstructure to gain more space for cargo. The forward raised part of the deck is called the forecastle and its after raised part is the poop. On deck there are cargo handling equipment, such as cranes, winches, derricks and etc.

Other parts and equipment of a ship include funnels (smokestacks) situated near the bridge to discharge smoke and exhaust fumes, an anchor on the left and right sides of the bow, and enough lifeboats to hold all persons onboard. Modern ships have power-driven winches to raise or lower the anchors and to bring in or let out the mooring lines used to tie vessels at a pier. Power-driven winches also operate the cranes for loading and unloading cargo. The cargo is loaded and discharged to the holds through the cargo hatches. Booms that are fitted to the masts are called derricks', they are necessary for cargo operations, especially if there is no possibility to use harbour's cranes

Modern ships also have high-speed pumps to pump out ballast water or to pump up seawater in case of fire. Radio-telegraph equipment keeps ships in constant touch with the rest of the world. The maximum breadth of a ship is the beam. The total length measured from the foremost to the aftermost points of a ship's hull is called the length overall. The draught is the depth of the ship's bottom or keel below the water surface. The forward draught is measured at the bow and the draught aft at the stern.

Лексико-грамматический тест на закрепление изученного материала

1. If I (be) you I (do) the same.
a. am, do b. were, would do c. was. did
2. The lesson is over. You .. go home.
a. may b. must c. needn't
3. Children ... play near the road.
a. should b. have to c. mustn't
4. The little boy ... read well.
a. must b. can c. should
5. This book is (interesting) than that one.
a. interestinger b. more interesting c. the most interesting
6. We asked a man in the street how (get) to the station.
a. to get b. getting c. got
7. ...you show me the way to the Bolshoi Theatre?
a. may b. could c. should
8. Albert Einstein is one of (great) physicists in the world.
a. the most great b. the greatest c. greater
9. Stop (talk), please!
a. to talk b. talking c. talked
10. His Maths is getting (good).
a. better b. gooder c. good
11. If the weather (be) good I (go) to the country.
a. is, go b. is , will go c. will be, will go
12. Tom, please, start (read) the text.
a. reading b. read c. to be read

Раздел 5. Зачет (5 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест, 1, 2 варианта

Variant I

I. Translate the following words or expressions:

Свеча зажигания, Сжиженный газ, охлаждающая среда, коленчатый вал, такт, продувочные порты, вспомогательные двигатели, тронковый тип, машинное отделение, расход топлива, торцевые пластины, коренные (рамовые) подшипники, смазочное масло, установочная поверхность, достаточная прочность, стальная поковка, силовоспринимающий узел, маховик, чугунный сплав, распределительный (кулачковый) вал, вилочный стержень

II. Answer the questions:

1. What is a stroke?
2. Where are slow-speed engines usually applied?
3. What is the function of bearings?
4. What is the crankshaft's aim?

III. Define the form of the infinitive:

1. The safety engine is used to relieve pressure.
2. The engine is known to have been built in Germany.
3. They are said to be designing a new engine.
4. The engineers seem to have been testing a new pump for a long time.
5. They hope to repair the engine in two weeks.
6. The engine to be installed in the tanker is very powerful.
7. The mechanic seems to be adjusting the engine.
8. The engineers turned out to have left the engine room.

Variant II

I. Translate the following words or expressions:

Поршень, головка (крышка) цилиндра, двигатель с противоположно двигающимися поршнями, камера сгорания, преобразовывать, поршневой палец, тяжелое топливо (мазут), крейцкопфный тип, двойного действия, номинальная мощность, внутренний диаметр, масляный поддон, седло клапана, направляющие клапаны, неподвижные части, стальной прокат, размещение цилиндров, шатунный узел, деталь, подвергающаяся высокой нагрузке, кованный сплав

II. Answer the questions:

1. How are the two strokes of a petrol engine called?

2. What types of engines consume heavy fuel oil?
3. What is the function of the end plates?
4. What is the main function of the moving parts?

III. Define the form of the infinitive:

1. The piston seems to be moving up and down.
2. The gases turned out to have completed their work.
3. At the end of the stroke the cylinder needs to be filled with air.
4. The exhaust ports turned out to have been uncovered by the piston.
5. The space between the jacket and the liner is known to be utilized for circulating cooling water.
6. The cylinder seems to have been worn.
7. The propulsion system turned out to have been operating since 1990s.
8. The engine doesn't seem to work properly.

Итоговый лексико-грамматический тест (вариант 1) ответы:

I.

Spark plug, liquified gas, cooling media, crankshaft, stroke, scavenging ports, auxiliary engines, trunk type, engine room, fuel consumption, end plates, main bearings, lubrication oil, mounting surface, ample strength, steel forging, power-transmitting assembly, flywheel, cast-iron alloy, fork rod

II.

1. It is the motion of a piston
2. They are applied in large engines with large engine rooms.
3. They support rotating shafts and other moving parts.
4. It changes the movement of the piston and the connecting rod into the rotary motion.

III.

1. to relieve- Simple, Active
2. to have been built- Perfect, Passive
3. to be designing- Continuous, Active
4. to have been testing – Perfect Continuous, Active
5. to repair- Simple, Active
6. to be installed- Simple, Passive
7. to be adjusting- Continuous, Active
8. to have left- Perfect, Active

Вопросы к собеседованию

V term

1. What is a diesel engine?
2. What is an internal combustion engine actuated by?
3. What parts does an internal combustion engine have?
4. Does the piston move in the cylinder?
5. What is the piston connected to?
6. What does the crank mechanism consist of?
7. What connects the piston to the crankshaft?
8. What is the crankshaft?
9. What valves does an internal combustion engine have?
10. What does an intake valve do?
11. What operates engine valves?
12. What types are diesel engines divided into?
13. What supplies power to the machinery?
14. What cycles does an internal combustion engine have?
15. What happens on the suction stroke?
16. What happens to the air on the compression stroke?
17. Why does fuel burn after being sprayed into the cylinder?
18. What is expelled from the cylinder on the exhaust stroke? And how is it expelled?
19. What is scavenging air needed for?
20. What are the major fixed parts of a diesel engine?
21. What important duties does the bedplate of an engine have to perform?
22. What does the frame rest on?
23. What for is the frame provided with openings?
24. What parts does the cylinder consist of and how are they called?
25. What is the function of cooling water circulating in the space between these two parts?
26. Why must the cylinder be strong?
27. Why is the cylinder head one of the most important parts of the engine?
28. Where are the main bearings accommodated? What are the principal parts of a bearing?

Примерные ответы на вопросы для собеседования:

1. It is an internal combustion engine
2. It is actuated by the gases resulting from the combustion of the fuel.
3. It has a cylinder, a piston, a crankcase, a connecting rod, a crankshaft, a camshaft and valves.
4. The piston moves in the cylinder up and down.
5. The piston is connected to the crank mechanism which controls its motion.
6. The crank mechanism consists of the connecting rod, the crank and the crankpin.
7. The connecting rod connects the piston to the crankshaft.
8. The crankshaft is the main rotating member of the engine.
9. An internal combustion engine has mechanically-operated intake and exhaust valves
10. The intake valve is needed to admit air into the cylinder.
11. Cams operate engine valves.
12. Diesel engines are divided into two types - a four-stroke cycle and a two-stroke cycle.
13. The rotating crankshaft supplies power to the machinery.
14. Any internal combustion engine has a four stroke cycle or a two stroke cycle.

15. On the suction or intake stroke the piston moves down, the inlet valve is open and air is drawn from the atmosphere into the cylinder through a mechanically operated inlet valve.
16. On the compression stroke the air is compressed within the cylinder.
17. It is highly atomized.
18. On the exhaust stroke the products of combustion in the cylinder are expelled through the mechanically operated exhaust valve.
19. This air discharges the exhaust products through the exhaust ports.
20. They are bedplate, frame, cylinder, cylinder liner, cylinder head, main bearings.
21. The bedplate has to carry frame of the engine and the main bearings.
22. The frame rests on the planed upper surface of the bedplate.
23. It is provided with openings at the top to receive the cylinders.
24. The cylinder consists of two separate parts, the outer part, being the stress carrying member, known as the jacket, while the inner part is a heat conducting member, known as the liner.
25. The function of the cooling water is to carry off the heat of combustion.
26. The cylinder must be strong enough to carry the stress produced by the gas pressure between the piston and the cylinder head.
27. The cylinder head is one of the most important details of the engine as it is a heavily stressed and heat conducting member.
28. The main bearings are accommodated in the seats of the bedplate. The principal details of a bearing are: a steel cap, upper and lower shells, a set of adjusting shims and screw-jacks to secure the caps and the shell to the bedplate.

Темы сообщений:

1. Internal Combustion Engines
2. Types of Diesel Engines
3. Principal Stationary Parts
4. Principal Moving Components

Пример сообщения:

Тема

Diesel Engine. General Description.

A diesel engine is an internal combustion engine actuated by the gases resulting from the combustion of the fuel oil injected into the engine cylinder.

An internal combustion engine has a cylinder, a piston, a crankcase, a connecting rod, a crankshaft, a camshaft and valves.

The piston moves in the cylinder up and down. The piston is connected to the crank mechanism which controls its motion. The crank mechanism consists of the connecting rod, the crank and the crankpin. The connecting rod connects the piston to the crankshaft. The crankshaft is the main rotating member of the engine.

The crankcase of the internal combustion engine supports the cylinder and the crankshaft. Lubricating oil is carried in the low part of the crankcase.

An internal combustion engine has mechanically-operated intake and exhaust valves. The intake valve is needed to admit air into the cylinder and the exhaust

valve is needed to discharge exhaust gases out of the cylinder after they have done their work.

The camshaft is driven from the crankshaft by means of gear wheels. The camshaft has cams which are used to operate engine valves.

Diesel engines are divided into two types - a four-stroke cycle and a two- stroke cycle. With both types the cylinder is filled with air which is compressed by the piston. The rapid compression of the air raises its temperature. The fuel injected into the cylinder burns rapidly and the pressure exerted by its expansion produces the power impulse on the piston. The piston pushes on the connectingrod which connects the piston to the crank on the crankshaft. The force of the crank makes the crankshaft turn in its bearings. The rotating crankshaft supplies power to the machinery which is driven by the engine.

Раздел 6. Зачет (6 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест , 1, 2 вариант

Variant I

I. Translate the following word or expressions:

Система впуска, выходная мощность, водяная рубашка, глушить шум выхлопа, продувочный воздух, сетчатый фильтр с металлической кромкой, расходный бак, направляющие крейцкопфа, пресная вода, распыление жидкости, зондирующий стержень, сливной бак, палец кривошипа, износ, ходовые зазоры, рулевой управление, сепаратор трюмной воды, воздухоотвод, меры предосторожности, установка для очистки сточных вод

II. Answer the questions:

1. What process is called scavenging?
2. Where does excess fuel flow?
3. What does the pressure lubricating system consist of?
4. What are the reasons for accidents in the engine room?

III. Define the non-finite forms:

1. The engineers always avoid being talked to while working.
2. The capacity of this engine is supposed to be increased greatly.
3. The engine seems to be working better.
4. They were absolutely sure of having completed the work.
5. We heard of this engine being very powerful.
6. The ship mechanics seem to have been working for hours.
7. The pump was the first to be repaired.
8. Checking oil pressure is very important.

Variant II

I. Translate the following word or expressions:

Выпускное отверстие, ответвление колен, система впуска, наддув, удалять отработанные газы, уплотнительный слой, насечки и царапины, возвратная труба, теплообменник, трение, клапан регулировки давления, главный масляный коллектор, масляная аэрозоль, индикатор уровня, засорение, вместимость судна, сертификат соответствия, аварийный генератор, гребной винт, силовая установка

II. Answer the questions:

1. How is exhaust manifold cooled?
2. How is the fuel purified?
3. What factors influence lubrication references?
4. What are the rules concerning emergency exits in the engine room?

III. Define the non-finite forms:

1. We know of their having completed assembling the engine.
2. The tests of the new engine seem to have been done already.
3. They hope to repair this engine in two weeks.
4. They are said to be designing a new engine.
5. Having been tested successfully the engine was put into operation.
6. The engineer seems to have been testing a new engine for a long time.
7. He insisted on examining the equipment.
8. The engine being installed in this ship is very powerful.

Итоговый лексико-грамматический тест, (вариант 1), ответы:

I.

Intake system, power output, water jacket, muffle exhaust noise, scavenging air, metal-edge strainer, service tank, crosshead guides, fresh water, atomizing the liquid, sounding rod, drain tank, crankpin, wear, running clearances, steering gear, bilge water separator, duct, safety precautions, sewage treatment plant

II.

1. It is the air forced into the cylinder.
2. It is returned to the service tanks.
3. It consists of pumps, strainers, pressure-regulating valves, filters, bypass valves and coolers.
4. They are failures of loss power and wrong working operations.

III.

1. Being talked – Gerund, Simple, Passive
2. To be increased – Infinitive, Simple, Passive
3. To be working – Infinitive, Continuous, Active
4. Having completed – Gerund, Perfect, Active
5. Being- Participle I, Active
6. To have been working - Infinitive< Perfect Continuous, Active
7. To be repaired – Infinitive, Simple, Passive
8. Checking – Gerund, Simple, Active

Сообщение по теме:

1. Essential diesel engine systems: intake and exhaust
2. Essential diesel engine systems: fuel and cooling
3. Essential diesel engine systems: lubrication
4. Engine maintenance: in the engine room

Пример сообщения

Тема : 1.Essential diesel engine systems: intake and exhaust

Air is required to support combustion in the cylinder of an engine. Supplying the cylinders with air and removing the waste gases after combustion occur during the processes of scavenging and supercharging. The engine parts that perform these functions are commonly referred to the intake and exhaust systems.

The intake system

The main functions of a diesel engine intake system are: to supply the air required for combustion; to clean the air, and to reduce the noise when the air enters the engine. An intake system may include an air silencer, an air cleaner and screen, an air box or header, intake valves or ports, a blower, an air heater, and an air cooler.

In the intake systems a blower is installed to increase the flow of air into the cylinders. The blower compresses the air and forces it into an air box or manifold. The increased amount of air fills the cylinder with a fresh charge of air, which helps to clear the cylinder of the combustion gases. This process is called scavenging. The air forced into the cylinder is called scavenging air, and the ports through which it enters are called scavenge ports.

In addition to being used for scavenging an airflow increase can serve to increase power output. Since the power of an engine comes from the burning of fuel, an increase in power requires more fuel; the increased fuel, in turn, requires more air for combustion. The process of supplying more air to the combustion spaces than can be supplied is called supercharging.

In the supercharged engine, the closing of the intake valve is slowed down so that the intake valves or ports are open for a longer time after the exhaust valves close. The amount of additional air that is forced into the cylinder and the resulting increase in horsepower depends on the pressure in the air box or intake manifold.

The exhaust system

The system that functions to carry gases away from the cylinders after combustion is called the exhaust system. An exhaust system may be designed to perform one or more of the following functions: muffle exhaust noise, quench sparks, remove solid material from exhaust gases, and furnish energy to a turbine-driven superchargerю

Тексты для перевода без словаря:

1.

Diesel Engine General Description

A diesel engine is an internal combustion engine actuated by the gases resulting from the combustion of the fuel oil injected into the engine cylinder.

An internal combustion engine has a cylinder, a piston, a crankcase, a connecting rod, a crankshaft, a camshaft and valves.

The piston moves in the cylinder up and down. The piston is connected to the crank mechanism which controls its motion. The crank mechanism consists of the connecting

rod, the crank and the crankpin. The connecting rod connects the piston to the crankshaft. The crankshaft is the main rotating member of the engine.

The crankcase of the internal combustion engine supports the cylinder and the crankshaft. Lubricating oil is carried in the low part of the crankcase.

An internal combustion engine has mechanically-operated intake and exhaust valves. The intake valve is needed to admit air into the cylinder and the exhaust valve is needed to discharge exhaust gases out of the cylinder after they have done their work.

2.

The camshaft is driven from the crankshaft by means of gear wheels. The camshaft has cams which are used to operate engine valves. Diesel engines are divided into two types - a four-stroke cycle and a two-stroke cycle. With both types the cylinder is filled with air which is compressed by the piston. The rapid compression of the air raises its temperature. The fuel injected into the cylinder burns rapidly and the pressure exerted by its expansion produces the power impulse on the piston. The piston pushes on the connecting rod which connects the piston to the crank on the crankshaft. The force of the crank makes the crankshaft turn in its bearings. The rotating crankshaft supplies power to the machinery which is driven by the engine.

3

Cycles of a Diesel Engine

Any internal combustion engine, regardless of principle it operates on, is said to have a four stroke cycle or a two stroke cycle. The engines of either type may be single or double acting, trunk-piston type, crosshead type or opposed-piston.

The four-stroke cycle consists of the suction or intake stroke, compression stroke, combustion and expansion stroke and exhaust stroke.

On the suction or intake stroke the piston moves down, the inlet valve is open and air is drawn from the atmosphere into the cylinder through a mechanically operated inlet valve. At the end of the stroke the cylinder is filled with air. As the piston reaches the end of the intake stroke the inlet valve closes and the piston rises on the second or compression stroke. On the compression stroke the air is compressed within the cylinder. As a result of this compression the temperature of the air rises. It is sufficiently high to cause spontaneous ignition of the fuel.

On the combustion and expansion stroke the fuel is injected into the cylinder. Combustion immediately takes place when the fuel in a highly atomized form mixes with the compressed air. Expansion occurs throughout the remainder of the stroke, this being the working stroke.

4.

On the exhaust stroke the products of combustion in the cylinder are expelled through the mechanically operated exhaust valve and the cycle of operations recommences.

One complete cycle requires four strokes of the piston; the four strokes comprise two complete revolutions of the crankshaft.

In engines operating on the two-stroke principle the cycle of operations is completed in two strokes of the piston or one revolution of the crankshaft.

The two-stroke cycle comprises the compression stroke and the working stroke when combustion and expansion take place.

On the compression stroke the air in the cylinder is compressed with the same resulting rise in temperature as in a four-stroke single-acting engine.

On the working stroke combustion occurs and expansion follows until the piston has moved about 85 per cent of its travel. Scavenging air is then introduced through a series of ports formed in the cylinder walls and uncovered by the piston. This air discharges the exhaust products through the exhaust ports also uncovered by the piston. The piston passes over the dead centre and commences its upward stroke, closing the exhaust ports when the cylinder is filled with pure air.

5.

Major Fixed Parts

Bedplate. The bedplate of an engine is the part which holds the entire engine and upon which other parts are built. The bedplate has two important duties to perform. First, to carry frame of the engine upon which the cylinders are carried, and second, to carry the main bearings which support the crankshaft.

Frame. The frame is a cast iron structure resting on the planed upper surface of the bedplate and provided with openings at the top to receive the cylinders.

Cylinder. The cylinder consists of two separate parts, the outer part, being the stress carrying member, known as the jacket, while the inner part is a heat conducting member, known as the liner. The space between the two is utilized for circulating cooling water, to carry off the heat of combustion.

The cylinder must be strong enough to carry the stress produced by the gas pressure between the piston and the cylinder head.

6.

Cylinder liner. The liner is a comparatively thin cylinder, flanged at the upper end and slightly thickened at its lower end. The bore is carefully finished to ensure perfect roundness and uniform diameter.

Cylinder head. The cylinder head is one of the most important details of the engine as it is a heavily stressed and heat conducting member. It closes the top end of the cylinder and accommodates the valves.

Main bearings. The main bearings are accommodated in the seats of the bedplate. The principal details of a bearing are: a steel cap, upper and lower shells, a set of adjusting shims and screw-jacks to secure the caps and the shell to the bedplate. The babbitt-lined shells are made of steel and consist of two halves.

7.

Crankshaft. The crankshaft is the most important and largest moving part. It is either a steel forging or an iron casting. The crankshaft is supported in the bedplate by main bearings. The crankshaft supplies power to the machinery the engine drives.

Pistons. Pistons may be divided into trunk and crosshead types. The trunk piston is used for small and the crosshead type for large engines.

The piston is provided with compression and oil control rings. Piston rings should possess sufficient elasticity to press uniformly against the cylinder walls.

8.

Connecting rod. The connecting rod is made of steel. It connects the piston to the crank on the crankshaft and transmits the force in either direction from the piston to the crank on the crankshaft. With engines using forced lubrication the connecting rods are usually bored hollow for the passage of lubricating oil.

Camshaft. The camshaft supported in bearings is driven from the crankshaft by means of a gear drive. The function of the camshaft is to operate the fuel injection pump and valves.

Valves. The spray valve introduces fuel into the cylinder.

The intake valve admits the air into the cylinder. The exhaust valve discharges the spent gases out of the cylinder.

Flywheel. The function of the flywheel is to keep the shaft turning during the intervals between impulses and to keep the speed of rotation regular.

Пример перевода текста

Общее описание дизельного двигателя

Дизельный двигатель - это двигатель внутреннего сгорания, приводимый в действие газами, образующимися в результате сгорания мазута, впрыскиваемого в цилиндр двигателя.

Двигатель внутреннего сгорания состоит из цилиндра, поршня, картера, шатуна, коленчатого вала, распределительного вала и клапанов.

Поршень перемещается в цилиндре вверх и вниз. Поршень соединен с кривошипно-шатунным механизмом, который управляет его движением. Кривошипно-шатунный механизм состоит из шатуна, кривошипа и шатунной шпильки. Шатун соединяет поршень с коленчатым валом. Коленчатый вал является основным вращающимся элементом двигателя.

Картер двигателя внутреннего сгорания поддерживает цилиндр и коленчатый вал. Смазочное масло подается в нижнюю часть картера.

Двигатель внутреннего сгорания имеет впускной и выпускной клапаны с механическим приводом. Впускной клапан необходим для впуска воздуха в цилиндр, а выпускной клапан необходим для выпуска выхлопных газов из цилиндра после того, как они выполнили свою работу.

Лексико-грамматический тест на закрепление изученного материала

1. The ... move in the cylinder up and down.
a. crankshaft b. piston c. the connecting rod
2. lubricating oil is carried in the low part of the ...
a. crankcase b. the camshaft c. the crankshaft
3. The inlet valve is needed to ...
a. discharge gases out of the cylinder b. to carry lubricating oil c. to admit air into the cylinder
4. The air is compressed within the cylinder on...
a. the combustion and expansion stroke b. the compression stroke c. the exhaust stroke
5. The inner part of the cylinder and a heat conducting member is ...
a. the liner b. the jacket c. the cylinder head
6. ...supplies power to the machinery the engine drives.
a. the flywheel b. the crankshaft c. the camshaft
7. ... may be trunk and crosshead types.
a. valves b. pistons c bearings
8. ... operates the fuel injection pump and valves.
a. the piston b. the crankshaft c. the camshaft
9. The largest moving part of the engine is ...
a. the flywheel b. the crankshaft c. the camshaft
10. ... holds the entire engine , other parts are built upon it.
a. the frame b. the cylinder c. the bedplate
11. ...is used for large engines.
a. the trunk piston b. the crosshead piston c .the opposed piston
12. ... keeps the speed of the rotation regular.
a. the piston b. the connecting rod c.the flywheel

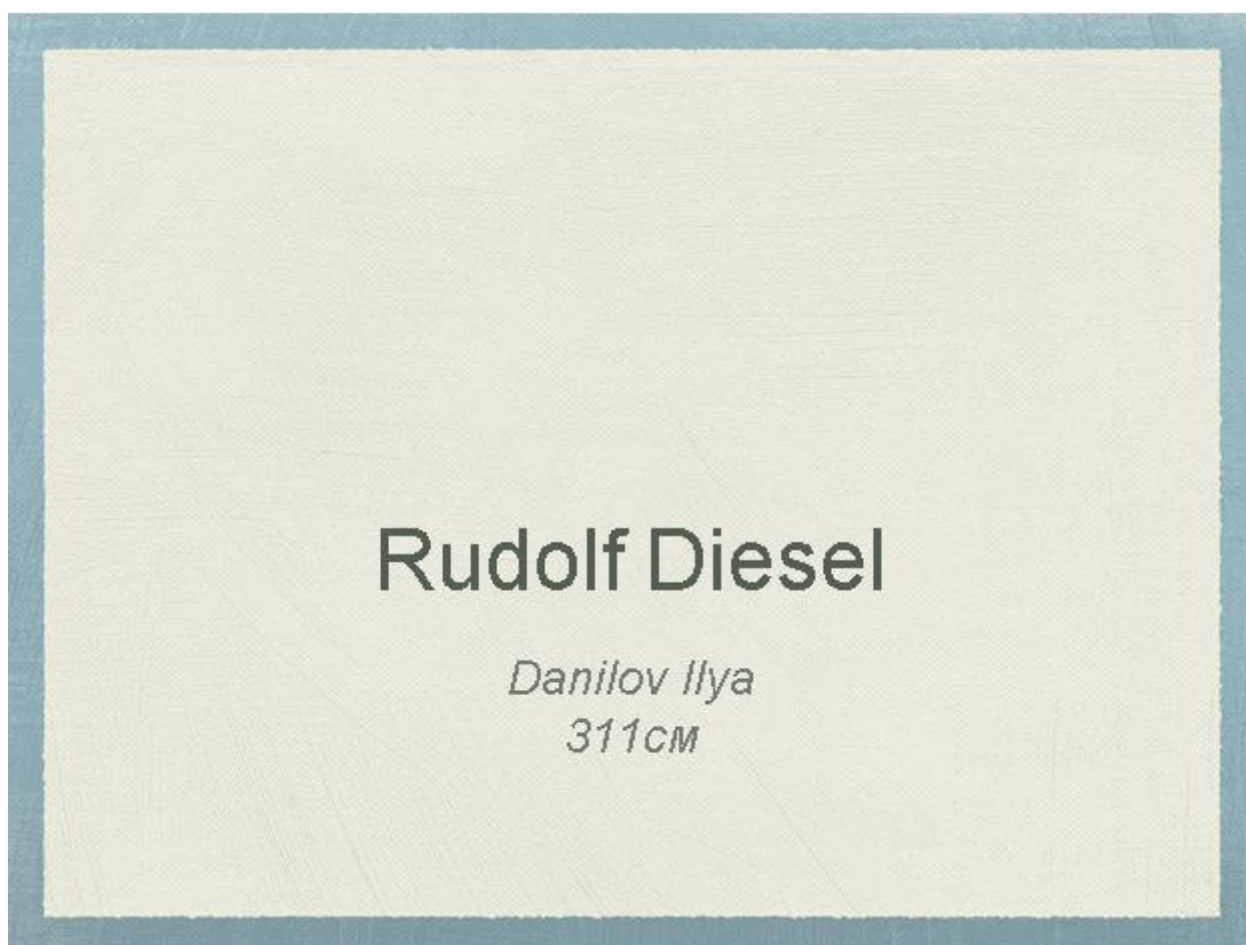
Проект на профессиональную тематику, 12 тем

1. Nicolas Leonard Sadi Carnot
2. Rudolf Diesel
3. Nicolaus Otto
4. Joseph Nicephore Niepse
5. George Brayton
6. Herbert Akroyd Stuart
7. Emanuel Nobel
8. Richard Hornsby
9. Thomas Henry Barton
10. Gustav Trinkler
11. Blackstone & Co
12. Adolphus Busch

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.
6. Использование цвета шрифта, иллюстраций, анимационных эффектов, музыки – по желанию студента.

Пример проекта



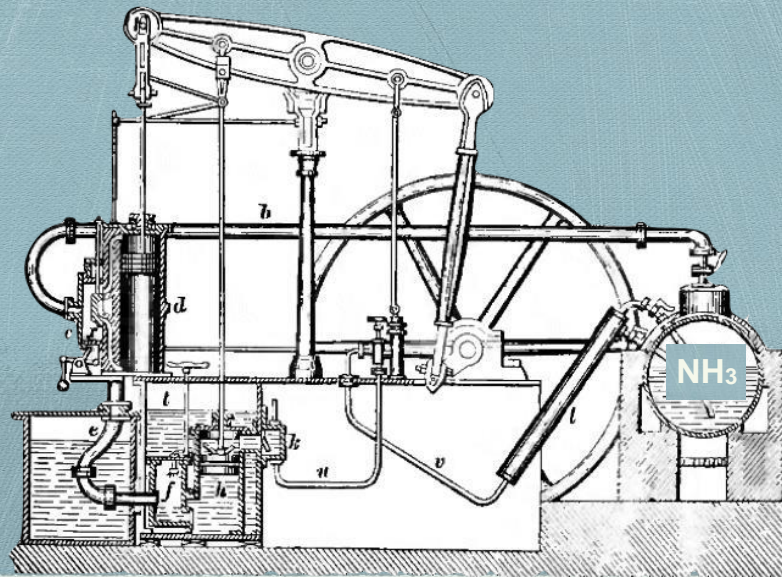
The Plan of the Presentation

- ✦ 1. The Biography of Rudolf Diesel
- ✦ 2. His main invention

Rudolph Diesel
was a German
born in Paris in
1858

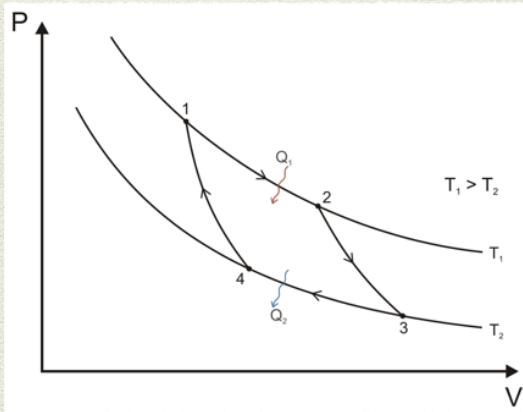
Rudolph's mother sent him
to live and study with an
aunt and uncle in Germany.





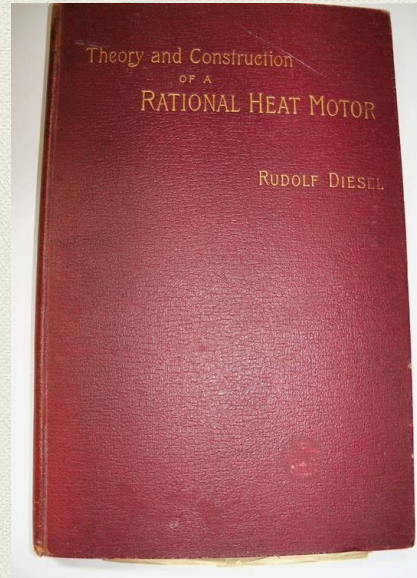
Steam engine operated on ammonia vapour.

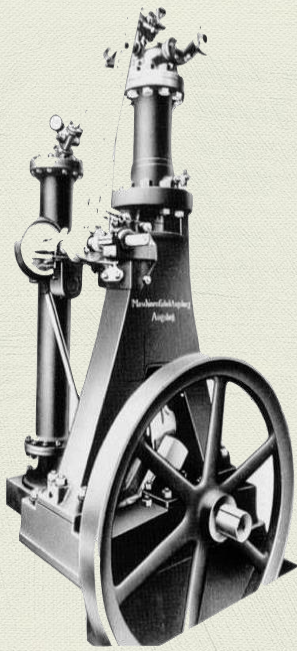
Ammonia is a compound of nitrogen and hydrogen with the formula NH_3



Carnot cycle

Theory and Construction
of a Rational Heat-engine
to Replace the Steam
Engine and Combustion
Engines Known Today





Engine specifications

Output: 14.7 kW (20 hp)

Fuel consumption: 317 g/kWh

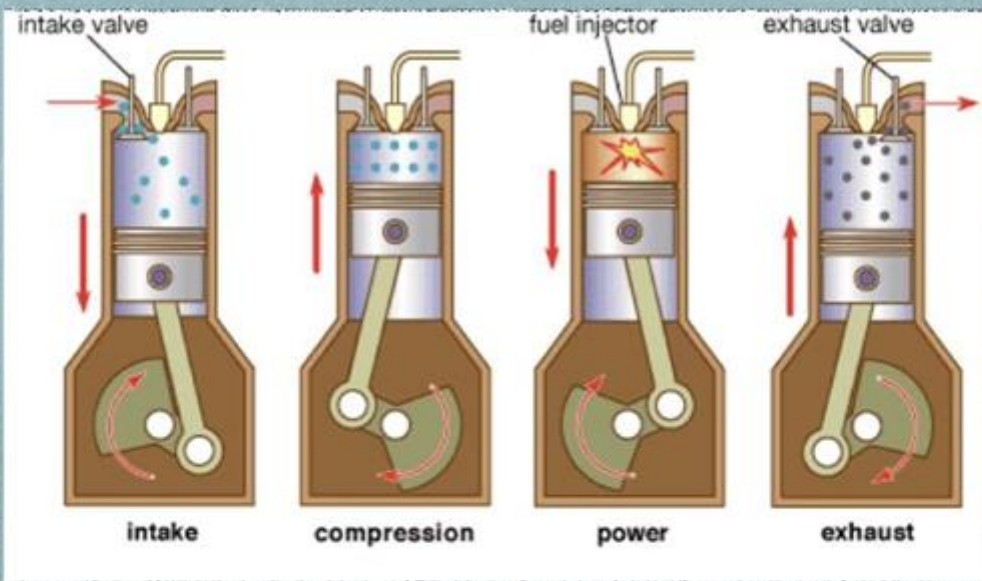
Efficiency: 26.2%

Number of revolutions: 172 min⁻¹

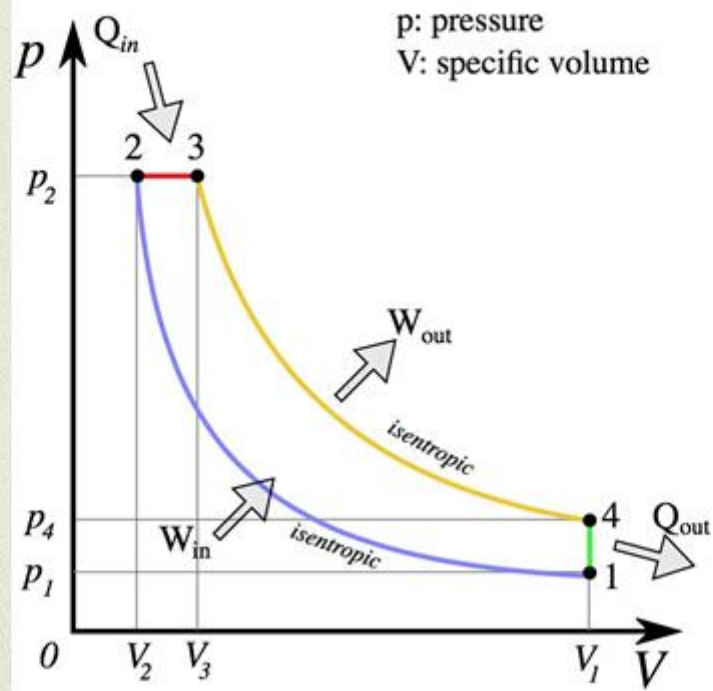
Displacement volume: 19.6 L

Bore: 250 mm

Stroke: 400 mm



The p-V diagram



Advantages and Disadvantages

- ◆
- ◆
- ◆
- ◆
- ◆
- ◆

Раздел 7. Зачет (7 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Итоговый лексико-грамматический тест, 1, 2 варианта:

Variant I

I. Translate the following words or expressions:

Паросиловая установка, радиационная тепловая энергия, конвективная передача тепла, подволок топки, насыщенный, вихревое движение, центробежная форсунка, облицованный, поддержание, диффузор, хладагент, извлекать, зола

II. Answer the following questions:

1. What does the boiler contain?
2. What is the front furnace wall like?
3. What happens when a regulator passes an excess of refrigerant?
4. What parameters is the marine fuel quality determined by?

Variant II

I. Translate the following words or expressions:

Конвективная теплопередающая поверхность, пустоты, водотрубный котел, пучок испарительных труб, пол(под) топки, имеющий форму конуса, тщательный, огнеупорный кирпич, открытый, распыление, решетка(сетка), жидкость, углеродистые отложения, смесь

II. Answer the questions:

1. What is the boiler tube bank?
2. What does the air register have?
3. How does the condenser operate?
4. What does cetane number mean for the for the marine diesel fuel?

Итоговый лексико-грамматический тест, (вариант 1), ответы:

I.

Steam power plant, radiant heat energy, thermal energy, connection heat transfer, roof, saturated, whirling motion, centrifugal atomizer, lined, maintenance, diffuse, refrigerator, to extract, ash, calorific value

II.

1. It contains hot gases and water for conversion into the steam.
2. It is formed from the refractory fire brick backed with high temperature insulation.
3. The gas entering the compressor will still contain some liquid which will cause the crankcase to become cold or frosted, with a cold delivery pipe.
4. It is determined by a number of following parameters; which includes viscosity, specific gravity, carbon residue, ash, vanadium, sulphur, cetane number, flash point and calorific value.

Сообщение по теме

1. The Boiler
2. The Boiler Furnace
3. The Ship Refrigeration Plant
4. Marine Diesel Fuel

Пример сообщения.

Тема: The Boiler Furnace.

A furnace provides steady burning of fuel. It is restricted by surfaces forming combustion space.

The chief function of a combustion process is to obtain a thorough mixture of fuel and air and burn it in suspension. Hence large furnace volumes are required. In boilers the furnace front wall is exposed and formed from refractory fire brick backed with high temperature insulation. The furnace side, rear wall and roof are fully water-cooled and these areas are lined with insulation.

To provide the efficient combustion process of oil fuel, a certain set of conditions is necessary: maintenance of high furnace temperature, provision of continuous oil fuel and air supply and removing products of combustion.

Different types of burners have been designed for burning liquid fuel. Mechanical oil burners and steam-assisted ones are employed to obtain efficient atomization.

Mechanical atomizing oil burners may be classified according to their method of atomization as centrifugal atomizers and rotary cup atomizers.


Oil fuel burning equipment consists of atomizer proper and air registers, controlling the air supply. The air register has vanes and a diffuser. The latter is for the flame protection and a better mixing of fuel with air.

The fuel is given rapid whirling motion in the burner inner chamber and then discharged through a nozzle as a cone-shaped spray. Air for combustion is supplied at the burner. It passes through vanes, which give it a whirling motion. This results in thorough mixing of oil fuel and air at the atomizer nozzle. The oil fuel supplied to such atomizers should be heated, as heating decreases fuel oil viscosity. As to atomization quality and reliability in operation, rotary cup atomizers have proved reliable in marine practice. They may be either electrically or steam turbine driven

Раздел 8 Экзамен (8 семестр)

Цель: формирование способности применять современные коммуникативные технологии, в том числе на иностранном(ых) языке (ах), для академического и профессионального взаимодействия (УК-4)

Экзаменационные билеты, 6

<p>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</p>	<p>Кафедра иностранных языков и конвенционной подготовки</p> <p>ЭКЗАМЕНАЦИОННЫЙ БИЛЕТ № 1 по дисциплине Иностранный язык IV курс VIII семестр Специальность 260506 Эксплуатация судовых энергетических установок</p> <ol style="list-style-type: none">1. Project2. Final Grammar Test3. Special Topic4. Text for written translation <p>Зав. кафедрой иностранных языков и КП</p> <p>Ю.Р. Гуро-Фролова</p> 
--	--

**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 Иностранный язык

IV курс VIII 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 № 3

по дисциплине Иностранный язык

IV курс VIII 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 № 4

по дисциплине Иностранный язык

IV курс VIII 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 № 5

по дисциплине Иностранный язык

IV курс VIII 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 № 6

по дисциплине Иностранный язык

IV курс VIII 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



Итоговый лексико-грамматический тест, 1, 2 вариант

Variant I

I. Translate the following words or expressions:

Катализаторная пыль, втулка (гильза), глушение , стандартный, сливной насос, система очистки топлива , палубный шпигат, бункеровочная баржа, круговой огонь, мортон эллинг, содержание , шлюз

II Answer the questions:

1. How do poor quality residual fuels influence the turbocharger?
2. What are the stages of fuel cleaning?
3. What is one of the first things to make sure during the bunkering process?
4. What are the types of docks?

Variant II

I. Translate the following words or expressions:

Лопаст(и) (лезвия турбины), сопловое кольцо, помпаж турбины, центробежный пурификатор, отстойник, топливный шлам, ЦПУ, предбункеровочный процесс, заказ (топлива), плавсредство, судоподъемник, ремонтный док

II. Answer the questions:

1. What engine problems does the poor quality residual fuel cause?
2. What are the main functions of a homogenizer?
3. What are the grades of the fuel?
4. What is typical of a syncrolift or a shiplift docking method?

Итоговый лексико-грамматический тест (Вариант 1), ответы:

I.

Cat (catalyst) fines, liner, choking, conventional, discharge pump, fuel treatment system, deck scupper, bunker barge, all-round light, patent slip, upkeep, lock

II.

1. Heavy deposits on turbine may result in fouling of turbine blades decreasing turbine efficiency. Less air in combustion chamber does not just decrease engine power but also increases exhaust temperature and turbine surging.
2. For cleaning of heavy fuel oils (HFO) the two stage process is commonly used. The fuel is heated in a settling tank to about 50-60°C and then is drawn out by the purifier inlet pump.
3. One of the first things to make sure during the bunkering process is that the bunker barge has been taken along safely.
4. There are about 5 known different types of dry docking techniques: Graving dock, floating dock, syncrolift, slipway, patent slip

Сообщение по теме:

1. The Boiler
2. The Ship Refrigeration Plant
3. Marine Diesel Fuel
4. Fuel Treatment System

5. Bunkering Process

6. Dry Docking

Пример сообщения

Тема: Fuel Treatment System

Fuel Oil) treatment system. For cleaning of heavy fuel oils (HFO) the two stage process is commonly used. The fuel is heated in a settling tank to about 50-60°C and then is drawn out by the purifier inlet pump. The inlet pump delivers the fuel to a thermostatically controlled heater which raises the fuel temperature to about 80°C, and thence to the centrifugal purifier. The dry purified fuel is then transferred to a centrifugal clarifier by the purifier discharge pump. After clarification the clarifier discharge pump delivers the fuel to the service tank for the engine use.

The separation of impurities and water from fuel oil is essential for good combustion. The removal of contaminating impurities from lubricating oil will reduce engine wear and possible breakdowns. The centrifuging of all but the most pure clean oils is therefore an absolute necessity.

Fuel sludge may constitute up to 1% of fuel used on board. The sludge disposal is normally done either via burning on board (incinerator) or transfer ashore. The whole process is waste of energy and money. Finding ways of reducing sludge thus could be desirable.

A homogenizer assists the process of fuel homogenizing and thereby a reduction of sludge level. It also helps with the supply of more uniform fuel to combustion systems. The main job of a homogenizer is to create a uniform structure of all solid and non-solid materials present in heavy fuel oil. A homogenizer also breaks down large water elements into small homogenous structures, resulting in an emulsion consisting of water molecules spread evenly throughout the whole fuel.

A homogenizer mainly works by agitating and milling of the fuel. Agitation can be done by using a mechanical arrangement which pumps the liquid through an orifice plate. Agitation can also be done by an acoustic medium which uses ultrasonic frequency to agitate a surface over which the liquid is pumped.

A conventional homogenizer is like a milling machine which churns the liquid as it passes through it. The design consists of fixed stator housing with a rotor which is generally driven by a motor. The mating surface of stator and rotor has specially designed channels. Both rotor and stator are conical in shape and have a specific clearance between them through which the fuel is passed.

Moreover, the design is made in such a way that the liquid accelerates as it moves through the channel, making the dissolved components uniform in nature. It should be noted that although the unit looks like a pump, it doesn't have a pumping unit. A separate pump needs to be installed to pump the fuel through the system.

The operation of a homogenizer has the following advantageous effects:

Reduction in sludge production (up to 75% has been claimed but a number of 40% is more realistic). This causes an increased amount of burnable fuel, thereby fuel saving and fuel cost. Also, this reduces the cost of the sludge disposing. That influences positively the purifier efficiency, produces less wear and tear of engine components.

In case, a homogeniser is used for some water emulsification into fuel, it could positively impact exhaust pollutants as well. Both NO₂ and smoke reduction can be achieved if the system is used for water-fuel emulsification.

Тексты для письменного перевода со словарем:

Text I

Contaminant-free diesel fuel is increasingly important for today's high-pressure diesel fuel injection systems, such as common-rail designs.

These systems high-precision components are engineered to provide greater engine performance, increased fuel efficiency and decreased emissions. However, the high-pressure systems can be more easily fouled and damaged by fuel impurities than their predecessors of only a few years ago.

Low quality and contaminated diesel fuel are the primary causes of diesel engine damage and poor performance. Diesel fuel quality can vary from country to country, region to region. Moreover, easily contaminated on-site tanks often are used to supply diesel fuel in many applications, involving industrial, construction and marine equipment.

To meet growing customer demand for ever-cleaner diesel fuel, Standyne Automotive Corp. has developed and begun production of a new 2 um diesel fuel filter/water separator element. The unit of measurement for determining the effectiveness of a filter is a micrometer (old term-micron).

Designed for use as a final filter, the new filter is rated at 99.99 % efficiency, it removes nearly 100 % of all particles. The new filter combines the finest diesel fuel filtration with highly efficient water separation.

Stanadyne recommends using a prefilter and final filter to protect sensitive injection systems from fuel impurities.

The prefilter-also called a primary filter-should employ a largemedial filter of between 30 and 150 um, located near the fuel tank to screen out whole water and larger particulate. The final filter-known as a secondary filter-should be located near the fuel injection pump and employ a 5 or 2 um media. A 2 um filter, of course, provides the greatest protection by supplying the finest filtration and ensuring the cleanest fuel.

Text 2

Ordering Fuel Oil and Other Technical Supplies

Foreign-going merchant ships always take such quantities of bunker fuel oil as will ensure them safe passage between ports with sufficient margin for any unforeseen circumstances. They cannot take unreasonably big supplies, as it would decrease their earning capacity.

Thus, when sailing on a long-term voyage, ships are under necessity of buying in foreign ports bunker fuel oil, as well as taking fresh water for the boilers and domestic needs.

Accidental breakage of machinery or other unforeseen circumstances may lead to a shortage of some equipment. Fuel oil, lubricating oil, fresh water, paints, tools and instruments are usually bought through the ship's agent from local bunker suppliers and other firms.

Under the terms of the General Contract, the agent is to recommend reliable firms, which will provide the ship with - bunker and technical supplies at reasonably low prices.

It must be said that the agent is concerned with the payment of money for all the ship's orders, he should be always consulted with and kept well informed of all negotiations.

The chief engineer who is usually in charge of buying bunker fuel and other technical supplies has a lot of things to deal with. It is up to him to determine and stipulate during preliminary talks what requirements bunker fuel oil and other supplies should meet.

Text 3

As the chief engineer usually possesses greater professional experience than the rest of the engine-room personnel, it is he who has to examine and approve or disapprove samples and analyses submitted

by the sellers He is-to detail one or his engineers (in most cases the3rd or 4th engineer) to make analyses of fresh water.

Having made the choice of the fuel or other supplies, the chief engineer places an order for the adequate quantity which he wants to be supplied. Then he arranges with the suppliers the time and the procedure of receiving bunker.

In case of fuel oil he makes arrangements with the suppliers with regard to taking measurements of bunker tanks before and after loading. These measurements are naturally taken in the presence of the suppliers and should be agreed upon and approved by both parties. The chief engineer is also to assign one of his engineers to see that the right quantity of bunker fuel is delivered aboard the ship.

Before starting pumping fuel the chief engineer is to arrange with the suppliers as to what signals should be made to a shore attendant to ease down or increase or stop the pressure in the pipe line when pumping

After bunkering operations have been completed, the chief engineer is to sign on the invoices or bills for the bunker fuel received. These invoices or bills are presented to him by the bunker suppliers and, on being signed, are paid by the ship's agent in the usual way

Text 4

Different methods are used at sea for the purpose of bunkering. While some are slow but safer others offers a fast transfer rate at little more risks and planning. These two most common types of bunkering procedure followed by merchant ships are:

1) Ship To Ship Bunkering

A ship to ship bunkering is a process of transferring fuel oil in which two adjacent ship positioned alongside to each other supply fuel oil from one to another. It is the most common type of bunkering procedure at sea; where one ship acts as a terminal while the other moors.

In ship to ship bunkering operation the ship that supplies the fuel irrespective of its size is called mother ship while the one that receives is called daughter vessel. The hose pipes from mother ship (mostly barge) is transfered to the other vessel with the help of a crane. Once connected pups on the mother ship will force the fuel to the other ship via these hoses.

At start the pumping rate is kept low to ensure its going to the right tank or tanks. Once confirmed the pump rate is increased to maximum limit discussed to complete the process as soon as possible.

2) Stern Line Bunkering

It is the most easy but risky way of transferring fuel from one ship to another during bad weather. It is the only way a ship can bunker at UN-steady sea; due to very high risk and chance of damage to ships due to collision with one another. In stern line bunkering both ships approach each other slowly.

Once they are at a distance of 100-150 meters apart towing lines are secured. Both vessel will maneuver at a speed of 2 nautical miles during the whole process. Long hose pipes of 200 m are transfered from one ship to another. During calm weather the process is easy and effective; while during UN-steady sea it become the only but risky bunkering operation

Text 5

Ships may need dry- docking in a number of cases. It is a well known fact that in the course of time the underwater part of a ship is covered with sea growth or shells, which is sometimes called fouling.

This sea growth reduces a vessel's propulsive efficiency to a great extend. To remove this growth, vessels must be dry-docked from time to time and their bottom must be graven, and then covered with antifouling composition.

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

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

During dry-docking some precautions should be observed. No free liquid surface in tanks should be allowed. The vessel should be trimmed to be even keel. No weights, cargo or water should be shifted aboard.

All drains and discharge pipes should be shut off. The fire line should be connected to shore hydrants.

Text 6

After docking sea trials carried out. During the trials possible leaks are checked and eliminated. The engines, rudder, propeller and propeller shaft are tested for proper operation.

In foreign ports arrangements for dry-docking a ship are usually carried out through the ship's agent.

Accidental breakage of, or damage to, machinery cannot be sometimes avoided, especially under heavy weather conditions. When this happens the ship needs repairing

. Minor and small repairs, which can be executed without special shop equipment and appliances, are usually effected on board the ship by the engine-room staff under the supervision of the chief or the second engineers.

Whenever broken or damaged parts are to be cast anew or machined on some special lathes, the order for such repairs is placed with some shore repair shop or shipyard. This is also done through the ship's agent.

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

On completion of work and trials, if required, the chief engineer approves of the work done by the shop, signs the respective bills and the agent pays the money to the repair shop on behalf of the ship.

Пример перевода текста

Текст 1

Дизельное топливо, не содержащее загрязняющих веществ, приобретает все большее значение для современных систем впрыска дизельного топлива высокого давления, таких как системы common rail.

Высокоточные компоненты этих систем спроектированы таким образом, чтобы обеспечить более высокую производительность двигателя, повышенную топливную экономичность и снижение выбросов. Однако системы высокого давления могут быть более легко загрязнены и повреждены примесями топлива, чем их предшественники, существовавшие всего несколько лет назад.

Низкое качество и загрязненное дизельное топливо являются основными причинами повреждения дизельного двигателя и низкой производительности. Качество дизельного топлива может варьироваться от страны к стране, от региона к региону. Кроме того, легко загрязняемые резервуары на месте часто используются для подачи дизельного топлива во многих областях применения, включая промышленное, строительное и морское оборудование.

Чтобы удовлетворить растущий спрос потребителей на все более чистое дизельное топливо, Standyne Automotive Corp. разработала и начала производство нового элемента фильтра/водоотделителя для дизельного топлива толщиной 2 мкм. Единицей измерения для определения эффективности фильтра является микрометр (старый термин - микрон).

Разработанный для использования в качестве конечного фильтра, новый фильтр имеет эффективность 99,99%, он удаляет почти 100% всех частиц. Новый фильтр сочетает в себе тончайшую фильтрацию дизельного топлива с высокоэффективным разделением воды.

Stanadyne рекомендует использовать предварительный и конечный фильтры для защиты чувствительных систем впрыска от примесей топлива.

В предварительном фильтре, также называемом первичным фильтром, должен использоваться фильтр большой емкости от 30 до 150 мкм, расположенный рядом с топливным баком, для отсеивания цельной воды и более крупных частиц. Конечный фильтр, известный как вторичный фильтр, должен располагаться рядом с топливным насосом высокого давления и использовать среду объемом 5 или 2 мкм. Фильтр толщиной 2 мкм, конечно же, обеспечивает максимальную защиту, обеспечивая тончайшую фильтрацию и обеспечивая максимально чистое топливо.

Лексико-грамматический тест на закрепление изученного материала

1. The ... mixes air and fuel for combustion.
a. the furnace b. the burner c. the boiler
2. Water supplied to a boiler from a tank or condenser for conversion into steam.
a. boiling water b. fresh water c. feed water
3. ... is supplied with some plants to act as a storage vessel for surplus refrigerant.
a. a condenser b. a receiver c. a regulator
4. ... the measurement of the fuel resistance to flow at 50 degrees centigrade.
a. viscosity b. calorific value c. pour point
5. Ignition quality of a fuel is measured by ...
a. flash point b. cetane number c. calorific value
6. A metallic substance which may be present in the fuel ...
a. copper b. silver c. vanadium
7. Any fuel with more than ... of water content can damage the injection system.
a. 0,01 % b. 0,05 % c. 0,07%
8. ... mainly works for milling and agitating of the fuel.
a. a clarifier b. a purifier c. a homogenizer
9. A homogenizer may really reduce sludge production up to ...
a. 40% b. 75% c. 99%
10. The highest grade of the bunker fuel is ...
a. B b. C c. A
11. During the bunkering procedure ... flag is hoisted or ... all round light is turned on at night.
a. code B, blue b. code A, red c. code C, green
12. The process for the periodic repair of ships, boats and watercrafts is ...
a. dry docking b. bunkering c. upkeep

**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 Иностранный язык

IV курс VIII семестр 2024/25

уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

1. Project
2. Final Grammar Test
3. Special Topic
4. 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 Иностранный язык
IV курс VIII семестр 2024/25
уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

1. Project
2. Final Grammar Test
3. Special Topic
4. 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 Иностранный язык

IV курс VIII семестр 2024/25

уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

1. Project
2. Final Grammar Test
3. Special Topic
4. 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 Иностранный язык
IV курс VIII семестр 2024/25
уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

1. Project
2. Final Grammar Test
3. Special Topic
4. 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 Иностранный язык

IV курс VIII семестр 2024/25

уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

1. Project
2. Final Grammar Test
3. Special Topic
4. 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 Иностранный язык
IV курс VIII семестр 2024/25
уч.год

Специальность 260506

Эксплуатация судовых энергетических установок

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

Зав. кафедрой иностранных языков
и КП

Ю.Р. Гуро-Фролова

