**Задание 1**

Вариант IV

I. Translate the following texts into Russian:

1. Maasluis Harbour is specially suited to the berthing of coasting vessels which can enter the port at any tide and in all circumstances, for there is sufficient depth of water in the outer port for ships drawing 15 feet. The total length of quayspace is nearly 3,300 feet, which will be extended considerably in the near future when the work of linking the existing quays with the land beyond the harbour has been completed. Alongside the outer harbour the discharging berths communicate with the railways, that is an important factor for the transit trade.

2. **Landmarks.** **Pilots.** The water tower at Västervik, the new red-tiled church at Västervik about 3 cables north-westward of the water tower, and a chimney at Oreserum, about 11/2miles south-south-eastward of the water tower, mау all be identified from seaward: the old church about three cables north-north-westward of the new one, has а lower tower.

Sparö beacon (57°43'N., 16°44'Е.) is the best landmark on this part of the coast.

There is а pilot station on Idö, an island about 23/4 mi1es northward of Bussan, and pilots are available at Västervik; they board approaching vessels outside the shoals, and those using the inner channel near Idö. Pilots mау be requested by telephone or radio. The pilot station has both V.H.F. radio-telephony and radar.

**3. Controlling depths.** The approach channel from the Fairway Light-buoy to the heads of the breakwaters, which is about 1 cable wide, is dredged to 8 m. Within the entrance the inner channel is dredged to depth of 7.6 m over a width of 85 m.

**4. Caution**. The channel is subject to shoaling, particularly after E gales, and these depths cannot be guaranteed. The Harbour Master should be consulted for the latest information on depths.

II. Translate the following Notice of Readiness into Russian:

DАТЕ: 25 AUGUST 2005

PORT: GALVESTON LTRG AREA

то: CONOCOPHILLUPS COMPANY

то: MASTER OF THE M/T “OLIMPIC LOYALITY”

**NOTICE OF READINESS**

 C/P Date: SKGP 049805

 Gentlemen:

 You are hereby advised that the M/T BERYL/V7AW2\_\_\_\_\_\_\_\_\_\_\_\_

arrived at the port of : GALVESTON LTRG AREA .

 a. PILOT STATION – at 20:18 LT Hours, on 25 AUGUST, 2005 .

 b. ANCHORAGE – at LT Hours, on AUGUST, 2005 .

 c. BERTH – at LT Hours, on AUGUST, 2005 .

and the vessel is ready in all respects to Load, as per the terms and conditions of the governing Charter Party.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Master

 S. MEZENIN

NOTICE TENDERED ON 25 AUGUST, 2005 AT 20:18 LT HOURS

BY HAND/E-MAIL/VERBAL.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 S. MEZENIN

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 Master Agent

NOTICE ACCEPTED / ACKNOWLEDGED ON AT HOURS BY

HAND/TELEGRAM/VERBAL.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 Charterer’s agent/Representative

REMARKS:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**This form is to be made in QUADRUPLICATE.**

III. Translate the following sentences into Eng1ish:

1. Капитан сказал, что лоцман заказан на 16.00.

2. Машина должна быть готова к 15.00, чтобы начать проводку без задержки.

3. Необходимо регулярно замерять глубины, чтобы не сесть на мель.

4. Следование по этому каналу без лоцмана запрещено.

IV. Translate the following business letter into English:

Фирме Бентли и Ко.,

Лиденхол стрит, д. 10,

г. Гулль, Англия

Уважаемые господа!

Прошу заметить, что сталийное время моего танкера "Нева" согласно чартер-партии от 20 мая истекло сегодня в 10 ч. утра и мое судно находится на простое.

Прошу выдать авансом $ 150 на расходы судна согласно кредитному письму моих судовладельцев.

Г.И. Сидоров,

капитан танкера «Нева»

**КОНТРОЛЬНЫЕ РАБОТЫ К ЗАДАНИЮ 2**

Вариант IV

I. Translate the following texts into Russian:

1. Tugs are an indispensable part of the industry of the river Thames. А most important and highly specialized, part of tug work is the hand1ing of liners, and ships of all sizes in and out of the docks.

The Association is comprised of the undermentioned old established Tug Companies, engaged in the towage of all classes of ships in the river Thames, the Medway and also undertakes coastal and near Continental towage.

Large fleets of powerful tugs are maintained, most of which are fully equipped with salvage and fire-fighting app1icances, also W/T, V.Н.Р. and radar equipment, are available for rendering immediate assistance to vessels in distress, whether in the Thames Estuary or elsewhere.

**2. Anchorage**

North Sydney roads afford good open anchorage with offshore winds. Mariners are warned not to anchor northward of' the pecked line drawn on the chart across the harbour abreast of the town of Sydney Mines.

Sheltered anchorage mау be obtained in Fishery Cove, southward of south-east bar, in depths of from 6 to 7 fathoms, mud.

The port of Sydney being completely sheltered by south-east bar, safe anchorage mау be obtained everywhere, in deep water outside the prohibited anchorages indicated on the chart and described below. If southward of Shingle point, on the western shore, about 31/2 miles southward of Edward point, there are several shoals (mentioned above), although there is sufficient depth and roombetween them far vessels of moderate draught, right up to the head of the harbour.

II. Answer the questions:

1. When mау ships need towing within port limits?

2. What appliances are powerful tugs equipped with?

3. Where are mooring rapes secured ashore?

4. Why are dry-cargo vessels usually moored alongside?

5. What length of anchor chain is usually paid out?

 III. Translate the following sentences into English:

1. С какой стороны канала нужно обойти этот топляк?

2. Эта якорная стоянка защищена от северных ветров.

3. Прежде чем становиться на якорь, необходимо снизить скорость и в нужное время остановить машину.

4. Инерцию переднего хода можно погасить, отдав якорь.

5. Буксирующее и буксируемое суда поддерживают постоянную связь для координации своих действий.

IV. Translate the following business letter into English:

2 ноября 20. . . г.

Капитану и/или судовладельцам

т/х «Океан»

Уважаемые господа/ господин N!

 Вынужден напомнить Вам, что мы оказали Вам помощь по Вашей просьбе. Вашим представителем был подписан Ллойдовский контракт о спасении, копию которого мы прилагаем.

Искренне Ваш,

капитан т/х «Подольск»