

Prova di Verifica

PROVA NAZIONALE INGLESE TECNICO

Data	
Allievo	
Classe	Quarta CMN
Materia	Lingua inglese
Docente	
Tempo Assegnato	120 minuti
Criteri di valutazione	Vedasi tabella sotto riportata

TIPOLOGIA	PESO	PUNTEGGIO
READING COMPREHENSION	25%	25 marks
CLOZE TEST	20%	20 marks
MULTIPLE CHOICE	10%	10 marks
MATCHING	10%	10 marks
COMPLETION*	15%	15 marks
TRANSLATION**	20%	20 marks
		_____ total marks

COMPLETION*

- 3 marks = frase completata con tre parole
- 2 marks = frase completata con due parole
- 1 mark = frase completata con una sola parola
- 0 = frase non completata

TRANSLATION**

- 2 marks = frase tradotta correttamente
- 1.5 marks = frase tradotta correttamente con qualche errore lessicale e strutturale che non ne oscura il significato
- 1 mark = frase tradotta parzialmente e corretta dal punto di vista lessicale e strutturale
- 0.5 mark = frase tradotta parzialmente con qualche errore lessicale e strutturale
- 0 = frase non tradotta o completamente incomprensibile

TABELLA DI CONVERSIONE PUNTEGGIO-VOTO		VOTO ATTRIBUITO
PUNTEGGIO in centesimi	VOTO in decimi	
Minore o uguale 40	4	Firma docente _____
41-54	5	
55-64	6	
65-73	7	
74-82	8	
83-91	9	
92-100	10	



READING COMPREHENSION (25 marks)

Read the text

Shipowners often want to expand their business and that is when they decide to replace or add new vessels to their fleet.

Firstly, it is really important for them to plan and consider the general features or basic characteristics the ship must have, i.e. strength, buoyancy and watertightness.

Secondly, naval architects must know the type of service to operate.

Thirdly, as for the so-called ‘seafaring qualities’, here’s the most important technical attributes to take into account during the shipbuilding process:

- static stability, or the ability to regain the upright position no matter the oscillations and currents;
- seakeeping, or the capacity to perform regular and slow movements, in every possible condition (for instance, in case there is foul weather);
- speed;
- manoeuvrability, or the capability to alter a vessel’s course and speed in the quickest possible way;
- course stability, or the ability to keep a steady course when the ‘midships’ wheel order is given.

After the standards and requirements have been set, shipbuilders prepare their drafts and the shipowner opts for the option that best suits him. At this stage, there is the proposal for the contract design of the ship. This is made up of CAD drawings and information, including the lines plan, the shell expansion, the nesting, etc.

Finally, the actual physical construction of the vessel can start inside the shipyard: steel pieces are cut, bended and shaped to form complex structures. Nowadays, this new building technique is known as ‘block construction’.

Choose the best option. There is only ONE possible answer (2 marks for each correct answer – 10 marks)

1. Who’s responsible for the type of service performed by a vessel?

a. the naval architects	b. the shipowner	c. the shipyard	d. not specified
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2. What do ‘seafaring qualities’ refer to?

a. sea conditions	b. CAD drawings	c. navigational features	d. not specified
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3. When a ship has a good it means she responds to commands fast.

a. static stability	b. manoeuvrability	c. not specified	d. speed
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4. The ability to maintain an even pace, notwithstanding the weather conditions is called ‘.....’.

a. static stability	b. manoeuvrability	c. course stability	d. seakeeping
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5. What is 'block construction'?

a. text doesn't say	b. a complex structure	c. a building process	d. a part of the contract plan
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Decide whether the following statements are TRUE (T) or FALSE (F) (1 mark for each correct answer – 5 marks)

	TRUE	FALSE
6. It is not necessary for a ship's hull to be strong and watertight.	_____	X
7. A shipowner knows the general features the ship must have.	X	_____
8. When a ship is stable, it has the capacity to regain the initial position.	X	_____
9. Naval drafts are prepared by the shipowner.	_____	X
10. A shipyard is the place where a new vessel is constructed or repaired.	X	_____

Fill in the gaps with the missing words (2 points for each correct answer – 10 marks)

- Shipowners take into consideration the general **features/characteristics** ... the ship must have.
- Inspections onboard are normally **carried** out by private organizations.
- Classification ... **societies**.... issue statutory certificates on behalf of the Administration.
- In Italy the classification society is called **RINA**
- The **main** classification societies are joined into an international association setting common rules, procedures and quality policy.

CLOZE TEST (20 marks)

Fill in the gaps with the given words in scrambled order. There are TWO EXTRA WORDS. (2 marks for each gap – 20 marks)

RADIOTELEPHONE DISTRESS PROCEDURE

- 1) message 2) shore 3) distress 4) Mayday 5) **position** 6) **weather** 7) safety 8) calling 9) urgency
10) danger 11) station 12) vehicle

In radiotelephone communication between ships and 1) **shore** stations, a particular attention should be given to any 2) **message** which a radio 3) **station** hears prefixed by one of the following words, because such messages concern safety: 4) **Mayday**, Pan, Sécurité.

Mayday, used in case of 5) **distress**, indicates that a ship, aircraft or other 6) **vehicle** is threatened by grave and 7) **danger** and request immediate assistance. Pan, sometimes doubled in Pan Pan, used in case of 8) **urgency** indicates that the 9) **calling** station has a very urgent message to transmit, concerning the 10) **safety** of a ship, aircraft or other vehicle, or the safety of a person.



MULTIPLE CHOICE (10 marks)

Choose the right option (1 mark for each right answer – 10 marks)

1. The main body of a ship is called:
a. hull
b. deck
c. amidship
d. bow
2. The central line is:
a. an imaginary horizontal plane
b. an imaginary vertical plane
c. an imaginary horizontal line
d. an imaginary vertical line
3. The space for cargo is divided into:
a. tankers
b. bulkheads
c. funnels
d. holds
4. The distance between the waterline and the keel is the:
a. freeboard
b. beam
c. draft
d. waterline
5. Deadweight is
a. the weight of a ship when fully loaded
b. the weight of an unloaded ship and her machinery
c. the weight of a fully loaded ship and her machinery
d. the ship's maximum capacity
6. The purpose of SMCP is:
a. to communicate from ship to shore station
b. to communicate between the bridge and the engine room
c. to give a standardized language
d. to announce fire and damage control on board



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7. A call sign is:
- a. a unique nine digit number
 - b. a unique identification code for a vessel**
 - c. a standard signal for navigation
 - d. distress call
8. Message markers are
- a. words used before transmitting a complete radio message**
 - b. words used after transmitting a complete radio message
 - c. words used to correct a word in a radio message
 - d. stressed words in a radio message
9. The readability code refers to
- a. the reception of the message**
 - b. the way the operator reads the message he receives
 - c. the way the operator reads the message he sends
 - d. none of the above
10. The correct English for” Non sorpassate quel vascello” in radio communications is:
- a. Don’t overtake this vessel
 - b. Don’t overtake that vessel
 - c. Do not surpass those vessel
 - d. Do not overtake that vessel**

MATCHING (10 marks)

Match a word to its right definition (1 mark for each right matching – 10 marks)

1. Channel 13	E
2. MMSI	F
3. Bulkheads	G
4. Holds	B
5. Cofferdam	D



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6.	Double bottom	C
7.	DSC	A
8.	Quarter	I
9.	Channel 70	J
10.	Forecastle	H

- A. Service/device used to make the first contact in ship to ship or ship to shore communications
- B. Cargo spaces
- C. Spaces intended for safety and environment protection
- D. Unused spaces between bulkheads
- E. Channel used for bridge-to-bridge communications
- F. A 9 digit number used in radio communications to identify the ship
- G. Vertical steel walls dividing the hull into watertight compartments
- H. It is located above the bow
- I. The part of the vessel near the stern
- J. Channel available exclusively for DSC calls

COMPLETION (15 marks)*

Read the text and complete the sentences (1-5) using a maximum of **THREE WORDS**. Write your answers in the spaces provided. (3 marks for each sentence - 15 marks)

PARTS OF THE HULL. The main body of a ship is the hull. This is the area between the main deck, the sides and the bottom. The main deck is the upper deck, which completely covers the hull. The hull is divided into three parts: the bow, the stern and the amidships. The bow is the fore end of the ship, the stern is the after end. The amidships is the part in the middle. The sides of the hull are divided by the waterline, which is a line parallel to the surface of the water. The part above the surface of the water is called the freeboard or upper works, the part under the water is called the draught or the bottom.

WITHIN THE HULL. Decks and bulkheads divide the hull into a number of watertight compartments. Decks divides the hull horizontally. Bulkheads are vertical steel walls going across and along the ship. The hull contains the engine room, cargo space, and a number of tanks. In dry cargo ships the cargo space is divided into holds; in liquid cargo ships it is divided into tanks, in the multi-



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deck vessel, a particular type of dry cargo ship, the holds are divided up by tween decks. At the fore end of the hull are the fore peak tanks, at the after end are the after peak tanks. They are used for freshwater and water ballast. The space between the hold and the bottom of the hull contains double bottom tanks. They are used for ballast water and fuel.

RADIOCOMMUNICATIONS. All vessels must be able to transmit and receive on the 2182kHz marine frequency band, corresponding to VHF Channel 16. This is the international calling channel for transmission and reception of Distress, Urgency and Safety calls. All ships are requested to keep a continuous listening watch on this channel, as well as on DSC distress Channel 70. Note that distress calls are conducted on Channel 16 until it is certain that the ship in distress has received assistance and until this happens, radio traffic interfering with rescue operations is forbidden. Urgency, Safety and routine calls, on the other hand, only use Channel 16 for a short time and the caller should change to a working frequency as soon as possible.

1. The hull is covered by...

the main deck

2. The immersed part of the hull is...

called the draught (or the bottom)

3. In a liquid cargo ship, the hull is ...

divided into tanks

4. All Distress calls are conducted on an international calling channel whose complete name is...

VHF Channel 16

5. For the other radio messages the caller uses Channel 16 only for a short time, then he has to switch to...

a working frequency/another working channel



TRANSLATION (20 marks)**

Translate the following sentences into Italian (2 marks for each sentence - 10 marks)

- 1) The IMO and the ITU regulate maritime telecommunication systems.
L'IMO e l'ITU regolano sistemi di telecomunicazione marittima
- 2) Mayday indicates that the vessel or the people on board that vessel are in grave or in imminent danger
MAYDAY indica che la nave o le persone a bordo di quella nave sono in grave o imminente pericolo
- 3) Do I have the permission to enter the fairway?
Posso entrare nel tratto navigabile?
- 4) The fore end of the hull is the bow, the after end is called stern.
L'estremità anteriore dello scafo è la prua, l'estremità posteriore si chiama poppa
- 5) Decks and bulkheads divide the hull in watertight compartment
Ponti e paratie dividono lo scafo in compartimenti a tenuta stagna

Translate the following sentences into English (2 marks for each sentence - 10 marks)

- 1) La struttura principale della nave è lo scafo.
The main structure of the ship is the hull.
- 2) Il ponte di comando si trova a mezza nave.
The bridge is located amidship
- 3) Come mi ricevi? Ti ricevo eccellente/ cinque
How do you read me? I read you excellent/ five
- 4) Che tipo di assistenza richiedete? Richiedo assistenza medica.
What kind of assistance do you require? I require medical assistance
- 5) "OVER" significa che la stazione sta aspettando una risposta.
"OVER" means that the station is waiting for an answer.

