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Prova di Verifica

PROVA NAZIONALE INGLESE TECNICO

Data	
Allievo	
Classe	Quarta CAIM
Materia	Lingua inglese
Docente	
Tempo Assegnato	90 minuti
Criteri di valutazione	Vedasi tabella sotto riportata

TIPOLOGIA	PESO	PUNTEGGIO
READING COMPREHENSION	30%	30 marks
CLOZE TEST	20%	20 marks
LABEL A DIAGRAM	20%	20 marks
TRUE/FALSE	10%	10 marks
MATCH	10%	10 marks
MULTIPLE CHOICE	10%	10 marks
		_____total marks

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

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READING COMPREHENSION (30 marks)

Seafaring qualities of ships: manoeuvrability

Manoeuvrability is defined as the ability of a vessel to change its course or path.

Understanding the factor of manoeuvrability of a vessel is extremely important to a seafarer; a ship has to endure long voyages through different weather conditions and its performance is extremely important as the ship needs to execute various types of manoeuvres.

Now the question arises, is turning or stopping a ship similar to that of a car? The answer is a very big NO. Unlike cars or other modes of land transport, one of the biggest problems in manoeuvring marine vehicles like ships is the hydrodynamic water-body interaction that takes place. This makes the problems of motion and control complicated because of the hydrodynamics force of the fluid that acts on the ship's large inertial mass (which doesn't allow it to be as responsive as the car).

For this reason, right after the launch, a ship undergoes all the necessary trials under certain predefined conditions to assess these manoeuvring abilities. The IMO has its own set of rules for conducting each of these manoeuvring trials for optimising the performance of the vessel. Some of the common manoeuvring sea trials a ship is put through are for instance Collision Avoidance and Stopping Test (including Crash Stop).

Problems of manoeuvrability or lack of efficiency may lead to serious consequences, as in the case of the accident caused by the cargo ship Jolly Nero in Genoa on May 7th, 2013 when, due to a failure of ship's equipment and the consequent loss of manoeuvrability, the pilot's tower was hit causing its collapse and killing 9 people.

CHOOSE THE RIGHT ANSWER

1. What is a correct definition of manoeuvrability?

- Manoeuvrability is the ability of a ship to change her direction
- Manoeuvrability is the capacity of a ship to change her speed

2. Why is stopping a ship not so responsive as stopping a land vehicle?

- Because ships have no brakes to contrast the hydrodynamic force
- Because the inertial mass of the ships interacts with the hydrodynamic force

3. What does the ship undergo right after launch?

- It undergoes a series of tests in order to check the efficiency of manoeuvrability
- It undergoes a series of trips in order to check the efficiency of manoeuvrability

ANWER TO THE FOLLOWING QUESTIONS

4. What do the IMO's manoeuvrability trials include?

The IMO has its own set of rules for conducting each of the manoeuvring trials for optimising the performance of the vessel., for instance Collision Avoidance and Stopping Test.

5. What happened in the port of Genoa on May 7th, 2013?

On May 7th, 2013 a cargo ship hit a pilot's tower causing its collapse and killing 9 people

6. Why is manoeuvrability so important to a seafarer?

Because a ship has to endure long voyages through different weather conditions and its performance is extremely important as the ship needs to execute various types of manoeuvres.

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READ THE TEXT AND THINK ABOUT THE WORD WHICH BEST FITS EACH GAP. USE ONLY ONE WORD IN EACH GAP. (20 marks)

The engine lubricating oil system

The used (1).....oil drains to the crankcase and then passes through (2) .....into the drain tank, which is usually in the ship's double bottom.

The drain tank is (3).....with a (4).....gauge and a sounding pipe.

A purifier system is fitted to the oil drain tank and consists of a (5)..... and a centrifuge.

First the oil is heated in the heater, then it is purified as it passes through the centrifuge.

After the purification, the oil is returned to the (6).....tank at a point next to the suction strainer.

Pressure(7)..... draw the oil through the suction strainer and discharge it into the (8).....to be cooled.

From the cooler the (9).....passes through the distribution branches to various parts of the (10).....

Keys

(1).lubricating-(2).filters-(3).fitted-(4).level-(5).heater–(6).drain-(7).pumps-(8).cooler-(9).oil-(10).engine

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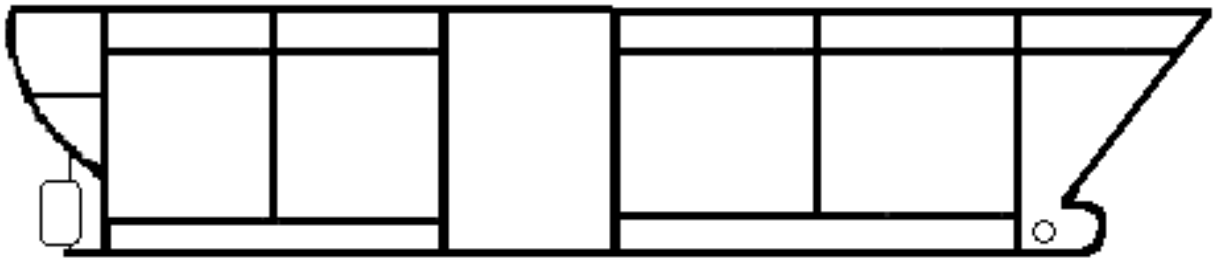
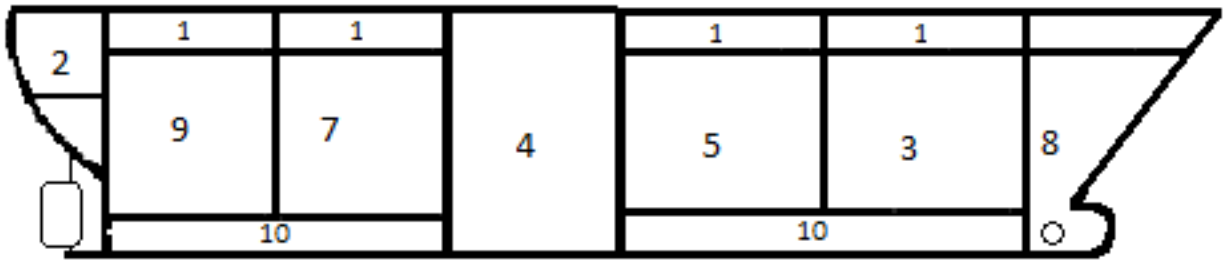
LABEL THE DIAGRAM WITH THE WORDS GIVEN BELOW (20 marks)



1) TWEEN DECK (X4)
2) AFTER PEAK TANK
3) HOLD 1
4) ENGINE ROOM
5) HOLD 2
6) BULKHEADS (x2)
7) HOLD 3
8) FORE PEAK TANK
9) HOLD 4
10) DOUBLE BOTTOM TANK (x2)

KEYS:



Nota: per le paratie è sufficiente l'indicazione di almeno 2 di esse tra quelle visibili nel disegno.

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TRUE or FALSE? - CORRECT THE FALSE ONES (10 marks)

	True	False
1. The engine room logbook gives information about navigation.	_____	_____
2. The Chief Engineer is responsible for safety and prevention of pollution in the engine room.	_____	_____
3. An OBO carrier can carry methane gas at several degrees below zero to keep it in a liquefied state	_____	_____
4. The SAR Convention provides assistance for emergencies.	_____	_____
5. The message PAN PAN is the international standard distress signal.	_____	_____
6. Manoeuvrability is the ship's capability to regain her balance after being incline.	_____	_____

_____

_____

TRUE or FALSE? - CORRECT THE FALSE ONES (10 marks)

1. **FALSE** It gives information about all ship machinery parameters, performance, maintenance and malfunctions (**2marks)**
2. **TRUE** **(1mark)**
3. **FALSE** LNG carriers can carry methane gas at several degrees below zero to keep it in a liquefied state **(2marks)**
4. **TRUE** **(1mark)**
5. **FALSE** The message PAN PAN is the international standard urgency signal. **(2marks)**
6. **FALSE** Stability is the ship's capability to regain her balance after being incline. **(2marks)**

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<u>CHOOSE THE RIGHT ANSWER</u> (10 marks)

SOLAS is an acronym concerning:

- Sea behaviour
- Sea safety
- Sea dangers
- Sea forecast

Which message is a WARNING?

- "Dangerous wreck in the fairway"
- "I require a pilot"
- "You are proceeding at a dangerous speed. Advise you reduce speed to 6 knots."
- "Anchor in anchorage B 3"

Translate:"*Che cosa è andato a fuoco? Carburante/carico/auto*"

- What is firing? Carburant/charge/autos
- Where is on fire? Fuel/goods/cars
- What is on fire? Fuel/cargo/cars
- Where is on fire? Fuel/cargo/cars

The Chief Engineer is responsible for:

- The general maintenance of the Engine Room
- All the electrical equipment
- The safe and efficient operation of the ship's engines and auxiliary machinery
- For all machinery on board except for the electrical equipment

What is the meaning of "leakage" on board a ship?

- Liquid forced out of a bank
- Escape of liquid out of pipes
- To have seawater flowing into the vessel
- To empty bilge water into the open sea

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MATCH EACH ITEM (1-5) WITH THE CORRECT DEFINITION ON THE RIGHT (a-e). (10 marks)

1. The Chief Engineer _____ b
2. Reciprocating engine _____ a
3. IMO and ITU _____ c
4. Ferry _____ e
5. Gross tonnage _____ d

a. It is a type of engine characterized by the reciprocating motion of pistons in a cylinder

b. He is at the head of the Engine Department and he is responsible to the Master

c. They regulate the International Telecommunication system

d. It is the volume of all closed spaces on board ship

e. A ship designed to carry people and goods on regular schedule