**Текст для домашнего чтения – Вариант 7**

**General Description of a Ship**

The main body of a ship is called a hull1. The hull is divided into three main parts: the foremost part is called the bow, the rearmost part is called the stern, the part in between is called midships. The hull is the main part of a 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 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 spaces and a number of tanks. 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, which are used for fresh water and fuel.

All permanent housing above the main deck is known as superstructure. Nowadays, cargo vessels are 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 forecastle18, and its after raised part is the poop. On deck there are cargo handling facilities, such as cranes, winches, derricks, etc. Ships having derricks also have cargo masts and cargo posts (or samson posts) on deck.

Since a ship is supported by fluid pressure, she will incline in any direction in the process of loading according to the position of the weights placed on her.

Therefore the ship‘s position below water must be closely watched. The angle that a ship is making fore and aft with the water is known as trim. An extreme difference between the water levels at each end of the ship indicates bad loading. The levels are read by numbers painted on the ship‘s stem and called draught marks. A list or inclination from one side to another, caused by faulty loading, is known as heel. In the course of loading load lines must be watched above all. The load lines are engraved then painted on both sides of ships. The divided circle on the left shows the depth to which the ship may be loaded in summer. Below this line are two lines. The one marked W means winter loading, the lower one marked WNA means the maximum depth to which the ship may be loaded if she is going across the North Atlantic in winter. The other marks above these are: T for tropical, F for fresh water.

These lines are shown on the ship‘s Load Line Certificate. In case of overloading a ship, so that these lines are under water, the penalties are severe.

1. Задайте 5 вопросов к тексту и ответьте на них.
2. Ask questions according to the model.

Model: What is the main body of a ship called? - It‘s called the hull.

Ask: 1. into how many parts the hull is divided; 2. what the main parts of the hull are called; 3. what the hull of a ship is made up of; 4. what spaces the hull contains; 5. what cargo handling facilities a ship has.

1. Find sentences with the verbs in the Passive Voice. Write out the passive forms of the verbs. Define their forms. Rewrite sentences in Active Voice.
2. Ответить на вопросы одним предложением:

1. What is the main body of a ship called? 2. What parts is the hull divided into? 3. What is the hull made up of? 4. What cargo spaces are there in dry cargo (liquid cargo) ships? 5. What is superstructure? 6. Where is superstructure located on modern ships? 7. What cargo handling facilities are there on deck? 8. What do we call the forecastle and the poop?

1. Describe general arrangement of the ship. Form the derivatives on the base of the word ***indicate.*** Use the words in the sentences of your own (3-5 предложений)

