

**МИНИСТЕРСТВО ОБРАЗОВАНИЯ И НАУКИ РОССИЙСКОЙ ФЕДЕРАЦИИ**

**Государственное образовательное учреждение  
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**НИЖЕГОРОДСКИЙ ГОСУДАРСТВЕННЫЙ  
ЛИНГВИСТИЧЕСКИЙ УНИВЕРСИТЕТ  
им. Н. А. ДОБРОЛЮБОВА**



**Учебно-методические материалы  
для студентов III курса  
отделения английского языка  
переводческого факультета**

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Составители: С.Ю.Павлина, канд. филол. наук, доцент  
кафедры теории и практики английского языка и перевода  
Э.Д.Шапиро, старший преподаватель  
кафедры теории и практики английского языка и перевода

Рецензент В.Г.Хлыстова, канд. филол. наук, доцент  
кафедры английского языка переводческого факультета

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## **Введение**

Учебно-методические материалы «Путешествие морем. Путешествие самолетом» предназначены для развития языковой, речевой и социокультурной компетенции у студентов 3-го курса отделения английского языка переводческого факультета.

Данное пособие содержит современные британские и американские аутентичные тексты, разнообразные по жанрам. Это и отрывки из художественных произведений, и газетно-публицистические тексты, и тексты прескриптивного характера, регламентирующие поведение пассажиров в аэропорту и на борту самолета.

Первая часть, посвященная путешествиям с использованием водного транспорта, содержит пять разделов. Тематика данных учебных материалов охватывает морские и речные круизы, типы судов, чрезвычайные ситуации, в которые попадают суда.

Вторая часть содержит информацию, связанную с воздушными пассажирскими перевозками. Данная часть состоит из пяти разделов, первый из которых описывает функционирование различных служб аэропорта. Второй раздел посвящен процедуре регистрации багажа и прохождению досмотра перед посадкой на самолет. В третьем разделе рассматриваются правила, которым пассажиры должны следовать во время полета, а также услуги, предлагаемые различными авиакомпаниями пассажирам на борту. Особенности путешествия самолетом в США описываются в четвертом разделе. Заключительный раздел посвящен экстренным ситуациям во время полета.

Учебные тексты снабжены упражнениями, использование которых позволяет развивать умение студентов высказываться по проблемам организации морских пассажирских перевозок и авиаперелетов, давать оценку качеству услуг, предоставляемых авиакомпаниями и службами аэропортов, обсуждать правила прохождения контроля, регистрации и получения багажа.

Языковой материал, содержащийся в упражнениях, помогает расширить запас общеупотребительной и терминологической лексики. Предлагаемые задания развивают умение перефразировать высказывания, определять грамматическую и лексическую сочетаемость слов, тренируют навыки употребления грамматических конструкций с сослагательным наклонением.



## **TRAVELLING BY SEA**

### **UNIT I**

#### **Winter Cruise**

Captain Erdmann knew Miss Reid very little till the Friedrich Weber reached Haiti. She came on board at Plymouth, but by then he had taken on a number of passengers, French, Belgian and Haitian, many of whom had traveled with him before. The Friedrich Weber was a freighter sailing regularly from Hamburg to Cartagena on the Columbian coast and on the way touching at a number of islands in the West Indies. She carried phosphates and cement from Germany and took back coffee and timber, but her owners, the brothers Weber, were always willing to send her out of her route if a cargo of any sort made it worth their while. The Friedrich Weber was prepared to take cattle, mules, potatoes or anything else that offered the chance of earning an honest penny. She carried passengers. There were six cabins on the upper deck and six below. The accommodation was not luxurious, but the food was good, plain and abundant, and the fares were cheap. The round trip took nice weeks and was not costing Miss Reid more than forty-five pounds. She looked forward not only to seeing many interesting places, with historical associations, but also to acquiring a great deal of information that would enrich her mind.

The agent had warned her that till the ship reached Port du Prince in Haiti she would have to share a cabin with another woman. Miss Reid did not mind that, she liked company and when the steward told her companion was Madame Bollin she thought at once that it would be a very good opportunity to rub up her French. She was only very slightly disconcerted when she found that Madame Bollin was coal-black; she told herself that one had to accept the rough with the smooth and that it takes all sorts to make a world. Miss Reid was a good sailor, as, indeed, was only to be expected, since her grandfather had been a naval officer, but after a couple of roughish days the weather was fine and in a very short while she knew all her fellow-passengers. She was a good mixer. That was one of the reasons why she had made a success of her business, she owned a tea-room at a celebrated beauty spot in the West of England and she always had a smile and a pleasant word for every customer who came in. She closed down in

the winter and for the last four years had taken a cruise. You met such interesting people, she said, and you always learnt something. It was true that the passengers on the Friedrich Weber weren't of quite so good a class as those she had met the year before on her Mediterranean cruise, but Miss Reid was not a snob, and though the table manners of some of them shocked her somewhat, determined to look upon the bright side of things, she decided to make the best of them. She was a great reader and she was glad, on looking at the ship's library, to find that there were a lot of books by Phillip Oppenheim, Edgar Wallace and Agatha Christie, but with so many people to talk to she had no time for reading, and she made up her mind to leave them till the ship emptied herself at Haiti. «After all,» she said, «human nature is more important than literature.»

Miss Reid had a great many interesting talks with her fellow-passengers and she was really sorry when the ship at length reached Port du Prince and the last of them disembarked. The Friedrich stopped two days there during which she visited the town and the neighbourhood. When they sailed she was the only passenger. The ship was skirting the coast of the islands, stopping off at variety of ports to discharge or take on cargo.

«I hope you will not feel embarrassed alone with so many men, Miss Reid,» said the captain heartily as they sat down to midday dinner. She was placed on his right hand and at table besides sat the first mate, the chief engineer and the doctor. «I'm a woman of the world, Captain. I always think if a lady is a lady gentlemen will be gentlemen».

***1. Answer the following questions:***

1. Was the Friedrich Weber an ocean-going liner or a cargo ship? 2. What was the freighter's regular route? 3. What were her ports of call on the way from Germany to Cartagena? 4. What did the Friedrich Weber carry from Germany and what cargo did she take back? 5. Did the Friedrich Weber carry only cargo or did she carry passengers as well? 6. In what case were the brothers Weber willing to send the Friedrich Weber out of her route? 7. How many cabins were there on the upper deck and how many below? 8. What were the accommodation and the food on board the Friedrich Weber like? 9. Was the cruise on board the Friedrich Weber expensive? 10. How long did the round trip take? How much did it cost Miss Reid to make the round trip? 11. Miss Reid looked forward to seeing many interesting places, didn't she? Was it the only reason for her taking the cruise? 12. Where did Miss Reid embark the ship?

13. How many passengers were there on board the Friedrich Weber when Miss Reid boarded the ship at Plymouth? 14. Did Miss Reid have the cabin to herself or did she have to share it with another woman? 15. Did she have to share her cabin during the whole cruise or till the ship reached Port du Prince? 16. Why did not Miss Reid mind sharing a cabin? 17. Why was Miss Reid glad to hear that her companion's name was Madame Bollin? 18. Was Miss Reid greatly disappointed or only slightly disconcerted when she found that Madame Bollin actually was not French? 19. Was Miss Reid a poor sailor or a good one? 20. What was the weather like during the cruise? 21. Why did Miss Reid make friends easily? 22. What did Miss Reid do for a living? 23. Why did she close down in the winter? 24. Why did Miss Reid like taking a cruise? Why did she always look forward so much to her winter cruises? 25. Why did Miss Reid think that the passengers on the Friedrich Weber were not of quite so good a class as those she had met before on her Mediterranean cruise? Did she mind it or did she make up her mind to look on the bright side of things? 26. Was Miss Reid an avid reader? 27. Why did Miss Reid have no time for reading during the cruise? Which did she find more important, human nature or literature? Did she enjoy her talks with her fellow-passengers? 28. Where did all the passengers except Miss Reid disembark? Did Miss Reid feel embarrassed to find herself the only passenger left on board the ship? 29. How many days did the ship spend at Port du Prince? 30. Why did the freighter stop at a variety of ports on her voyage back?

**2. a) *What is the Russian for:***

freighter; steward; first mate; a celebrated beauty spot; to sail from ... to; to rub up one's French (English, etc.); she was a good mixer; she was a great reader; the accommodation was luxurious; the food was good, plain and abundant; the ship emptied herself; it takes all sorts to make a world; to accept the rough with the smooth; to look upon the bright side of things.

**b) *What is the English for:***

верхняя палуба; ветреный день; беспокойное море; плыть по бурному морю; Средиземное море; поездка по Средиземному морю; поездка туда и обратно; садиться на судно; заходить в порт (о судне); перевозить грузы; брать груз; загружаться; отплыть; сойти на берег; ехать в одной каюте с кем-либо; обогатить; проезд стоит дешево.

3. a) *Reproduce the text as it is.*

b) *Retell «Winter Cruise» on the part of Miss Reid/ the captain/ the first mate.*

4. *Describe the freighter «Friedrich Weber».*

5. *Paraphrase the following:*

1. The Friedrich Weber was a cargo vessel. 2. He is very sociable and easily makes friends. 3. The Friedrich Weber was a freighter plying between Hamburg and Cartagena and on the way calling at a number of Islands in the West Indies. She reads a lot and her chief interest is literature. 5. The round trip lasted nine weeks and did not cost the passengers a lot of money. 6. We had the cabin to ourselves. 7. This will be a good opportunity to brush up my English. 8. One has to accept things as they come. 9. The ship emptied herself at Haiti. 10. After a couple of windy days the weather was fine again. 11. What time are we due at Southampton? 12. There was still plenty of time for us to board the ship. 13. It was midsummer and it was not easy to book a cabin (a berth) on the boat. 14. The ship slowly moved out of the harbour. 15. The boat leaves at 10.45 p.m.

## UNIT II

*Read the text and insert prepositions into it.*

### Titanic

The British luxury passenger liner sank ... April 14-15, 1912, en route to New York City from Southampton, England, during its maiden voyage. The vessel sank with a loss of about 1515 lives at a point some 400 miles south of Newfoundland.

The great ship, ... that time the largest and most luxurious afloat, had a double-bottomed hull that was divided ... 16 watertight compartments. Because four of these could be flooded without endangering the liner's buoyancy, it was considered unsinkable.

As we know the «Titanic» belonged ... the traveling company White Star. Its chief competitor was the Cunard Line. Its «Mauretania» and «Lusitania», ruled the waves, each of them larger and faster than anything ... White Star's fleet. White Star's response was the «Titanic».



The company had had the ship designed for size – it was easily the largest ocean liner ever built – and ... comfort. As first-class passengers climbed her Grand Staircase they were surrounded ... elaborately carved oak. Sunlight poured through a glass rotunda. Parlor suites featured luxurious sitting rooms and the best of them had private 50-foot promenades. Rooms in the second class were considered less luxurious, but passengers still took their meals off sparkling blue and white china ... an oak-panelled dining-room.

Many of the «Titanic`s» other features may seem commonplace today – a swimming pool, a Turkish bath, a gymnasium complete ... rowing machines and stationary bicycles, but in 1912 these were exotic shipboard luxuries. The ship`s construction had required \$7,5 mln.

The «Titanic» set sail ...noon, nearly crashing on her way ... sea. She rolled so much water that the liner «New York» broke from her moorings and drifted within 4 feet of the «Titanic». At the last second the «New York» was secured ... a tugboat. Shortly before 11 p.m. on Friday, April 14, the steamer «Californian», just 20 miles away, called to say that she was surrounded ... ice. The «Titanic`s» wireless operator overwhelmed by messages to and from passengers as well as nautical reports, gave a tragic foolish reply: «Shut up. I`m busy».

Forty minutes later, as the «Titanic`s» 46 000 tons bore over the water at more than 21 knots, lookout Fleet stared in horror ... a black iceberg on the horizon. He cried out and without a moment`s hesitation William Murdoch, officer in charge ... the bridge, swung the ship to port and threw her into reverse.

The «Titanic» had missed hitting the iceberg head-on. But the ship had been grazed and some half dozen wounds opened. The total surface area of these cavities was less than 12 square feet. Soon Thomas Andrews, the ship`s chief builder and a first-class passenger, grimly gave Captain Smith the news - in short order the «Titanic» would be no more.

The ship radioed frantically ... help, her great nose began to dip into the water though there was little panic ... the passengers. But the ship`s top officers grew anxious. They knew what the others didn`t: the «Titanic`s» lifeboats would accommodate barely half of those ... board.

What followed we perfectly know.

### **1. What is the Russian for:**

afloat, a double-bottomed hull, to endanger the liner's buoyancy, parlor suite, promenade, rowing machines and stationary bicycles, to brake from her moorings, nautical reports, to swing the ship to port, to graze, the total surface area of these cavities

### **2. What is the English for:**

на пути в Нью-Йорк, водонепроницаемые отсеки, непотопляемый, главный конкурент, отделанный дубовыми панелями, отправиться в плавание, буксир, впередсмотрящий, дать задний ход, носом врезаться в айсберг, вскоре Титаника не станет, погружаться в воду, разместить лишь половину находящихся на борту людей

### **3. Say what might have happened if :**

- the «Titanic»'s wireless operator had not been overwhelmed by messages to and from passengers
- at the last second the «New York» had not been secured by a tugboat
- the officer in charge of the bridge had not swung the ship to port and thrown her into reverse
- the «Titanic»'s lifeboats could have accommodated all those on board
- the passengers had known about the Titanic's life- boat capacity

### **4. Discuss the Titanic's facilities and the reasons for its capsizing**

## **UNIT III**

### **Types Of Vessels. Ships Architecture**

A **ship** is a large vessel that floats on water. Ships are generally distinguished from boats based on size and passenger capacity. Ships allow for a variety of activities, such as the transport of people or goods, fishing, entertainment, public safety, and warfare.

Ships and boats have developed alongside mankind. In major wars, and in day to day life, they have become an integral part of modern commercial and military systems. Fishing boats are used by millions of fishermen throughout the

world. Military forces operate highly sophisticated vessels to transport and support forces ashore. Commercial vessels carry billions of tons of cargo.

Ships can usually be distinguished from boats based on size and the ship's ability to operate independently for extended periods. In a technical and now rare sense, the term ship refers to a sailing ship with at least 3 square-rigged masts and a full bowsprit.

A number of large vessels are traditionally referred to as boats. Submarines are a prime example. Other types of large vessels which are traditionally called boats are the Great Lakes freighter, the riverboat, and the ferryboat. Though large enough to carry their own boats and heavy cargoes, these vessels are designed for operation on inland or protected coastal waters.

In 2007, the world's fleet included 34,882 commercial vessels such as tankers, bulk carriers, container ships and others.

Commercial vessels or merchant ships can be divided into three broad categories: cargo ships, passenger ships, and special-purpose ships. Cargo ships transport dry and liquid cargo. Dry cargo can be transported in bulk by bulk carriers, packed directly onto a general cargo ship in break-bulk, packed in intermodal containers as aboard a container ship, or driven aboard as in roll-on roll-off ships. Liquid cargo is generally carried in bulk aboard tankers, such as oil tankers, chemical tankers and LNG tankers.

Passenger ships range in size from small river ferries to giant cruise ships. This type of vessel includes ferries, which move passengers and vehicles on short trips; ocean liners, which carry passengers on one-way trips; and cruise ships, which typically transport passengers on round-trip voyages promoting leisure activities onboard and in the ports they visit.

Special-purpose vessels are not used for transport but are designed to perform other specific tasks. Examples include tugboats, pilot boats, rescue boats, cable ships, research vessels, survey vessels, and ice breakers.

Commercial vessels generally have a crew headed by a captain, with deck officers and marine engineers on larger vessels. Special-purpose vessels often have specialized crew if necessary, for example scientists aboard research vessels.

Some components exist in vessels of any size and purpose. Every vessel has a hull of sorts. Every vessel has some sort of propulsion, whether it's a pole, an ox, or a nuclear reactor. Most vessels have some sort of steering system.

Other characteristics are common, but not as universal, such as compartments, holds, a superstructure, and equipment such as anchors and winches.

### **The hull**

A ship's hull endures harsh conditions at sea. Hulls have several elements. The bow is the foremost part of the hull. The keel is at the very bottom of the hull, extending the entire length of the ship. The rear part of the hull is known as the stern, and many hulls have a flat back known as a transom. Common hull appendages include propellers for propulsion, rudders for steering, and stabilizers to quell a ship's rolling motion.

### **Holds, compartments, and the superstructure**

Larger boats and ships generally have multiple decks and compartments. Separate berthings and heads are found on sailboats over about 25 feet (7.6 m). Fishing boats and cargo ships typically have one or more cargo holds. Most larger vessels have an engine room, a galley, and various compartments for work. Tanks are used to store fuel, engine oil, and fresh water. Ballast tanks are equipped to change a ship's trim and modify its stability.

Superstructures are found above the main deck. On sailboats, these are usually very low. On modern cargo ships, they are almost always located near the ship's stern. On passenger ships and warships, the superstructure generally extends far forward.

### **Equipment**

Shipboard equipment varies from ship to ship depending on such factors as the ship's era, design, area of operation, and purpose. Some types of equipment that are widely found include:

- Masts can be the home of antennas, navigation lights, radar transponders, fog signals, and similar devices often required by law.
- Ground tackle includes equipment such as mooring winches, windlasses, and anchors. Anchors are used to moor ships in shallow water. They are connected to the ship by a rope or chain. On larger vessels, the chain runs through a hawsepipe.
- Cargo equipment such as cranes and cargo booms are used to load and unload cargo and ship's stores.
- Safety equipment such as lifeboats, liferafts, fire extinguishers, and survival suits are carried aboard many vessels for emergency use.

## Hydrostatic

Boats and ships are kept on (or slightly above) the water in three ways:

- For most vessels, known as displacement vessels, the vessel's weight is offset by that of the water displaced by the hull.
- For planing ships and boats, such as the hydrofoil, the lift developed by the movement of the foil through the water increases with the vessel's speed, until the vessel is foilborne.
- For non-displacement craft such as hovercraft and air-cushion vehicles, the vessel is suspended over the water by a cushion of high-pressure air it projects downwards against the surface of the water.

A vessel's stability is considered in both this hydrostatic sense as well as a hydrodynamic sense, when subjected to movement, rolling and pitching, and the action of waves and wind. Stability problems can lead to excessive pitching and rolling, and eventually capsizing and sinking.

## Construction

Ship construction takes place in a shipyard, and can last from a few months for a unit produced in series, to several years to reconstruct a wooden boat like the frigate *Hermione*, to more than 10 years for an aircraft carrier. Generally, construction starts with the hull, and on vessels over about 30 meters, by the laying of the keel. This is done in a drydock or on land. Once the hull is assembled and painted, it is launched. The last stages, such as raising the superstructure and adding equipment and accommodation, can be done after the vessel is afloat.

Once completed, the vessel is delivered to the customer. Ship launching is often a ceremony of some significance, and is usually when the vessel is formally named.

### ***1. Explain the difference between the following synonyms:***

vessel – ship – boat – liner

shore – coast – seaside – bank

pier – quay – wharf – harbor

**2. Write out all the verbs that combine with the noun ship.**

**3. Pick out the terms indicating the types of vessels and translate them into Russian.**

**4. Use the words from the box to match the definitions**

**funnel stern hull deck porthole lifeboat lounge radar  
cabin engine room rudder port starboard anchor bow**

- 1) the rear or after part of a vessel, opposite the bow or stem
- 2) any of various platforms built into a vessel
- 3) a pivoted vertical vane that projects into the water at the stern of a vessel and can be controlled by a tiller, wheel, or other apparatus to steer the vessel
- 4) a boat, propelled by oars or a motor, used for rescuing people at sea, escaping from a sinking ship, etc
- 5) the main body of a vessel, tank, flying boat, etc
- 6) the smokestack of a ship
- 7) a communal room in a hotel, ship, theatre, etc., used for waiting or relaxing in
- 8) a place where engines are housed, esp on a ship
- 9) a covered compartment used for shelter or living quarters in a small boat
- 10) a small aperture in the side of a vessel to admit light and air, usually fitted with a watertight glass or metal cover, or both
- 11) 1) a method for detecting the position and velocity of a distant object, such as an aircraft. A narrow beam of extremely high-frequency radio pulses is transmitted and reflected by the object back to the transmitter, the signal being displayed on a radarscope. The direction of the reflected beam and the time between transmission and reception of a pulse determine the position of the object 2) the equipment used in such detection
- 12) the left-hand side of a ship
- 13) any of several devices, usually of steel, attached to a vessel by a cable and dropped overboard so as to grip the bottom and restrict the vessel's movement
- 14) the right side of an aeroplane or vessel when facing the nose or bow
- 15) the front section of a ship or boat

## UNIT IV

### Cruises

***1. Read the text about river cruises and discuss with your partner their advantages and disadvantages***

#### River cruise

River cruise ships are smaller than ocean-going cruise ships, typically holding 90-240 passengers (though there are ships that take only 5 passengers, and others can carry 1,000 passengers). Due to their smaller size and low draft, river cruise ships can go where ocean cruise ships cannot, and sometimes to where no other transport is practical: rivers are an excellent way to reach some attractions.

During river cruises the countryside is usually in view, so they are especially relaxing — and interesting — to those who prefer land nearby. River cruises usually last from 7 to 15 days, although some can last 3 weeks or longer.

Some river ships resemble 5-star hotels, with sun decks, dining rooms, lounges, fitness facilities, swimming pools, casinos and other entertainment. Accommodation, meals onboard, entertainment and special events (holidays, festivals, contests, concerts, etc.) are usually included in the cruise price, while bar expenses, sauna, massage, laundry and cleaning, and phone calls are not.

Most cruises have a variety of onboard and onshore activities. The latter include guided tours to historic and cultural sites, visiting local attractions, museums and galleries, and other points of interest. Guides give a running commentary while sailing.

A river cruise provides travelers a unique way to travel. A river cruise represents life in the slow lane, sailing along at a gentle pace, soaking up the scenery, with plentiful opportunities to explore riverside towns and cities en route. It is a supremely calming experience, an antidote to the pressures of life in a fast-paced world, in surroundings that are comfortable without being fussy or pretentious, with good food and enjoyable company.

A river cruise is very different from an ocean cruise. For a start, you are in almost constant sight of land and stops are far more frequent than they are at sea. The vessels are like small, friendly, floating inns, whereas ocean-going ships tend to be bigger, flashier, busier and livelier, the crew practised in the art

of moving up to 4,000 people from one port to another and getting them on and off the ship. In contrast, when your river cruise vessel docks you simply walk up the gangway and into the town or city — in many cases the dock is located right at the heart of things. Despite these differences, however, most people who enjoy ocean cruising and the relaxing rhythm of life afloat are attracted to river cruises as well.

***2. Read the information about cruise ships. Using it as a guide make up a dialogue about cruising.***

**Is cruising affordable and good value?**

Yes! There are cruises to suit every pocket, from economy to the most luxurious. And they are great value, as the price includes all meals, cabin accommodations, onboard daytime activities, nighttime parties, and all onboard entertainment. The only extra expense will be for alcoholic drinks (and even these are paid for on some inclusive and ultra luxury cruises) and carbonated beverages, optional shore excursions, personal services such as the onboard beauty salon, and any items of personal nature.

**How long are cruises?**

About 2,000 miles on average! Or, timewise, as long or short as you want them to be. Itineraries vary from a three day weekender to a three-month world cruise.

**Are there different classes of service?**

Just one - top class. Most cruise ships are "one-class" nowadays, with everyone able to use all the facilities. But concierge class is being introduced on some. Regardless of the cabin booked, you'll enjoy the same courteous service, menus, activities, and entertainment as everyone else.

**Will I get bored?**

Well, if you find cramming every activity under the sun into 24 hours boring, then yes, you'll be bored out of your brain. On the other hand, a cruise gives you a feeling of freedom few places can offer. There's plenty of room, and it'll probably take you two or three days just to discover what's onboard. You can be by yourself and lie back in a lounge chair, breathe in the sea air, soak up



the sun, read good books, or watch the ever-changing view. You also get the added adventure of exploring new and exciting ports of call. Go on, go and get bored.

### **What are the dining arrangements?**

On some ships, especially the new mega-liners being launched, dining rooms can accommodate all passengers in one seating. But most ships have early and late seatings. Request the seating you would prefer when you book. In addition, some ships offer alternative dining options with onboard reservations.

### **Can I get a special diet?**

Most ships can accommodate salt-free, low-carbohydrate, Kosher, or other diet preferences. However, make arrangements in advance.

### **Can we stay in touch with the outside?**

Who wants to! Most ships have a daily newsletter with news, headlines, and selected stock quotes and sports scores. Staterooms on many ships are even equipped with televisions. You can make phone calls from most ports. In addition, many ships have fax capabilities and newer ships offer cybercafes with Internet access and e-mail capabilities.

### **Are there medical services onboard?**

Virtually every cruise ship (except for some smaller vessels operating in coastal waters) has a fully equipped medical facility and staff to handle almost any emergency. But you won't find a dentist.

### **Are there laundry services aboard?**

Most cruise ships have laundry and dry-cleaning services, but there is an additional charge for this. Many ships also have self-service laundrettes.

### **I am frightened of being sea sick**

Don't be. Stabilisers on modern ships and effective preventative medications have, for the most part, eliminated the incidence of motion discomfort. SeaView's recommendation is that if you feel seasick, visit the ship doctor and ask for an anti-nausea medicine.

## UNIT V

### **Ships In Distress**

#### **Text I**

17 Britons on grounded Antarctic cruise ship

- 
- Matthew Weaver
  - The Guardian, Thursday 19 February 2009
- 

Seventeen British tourists were among 106 passengers and crew stranded yesterday on an adventure cruise ship that ran aground in Antarctica.

The 73m-long Ocean Nova ran into trouble in high winds near an Argentinian research station west of Debenham island at about 3am yesterday. The Danish captain, Per Gravesen, issued a distress signal after failing to dislodge the ship.

The tour operator, Quark Expeditions, said there was no threat to the lives of those on board. It claimed the passengers, who paid up to £13,000 each for the two-week trip, were "enjoying the regularly scheduled lecture programme" while they waited to be rescued or dislodged at high tide.

Another Quark ship, the Clipper Adventurer, has been sent to the area in an attempt to reach the Ocean Nova.

The Argentinian navy has flown a plane over the site and confirmed there was no loss of fuel or electricity. A statement on the navy's website said there were "no risks" to the 65 passengers and 41 crew aboard. Last night the Argentinian navy said attempts to release the cruise ship had been unsuccessful and it was planning to evacuate the passengers. They would be taken to Ushuaia, Argentina's southernmost city.

In a blogpost written from the rescue ship, one of the passengers, David Sinclair, wrote: "All on board the Clipper Adventurer are in good spirits, everyone is understanding and happy to assist." He told of watching mink whales, cruising through "iceberg alley" and how one of the men on board had proposed to his girlfriend.

Patrick Shaw, president of Quark Expeditions, said: "I have been in contact with the ship and the passengers are enjoying themselves as best they can. They had a good night's sleep and are making the most of the spectacular scenery."

The Ocean Nova was built in 1992 to sail in icy waters around Greenland. Its toughened hull was excellent for polar expeditions, Quark said.

***1. Put it in Russian:***

to be stranded, to dislodge the ship, at high tide, to make the most of the spectacular scenery, rescue ship, to release the ship, regular scheduled lecture programme, minke whales, a grounded Antarctic cruise ship

***2. Put it in English:***

сесть на мель; сигнал бедствия; угроза жизни; самый южный город Аргентины; укрепленный корпус; пассажиры развлекаются, как только могут; связаться с кораблем

***3. Imagine that you work for a news agency. Make a radio report from the adventure cruise ship Ocean Nova, which is in distress.***

## **Text II**

### **Gales causing emergency situation for ships in Black Sea**

Several ships were reported as being in distress in the Black Sea on Tuesday because of severe gales.

ITAR-TASS news agency reported that a floating dock and a research ship had sunk in a gale near the Crimean port of Feodosiya.

The Ukrainian navy rescued one crew member from the vessel which is lying at a depth of six metres.

Bad weather was preventing any attempts to raise the ship, it said.

In a separate report, it said a Georgian ship had been wrecked near Feodosiya and was washed ashore after sustaining a hole in its side.

The crew of seven, who were uninjured, were rescued.

A Brazilian ship with 22 people aboard was also in distress near the Russian Black Sea port of Novorossiysk, it said.

In a separate report, Interfax news agency said three Russian ships had spent several hours searching for a Turkish ship in the Black Sea region.

The search for the ship was being hampered by storms, poor visibility and very faint SOS signals.

Unprecedented weather conditions for the region, with gusts reaching 45 metres a second and temperatures of minus 15 degrees Celsius have created an emergency situation, it said.

ITAR-TASS added from the Russian city of Krasnodar that four ships, including an oil and ore carrier, were being driven towards the shore in the Azov Sea.

The vessels had 52 people on board, it said.

***1. Say it in Russian:***

to be in distress, severe gales, to be wrecked, to be washed ashore, was being hampered by storms, an oil and ore carrier

***2. Say it in English:***

затонуть в шторм, лежать на глубине 6 метров, получить пробоину, плохая видимость, слабый сигнал СОС, беспрецедентный

***3. Work with your partner. Make up an interview with a sailor who survived the emergency situation in the Black sea.***

### **Text III**

#### **Ferry rescue after freak wave in Irish Sea**

All those on board a passenger ferry hit by a "freak wave" in the Irish Sea have been air-lifted to safety after a mayday call was issued this morning.

Gale force winds, which are expected to continue throughout Britain today, caused the Riverdance to list dangerously and prompted a treacherous rescue operation last night.

Four passengers and 10 crew of the stricken boat, including a nine-month-old baby, were airlifted to safety at around 7.30pm.

Nine remaining crew members stayed behind with the ship to try and refloat her, eventually running aground on the north shore of Blackpool beach.

But a high swell this morning caused the vessel to list at a 30 degree angle.

Fleetwood RNLi launched its all-weather lifeboat at 5.06am after the coxswain of the Riverdance issued a mayday call asking for help to get everyone off the ferry.

A spokesman for Seatruck Ferries, which owns Riverdance, said: "The conditions are such that the master requested helicopter transfer of all personnel.

"All nine are now safely off."

He said the boat had started to rotate on the beach after approaching high water.

It was feared that to wait would render a helicopter rescue impossible and so a standby RAF 122 helicopter flew in to winch the crew from the ship.

High seas have also forced a fishing trawler to run aground in the Outer Hebrides, trapping 14 men onboard.

The vessel, the Spinning Dale, sent out a distress signal at about 5.25am when it is thought to have come into difficulty on rocks on the Scottish island of St Kilda.

A helicopter launched from Stornoway was earlier forced to abandon its rescue attempt as conditions were too dangerous.

The crew, who are all Spanish speaking, are not currently thought to be at risk but attempts will be made to get them off the vessel as soon as possible.

Fred Caygill, of the Maritime and Coastal Agency, said : "Winds are currently gusting at gale force 11 which is simply too dangerous for a helicopter to go near to the vessel.

"We are in constant contact with the crew and are monitoring the weather situation very closely. "As soon as the conditions allow we will be attempting another rescue."

On the mainland, the stormy weather also killed a lorry driver, brought down scores of trees and caused power cuts, while a baby girl had to be rescued after being blown into a lake.

The roll on, roll off ferry, called Riverdance, sent a Mayday at around 7.45pm in 70 miles per hour gales after it was hit by a huge wave off Morecambe Bay which knocked its cargo out of position and caused it to list.

With 19 crew and four passengers on board, the ferry was travelling from Heysham, Lancs to Warrenpoint, Northern Ireland and hit trouble eight miles west of Fleetwood.

Liverpool Coastguard declared it a major incident. Watch manager Anthony Topping said that the ferry was at one stage listing 60 degrees and passengers had to be evacuated.

John Matthews, from Fleetwood RNLI, said the ship ran into difficulties over a bank known as Shell Flat, which causes powerful banking waves.

Lifeboats and three rescue helicopters, one from the RAF, one from the Royal Navy and one from the Irish Coastguard, were sent to save the passengers.

The passengers were taken to Blackpool Airport. There were no reports of any injuries.

The ferry later ran aground on the north shore of Blackpool beach with the ferry's master and eight of the crew still on board, Coastguard confirmed.

Chief Supt Richard Spedding, of Lancashire police, said: "The seas were considerable off the shoreline in the Irish Sea. But this is a well rehearsed event in Lancashire before Christmas we held an event practising this.

"This could have been a really, really bad incident. But we are standing here today with no loss of life at all.

"All those airlifted out are very, very glad to be here at Blackpool Airport. They will be put up overnight in accommodation nearby. There are no injuries other than minor."

### ***1. Say it in Russian:***

be hit by a freak wave, to refloat a ship, to list at a 30 degree angle, a high swell, high seas, roll on roll off ferry, to send a Mayday, to prompt a treacherous rescue operation the stricken boat, to request helicopter transfer of all personnel; to cause power cuts, the seas were considerable off the shoreline in the Irish Sea

### ***2. Say it in English:***

эвакуировать по воздуху, подать сигнал бедствия, ветер ураганной силы, спускать спасательную шлюпку, поднять экипаж с борта судна, пристально следить за погодой, сместить груз, попасть в сложное положение, опасно накрениться

### ***3. Insert prepositions:***

Nine remaining crew members stayed ... the ship; to send ... a distress signal; to list ... a 30 degree angle; to get everyone ... the ferry; to come ... difficulty ... rocks; to gust ... gale force 11; to be ... risk; to be ... constant contact ... the crew; to knock its cargo out of position; to be put ... overnight ... accommodation nearby

### ***4. Summarizing the information from the text, make a brief report about the ferry.***



## TRAVELLING BY AIR

### UNIT I

#### Airport Operations

##### Op Music

*For Scott Dolan, United's senior vice president of airport operations, the complex matrix of an airport terminal is a little like a symphony – and every player has a part. // by Rod O'Connor*

It's 4:34 p.m. on a Friday, and travelers are queuing up for the 5:05 p.m. flight from O'Hare to Minneapolis. The gate agent begins the boarding process, and the Global Services, 1K and First Class customers step forward on the red carpet, wheeling their weathered carry-ons onto the jet bridge. A few minutes later, seating groups one and two are called. Meanwhile, outside on the tarmac, employees dart purposefully on "tugs" as the final pieces of luggage are loaded. This aircraft will depart on time, may be a few minutes early.

Looking on approvingly from the gate's floor-to-ceiling windows is a man in a blue blazer sporting a closely cropped haircut and more than a tinge of early gray. He is Scott Dolan, United's 38-year senior vice president of airport operations, and he lives for moments like this. He can't resist stopping to watch the symphony of moving parts that is an airport in action. "It takes many people to get an airplane out on time," he notes. Every minute, every flight counts."

Dolan has an office at United's Operations Center in Elk Grove Village, Ill., but he doesn't see it often. Instead he spends many of his days walking through airports all over the world, looking for any challenges during check in, any hold-ups at the gate, any opportunities to help his teams make the machine hum a little smoother.

For United, Dolan manages and supports the activities of all operating groups at the airports. That means an army of more than 16,000 – from the customer service representatives in the lobbies and gates to the ramp service employees, ground equipment facility mechanics, and operation control employees.

Dolan and his team are charged with making sure flights depart on time and the customers' baggage arrives with them – not to mention oversight of the hundreds of tons of freight and mail United transports each year. In a constant battle for perfection, they analyze the load factor of every plane and assign staff accordingly. “We’re looking for the quickest and safest way to turn that airplane – how efficiently can the team pull together to have customers deplane, unload baggage, clean the plane and get the next flight ready. It starts with the planning.”

Based on buying patterns, United can call what types of travelers – from seasoned “road warriors” to once-a-year vacationers – are likely to be coming through the door at any given moment. “We know in advance how many people are likely to be checking bags, how many are familiar with the self-service kiosks, so we can make key staffing decisions,” he explains.

The airline also employs service directors, peer leaders who watch the check-in area, sometimes via video monitors, to ensure that every line is moving to set standards.

When the line grows, agents are rotated to help out. And if the wait becomes shorter than expected, employees can be sent where they’re needed. To help facilitate this fluid staffing, the service directors communicate with their teams via BlackBerry. “We used to staff the gates and wait for the work to come,” Dolan explains. “Now, we move the manpower to where the work is.”

These systems are put to the ultimate test during the summer, when more flights mean more crowded airports. And then there’s unpredictability of the warmer weather, when thunderstorms can cause missed connections or cancellations.

With so many factors beyond the airline’s control, Dolan says it’s vital to have recovery plans in place. To that end, United is empowering its people to offer a goodwill gesture in real time to customers who experience a disservice. Depending on the situation, that customer can then go online to select dollar-off e-certificates, Mileage Plus bonus miles or other compensation.

Moving quickly through the concourse to make his own flight to San Diego, Dolan pauses in front of a flight information display. He can’t pass one without taking a scan of the expected arrivals and departures. Right now three flights from LaGuardia are delayed because of heavy winds. He pulls out his BlackBerry, which lets him drill into the flight numbers at any airport around the world.



Still, Dolan admits that no amount of technology can ever replace old-fashioned hustle – especially in the summertime. When one of our ramp service employees goes out of their way to run a bag onto a plane just in time, in the grand scheme of the hundreds of thousands of bags we move in a day, it may seem small,’ he says. “But to that family going on vacation, it’s very important.”

***1. Put it in English:***

здание аэропорта, взлетно-посадочная полоса, выход на посадку, зарегистрировать багаж, задержка у выхода на посадку, груз, направлять персонал, заядлый путешественник, билетный автомат, отмена рейса, совершить полет, информационное табло

***2. What is the Russian for:***

gate agent, peer leader, customer service representative, missed connections, jet bridge, concourse, a tug, to scan expected arrivals and departures, ramp, hustle

***3. Provide synonyms for the following words and expressions:***

- 1) to board the plane
- 2) carry-on luggage
- 3) aircraft
- 4) freight

***4. Provide antonyms for the following words and expressions:***

- 1) to deplane
- 2) to unload luggage
- 3) to experience a disservice
- 4) to be beyond control

***5. Insert prepositions***

- |                                    |  |
|------------------------------------|--|
| 1) to queue ... the 5:05 pm flight | 5) to be put ... the ultimate test           |
| 2) to dart ... tugs                | 6) to be ... the airline control             |
| 3) battle ... perfection           | 7) to offer a goodwill gesture ... real time |
| 4) ... any given moment            | 8) to move ... set standards                 |

**6. Answer the questions:**

1. What services do airports provide?
2. What are the main types of passengers mentioned in the text?
3. What challenges do airport staff face?
4. What periods are especially strenuous for airlines?
5. Describe the responsibilities of gate agents and customer service representatives.
6. What do the airport operations officials do to turn a plane?
7. What are the airport operations team charged with?
8. Who watches the check-in area, sometimes via video monitors?
9. What do they do to assign staff efficiently?
10. What does the airline do if some customers experience disservice?

**7. Act as a radio journalist and make a report about Scott Dolan, United Airlines senior vice president for airport operations.**

## **UNIT II**

### **HEATHROW: CHECK IN and SECURITY CONTROL**

#### **How early to arrive**

You are advised to check in as early as possible. As a general guide, you should allow:

- Three hours before scheduled departure for long-haul and El Al flights.
- Two hours before scheduled departure for European flights.
- Ninety minutes before scheduled departure for flights within the UK and Ireland.

You should check the instructions on your ticket and from your travel agent or booking website. If you are still unsure please check with your airline directly.

### **Before you check in**

To save time, have your tickets and passport ready, and ensure your hand luggage contains only valuables and items you will need during the journey. Once your hold luggage is checked in, you can proceed to security control.

It pays to clear security control early and leave yourself time to relax before your flight, enjoy the shops, bars and cafés in the departure lounge, and get to your gate in plenty of time.

Please be aware that there are limits on the number and size of bags and on the quantity of liquid items which can be carried through security control.

For most destinations anything you buy after security control can be taken on to the aircraft – store staff will be able to advise you.

### **Self-service check-in**



Self-service check-in offers a quick, easy and safe alternative to traditional check-in desks. Simply use the computer terminal to choose your seat and print your boarding card, then take your baggage to the bag-drop facility.

Please keep your bags close by and take care of credit cards, passports and other important documents when using the kiosks. Airline staff will be on hand if you need assistance.

## **SECURITY CONTROL**

### **Hand baggage restrictions**



If your airline allows it, you may take more than one item of hand baggage through security control.

Cabin baggage must be no larger than:

- 56cm (22in) tall
- 45cm (17.7in) wide
- 25cm (10in) deep.

However, please check with your airline – some operate further limits on the number and size of bags.

All items carried will be X-ray screened.

- Laptop computers and large electrical items must be removed from baggage and placed in trays separately.
- Put all small items like keys, coins, mobile phones into your coat or hand baggage and place these in a tray.
- Place your hand baggage in the tray.
- If you have liquids in containers of 100ml or less, put them into a clear resealable bag and place them alongside other items in your tray.
- Pushchairs and walking aids will be X-ray screened.
- Wheelchairs will be thoroughly searched.

To save time, we advise you to place only valuables and items you need for the flight into your hand baggage.

### **Travelling with liquids – 100ml rule**



Only limited quantities of liquids may be carried through security control in hand baggage. This includes bottled drinks, suntan lotion, fragrances, cosmetics and toiletries.

The following restrictions apply to all liquids, creams, gels, pastes and aerosols taken through security control:

- Liquid items may only be carried in containers holding up to 100ml.
- They must be carried separately in a single transparent, resealable plastic bag.
- The bag must be no larger than 20cm x 20cm (8in x 8in) and all items must fit inside so that it closes properly.
- At security control the bag must be placed separately on the conveyor belt for screening.
- Liquid items larger than 100ml should be packed in your hold luggage – otherwise they will be confiscated.

Exceptions to the 100ml rule can be made for baby food or milk. However, you should only carry what you need for the flight, and you will be asked to taste at least 50% of the containers at security control.

Exceptions may also be made for medicines. However, you may be asked to taste any liquid medicines, or to provide evidence (such as a doctor's letter) that you need them for your journey.

## **Prohibited items**



Sharp or pointed items must not be carried in hand baggage and will be confiscated at security control.

This includes knives, razor blades, cutlery, tools, hiking poles, hypodermic needles (unless medical necessity can be proved), catapults, corkscrews, toy or replica guns, sporting bats or cues and darts.

### **Scissors**

Scissors with rounded blades are permitted. Scissors with pointed blades up to 3cm are also permitted.

### **Lighters etc**

Christmas crackers, party poppers, cigarette lighters and non-safety matches may not be carried in either cabin or hold baggage.

Passengers may carry a single lighter about their person. Any additional lighters discovered during security screening cannot be taken into the restricted zone.

### **Umbrellas**

Large, golfing type umbrellas are not permitted as they exceed the baggage size set by the DfT. Folding or collapsable umbrellas that can fit within hand baggage can of course be carried. These items will be X-rayed.

**In addition to the regulations set out by the Department for Transport and the Civil Aviation Authority (CAA), BAA may restrict any item considered to pose a security or safety risk from passing through to the departure lounge.**

### **Shopping at the airport**

Anything you buy after security control can be taken on board the aircraft, including bottled drinks, fragrances and cosmetics in sizes over 100ml.

If you are returning the same day, or catching a connecting flight after Heathrow, store staff will need to place your purchases in a special sealed bag.

### ***1. What is the English for:***

полет на дальние расстояния, ценные вещи, стойка регистрации багажа, посадочный талон, поместить на ленту транспортера, пройти проверку в рентген аппарате, конфисковать при прохождении досмотра, бита, кий, представлять угрозу безопасности, стыковочный рейс, складной зонтик

### ***2. Put it in Russian:***

scheduled departure, hold luggage, departure lounge, bag-drop facility, clear resealable bag, pushchairs and walking aids, hypodermic needle, catapult, replica gun, corkscrew

### ***3. Insert prepositions:***

check ... your airline directly

get ... your gate ... plenty of time

limits ... the number and size of bags and ... the quantity of liquid items which can be carried ... security control

keep your bags close ...

airline staff will be ... hand

place them ... other items ... your tray

be carried ... containers holding ... 100ml

exceptions ... the 100ml rule

passengers may carry a single lighter ... their person

restrict any item ... passing ... the departure lounge

***4. Explain why it pays to clear the security control early. Using the pattern It pays to ... make up 5 sentences to give some recommendations to the passengers.***

### ***5. Using the text as a guide expand on the following issues:***

1. The BA check-in time regulations
2. The things to do before you check in
3. Self-service check-in
4. Hand baggage restrictions
5. Liquid items restriction
6. Prohibited items
7. Shopping in the Duty Free

## Airport Security Check

Leslie Pearson, the Airport Reception officer, did not recognize the type their next clients belonged to. They did not look like holidaymakers on their way to Hawaii at all. They appeared to be father and son, for they both had the same name, Walsh. The older man looked at least seventy, and the younger one was probably in his mid-forties, though it was hard to tell because of his beard. They were both wearing dark and rather heavy clothes of unfashionable cut. The younger man had made one concession to the nature of their journey and destination: he wore an open-necked shirt with the collar neatly turned down outside his jacket lapels – a style Leslie hadn't seen at large since the 1950s. The old man was wearing a brown striped suit, he sighed frequently to himself, looking around about him at the heaving, shuffling crowds with anxious watery eyes.

"As you can see, there is a bit of a bottleneck at Passport Control," said Leslie as he checked their documents. "But don't worry – we will make sure you don't miss your flight."

"It wouldn't worry me if we did miss it," said the old man.

"My father hasn't flown before," said the younger man. "He is a little nervous."

"Very understandable," said Leslie. "But you will enjoy it, Mr. Walsh, once you are airborne. You don't know you are flying in those jumbos. It is like being in a train."

The old man sniffed skeptically. His son stowed their documents away carefully in the inside pocket of his tweed jacket and positioned himself like a beast of burden between their two suitcases. "You take my briefcase, Daddy", he said.

"Trevor – give Mr. Walsh a hand with the luggage," asked Leslie his assistant.

"That's very kind of you," said the younger man. "I couldn't find a spare trolley."

Trevor, eyeing the two chaps, scuffed and scarred suitcases with disfavour, obeyed Leslie with ill grace.

Some forty minutes later the old man and his son were the centre of commotion at the security barrier between Passport Control and the Departures Lounge. When the old man stepped through the metal detecting door-frame, something on his person made the apparatus beep. He was asked to surrender his keys, and to pass through the door-frame again. Again the alarm was

triggered. At the security man's request, he emptied his pockets and took off his wrist watch – to no avail. The official frisked him with rapid, practised movements, running his hands over the old man's body. The old man, his arms extended like a scarecrow's, flinched and trembled under the examination. He glared accusingly at his son, who shrugged his shoulders helplessly. Passengers waiting in the same line, who had already sent their hand baggage through the X-ray machines and were aware that it would be piling up somewhere on the other side of the barrier, stirred restively and pulled their faces at each other, demonstrating impatience.

"You haven't got a metal plate in your head, sir, by any chance?" said the security man.

"No I haven't," said the old man. "What do you take me for, a robot?"

"We did have a gentleman once, who had one. It took us all morning to figure it out. He had been blown up by a mine in the War. His legs were full of shrapnel, too. You haven't got anything like that then?" he concluded.

"I said 'No', didn't I?"

"If you would just take off your braces, sir, and have another try."

Again the electronic beep sounded. The security man sighed. "I am sorry, sir, but I must ask you to remove the rest of your clothing."

"Oh, no you won't!" said the old man, clutching the tops of his trousers.

"Not here, sir. If you would just come this way –"

"Daddy, your holy medal!" exclaimed the younger man suddenly. He loosened his father's tie, undid he collar button of his shirt, and fished out a medal, dangling from a stainless-steel chain.

"That's the culprit," said the security man cheerfully. "If you wouldn't mind taking this medal off and passing through the gate again –"

"I've never taken this from off my neck since the day my dear wife gave it to me."

"If you don't take it off, you don't fly," said the security man, now losing his patience.

"Come on, Daddy," coaxed his son, and gently lifted the medal and chain over the old man's white head. He poured the shining metal skein into his palm and handed it to the official. The old man seemed suddenly to lose the will to resist. His shoulders slumped, he passed meekly through the door-frame, this time without triggering the alarm.



***1. Define the following words:***

- |                      |              |
|----------------------|--------------|
| 1. a bottleneck      | 5. a culprit |
| 2. a beast of burden | 6. frisk     |
| 3. commotion         | 7. to clutch |
| 4. to beep           | 8. to dangle |

***2. Paraphrase the following expressions:***

to make one concession to the nature of their journey and destination

to see sth at large

once you are airborne

to give Mr. Walsh a hand with the luggage

to obey Leslie with ill grace

to surrender one's keys

to no avail

to stir restively and pull their faces at each other

to fish out a medal

***3. Put it in English***

лацканы пиджака, скептически фыркнуть, убрать документы во внутренний карман, багажная тележка, укоризненно смотреть, беспомощно пожимать плечами, принимать кого-либо за кого-либо, подорваться на mine, ослабить галстук, терять терпение

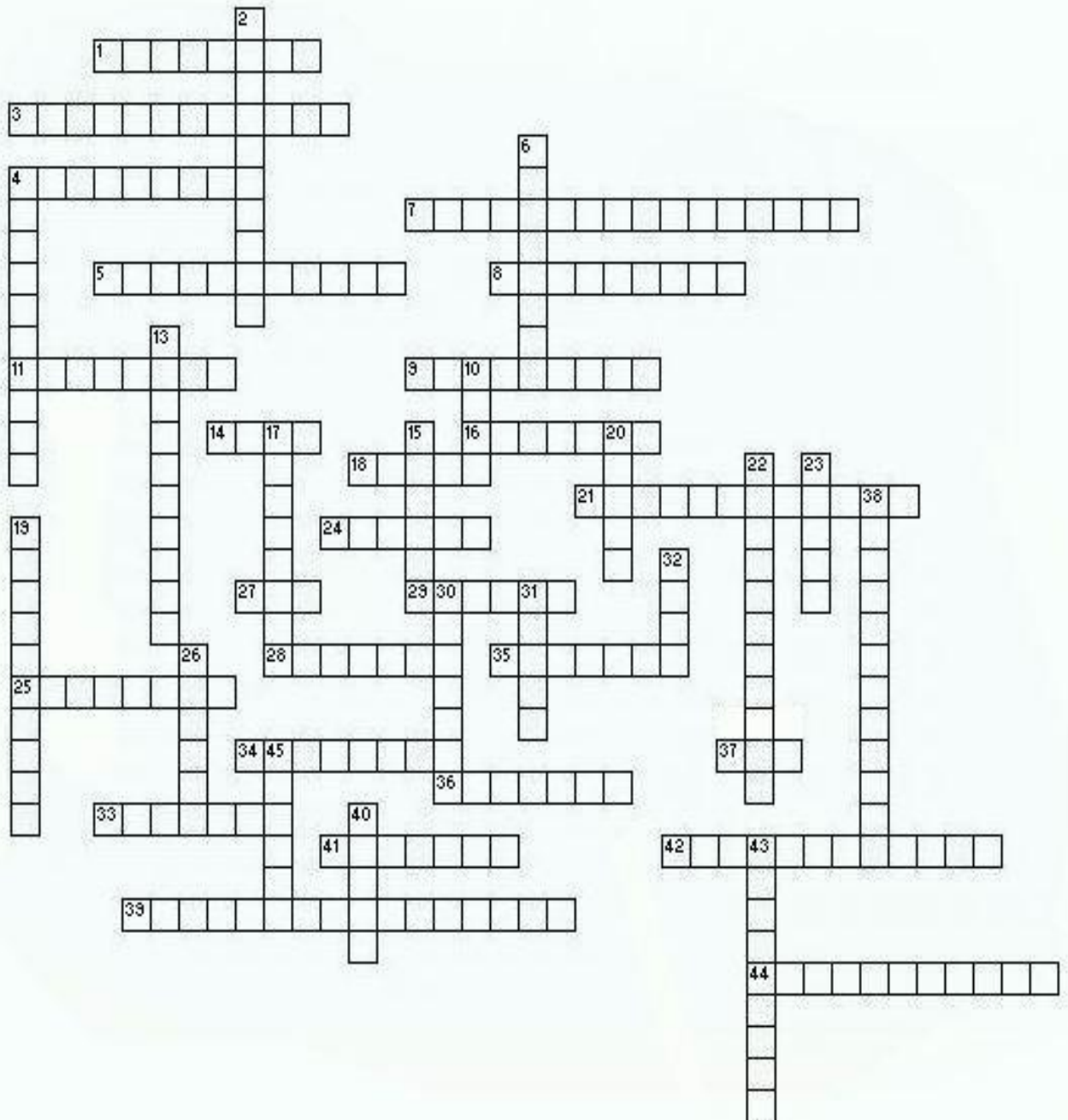
***4. What is the Russian for***

the Airport Reception officer; heaving, shuffling crowds; holidaymakers, scuffed and scarred suitcases, metal detecting door-frame, to coax, to slump, meek, to trigger the alarm

***5. Reproduce the text in the name of Leslie Pearson, Mr. Walsh's son, as it is.***

# UNIT III

## Crossword



**Across:**

1. A toilet at an airplane. 3. Money that is paid to someone in exchange for something that has been lost or damaged or for some problem. 4. A large space or room in a public building such as a station or airport which people meet in or pass through. 5. Having the feeling that you will vomit because of the movement of an aircraft you are travelling in. 7. A flight that is to be made between continents. 8. A sudden short period of noise, confusion or excited movement. 9. A machine or container that you can get some water or liquid soap from. 11. Height above sea level. 14. A part of carry-on baggage. 16. The part of a chair that supports the arm. 18. A person who flies an aircraft. 21. A person who is on holiday away from where they usually live. 24. A place that has been chosen by some people in order to be damaged or exploded. 25. A vehicle designed for air travel, which has wings and one or more engines. 27. The central or main part of something where there is most activity. 28. A device for making images of the inside of something or for reading information into a computer system. 29. The area in an airport where aircraft land and take off. 33. An arrival on the ground of an aircraft. 34. A large jet aircraft that can carry a lot of passengers. 35. An entrance through a wall, fence, etc. 36. When an aircraft leaves the ground and begins to fly. 37. A large storage container. 39. The organization that prevents cases of terrorism. 41. A large system consisting of many similar parts that are connected together to allow movement or communication between or along the parts or between the parts and a control centre. 42. Noise or other electronic signals that stop you from getting good pictures or sound on a television or radio. 44. Selling more tickets or places for an aircraft, holiday, etc. than are available.

**Down:**

2. A place where a road becomes narrow, or a place where there is often a lot of traffic, causing the traffic to slow down or stop. 6. In the air, or carried by air or wind or by an aircraft; flying. 10. A piece of furniture or part of a train, plane, etc. that has been designed for someone to sit on. 13. Strong sudden movements within air or water. 15. An aircraft that is making a particular journey. 17. A small piece of soft material such as wax, cotton or plastic which you put into your ear to keep out noise or water. 19. An official rule or the act of controlling. 20. A feeder flight that radiates out of a large airport. 22. A serious medical condition in which a person's body temperature falls below the usual level as a result of being in severe cold for a long time. 23. The area where passengers sit in an aircraft. 26. The flight that moves forward to a later time or a more distant (= farther away) place. 30. A place where aircraft regularly take off and land, with buildings for passengers to wait in. 31. A device which makes a loud noise to warn of danger. 32. A flat object, usually with raised edges, used for carrying things in an airport. 38. A device which contains water or a special gas, powder or foam (= a mass of small bubbles) that is put onto a fire to stop it burning. 40. A method of sending written messages down a telephone line from one teleprinter to another, the machine which does this, or the message itself. 43. A substance or piece of equipment that can cause explosions. 45. A machine that uses the energy from liquid fuel or steam to produce movement.

## UNIT IV

### ON BOARD INFORMATION

#### *About your Delta Flight*

**Welcome** to Delta's World. We are happy to have you as our passenger. We'd like you to know some very important things about our aircraft and its

service features. The items presented here affect your **safety** and **comfort**. We also explain some of the U.S Government **regulations** with which we must ask your compliance. If you have additional questions, please ask one of our highly skilled flight attendants.

## **Safety**

**Safety** is our first concern. It is important you watch carefully the flight attendants' demonstration of the emergency equipment before takeoff. We urge you to review the **safety instruction folder** found in the seat back pocket in front of you during your flight and particularly just prior to landing.

## **Regulations**

Seat belts must be fastened for takeoff and landing and other times when requested by the crew. U.S government regulations require this. When the **"Fasten Seat Belt"** sign is not illuminated you are free to walk about the cabin if necessary. We suggest you keep your seat belt fastened when in your seat or when sleeping, in the event we encounter turbulence.

**Passenger hand baggage** must be stowed under the seat in front of you or in the overhead bin. If the hand baggage does not fit in these areas, one of our ground agents will be happy to check it for you.

**Seat backs and tray tables** must be in fully upright and stowed positions for takeoff and landing. This, too, is a Government **regulation** for your **safety** and that of other people around you.

**Alcoholic beverages** will be served on most flights. U.S Government rules specify that all such beverages must be served by flight attendants. We are not permitted to serve "any person who appears intoxicated."

**Electronic equipment**, specifically portable radios, television sets, toys with remotely controlled transmitting units and portable videotape recording or playback devices, and cellular telephones, may not be used on board as they may interfere with the aircraft's electronic systems. Pacemakers, hearing aids, electric shavers, portable dictation machines, tape recorders, calculators, and electronic games cause no interference problems.

## **Comfort**

**727 and 737 aircraft** reading light, fresh air inlet, and attendant call button are located over your seat. Armrests house your seat recline button and ashtray. Your tray table pulls down from the back of the seat in front of you. Pillows and blankets are in the racks overhead. Your coat and hat can be placed

there also. All other carry-on items must fit completely under the seat in front of you.

**The 747, A300, and A310 aircraft** have overhead pull-down storage bins for your hat, coat and lightweight articles. All other carry-on items must fit completely under the seat in front of you. The overhead storage bins contain pillows and blankets.

In 747 aircraft the control console is in the seat frame below the armrest. It includes seat recline button, reading light switch, attendant call button. Theatre-in-the-Air headset inlet and volume control (**In the A300 and A310** the reading light switch and attendant call button are above your seat). An ashtray is in the armrest. Your tray table is in the seat back in front of you or in the armrest. Lavatories are in the middle of the cabin and in the rear of the aircraft. A light at either end of the cabin will illuminate when all lavatories are occupied. There are drinking water dispensers in the lavatory areas.

**In the 747 and A300 first-class cabin** the seat control console is in the side of the armrest. An ashtray is in the armrest. Your tray table is folded inside your armrest or in the seat back in front of you. Lavatories and drinking water dispensers are aft of the galley area. On the 747, there is also a lavatory located on the upper deck.

**Magazines** are located in the storage racks throughout the cabin of all aircraft. Please return them when you have finished so that the others may enjoy them.

### ***1. Put it in English:***

бортпроводник, взлет, посадка, спинка кресла, непосредственно перед приземлением, экипаж, откидной столик, ручная кладь, в задней части салона самолета, кухня, ремень безопасности, кнопка вызова бортпроводника

### ***2. What is the English for:***

to be one's first concern, the sign is illuminated, overhead bin, to be in the fully upright position, pacemaker, hearing aid, fresh air inlet, to house a seat recline button, drinking water dispenser, headset inlet, aft

### ***3. Match the verbs with corresponding nouns.***

- to affect, to interfere with, to cause, to review, to stow, to fasten, to encounter

- interference problems, seat belts, safety, the baggage, the safety instruction folder, turbulence, the aircraft's electronic systems

**4. In what mood form is the underlined verb used in the following sentence? It is important that you watch carefully the flight attendants' demonstration of the safety equipment. Make up 5 sentences of your own following this pattern.**

**V. Provide synonyms for the following words**

1. aircraft    2. flight attendant    3. to fasten    4. seat belt    5. overhead bin

**SAS**

## ***Happy Flight***

### **Air conditioning**

All our airplanes have automatic air conditioning. In addition some have an adjustable air vent within reach of your chair.

### **Airsickness**

In the pocket in the back of the seat in front of you, you will find a bag for use if you should be airsick. Or ask the cabin crew for an airsickness remedy.

### **Babies**

A cradle can be provided for your baby during the flight, if ordered in advance when you book your ticket. This service is available only on wide-body planes and Euro Class. During take-off and landing, however, babies should be held in your lap.

Our wide-body planes also have a nursing table in the lavatory for baby care. We can also provide diapers. Your cabin attendant will be pleased to warm up your baby's bottle for you or provide baby food.

### **Cabin Service**

To call a cabin attendant press the button above your head or on your seat armrest.

### **Children**

Children find it difficult to remain seated for long periods. But our comics, colored pencils, drawing paper, games and toys can help to make their

journey more fun. We have a special children's menu that you may order when you book the ticket. We can also provide your child with the cozy sleeping bag on long flights.

### **Currencies**

We accept about 30 different currencies for payment on board.

### **Drinks**

In First Class, First Business Class and Euro Class all drinks are complimentary. In Tourist Class, there is a small charge for alcoholic beverages. International regulations and Scandinavian law prohibit the consumption of passengers' own alcoholic beverages during the flight.

### **Ear pressure**

Some passengers may experience pressure buildup in their ears caused by changes in altitude. For relief, try yawning, swallowing, or if you have a cold, ask for nose drops.

### **Medicines**

We carry a small medical supply onboard. We can offer aspirin, should you have a headache, or Band-Aids, should you cut yourself.

### **Personal use**

The cabin crew will be pleased to provide a pen or sanitary napkins. Needles and thread are available on intercontinental flights.

### **Playing cards**

Want to play a game with your neighbor? Just ask for a deck of cards. (Intercontinental only)

### **Reading**

On international flights we offer a variety of Scandinavian and foreign newspapers specially selected for the route. On longer trips, magazines are also available.

### **Reading light**

You will find the switch for extra reading light either above you or on the seat armrest.

### **Resting**



Ask for a pillow or a blanket if you wish to take a nap. On your armrest you will find a button for lowering the backrest. On continental flights we have earplugs and slumber shades to help you sleep. And when you wake up, we'll have razors, toothbrushes, toothpaste and eau de cologne to help you freshen up.

### **Special meals**

We offer vegetarian, kosher or other types of special meals. However, this must be ordered when you make your reservation, and your ticket must be marked accordingly. Make yourself known to the cabin crew.

### **Stationary**

Write that letter you should have sent long ago while you are on board. We'll furnish stationary or postcards on request.

### **Telephone calls and telex**

If you are making an intercontinental flight it is possible to place in-flight telephone calls or send a telex. Due to atmospheric conditions, transmission can be delayed. Ask for our folder giving details and prices of this service.

#### ***1. What is the English for:***

бортпроводник, кондиционирование воздуха, зарезервировать билет, принимать валюту, напитки подаются бесплатно, перепад высоты, колода карт, подлокотник кресла, опустить спинку кресла, задремать

#### ***2. What is the Russian for:***

adjustable air vent, wide-body plane, earplugs, slumber shades, intercontinental flights, transmission, a folder, to furnish stationary

#### ***3. Insert prepositions:***

... continental flights we have earplugs and slumber shades  
a small charge ... alcoholic beverages  
to have an adjustable air vent ... reach ... your chair.  
... the pocket ... the back ... the seat ... .. you  
available only ... wide-body planes  
to be provided ... your baby ... the flight  
to warm ... your baby's bottle ... you

press the button ... your head or ... your seat armrest  
experience pressure buildup ... their ears caused ... changes ... altitude  
the switch ...extra reading light

***4. Make up a dialogue with your partner: act as flight attendants working for SAS and Delta. Compare and contrast the services provided by these airlines.***

## **UNIT V**

### **AIR TRAVEL IN THE USA**

#### **Hubs and spokes**

Domestic flights in the USA are organized on the principle of hubs and spokes, like a bicycle wheel which has a hub at the centre and lots of spokes radiating out from it in all directions. One such hub is Houston in Texas: flights to over 100 other airports radiate out in different directions from there and half of these are non-stop flights.

For example, if you want to get from Miami to Los Angeles, you can catch a Continental Airlines flight from Fort Lauderdale (a few minutes north of Miami and less hassle than Miami International Airport), change planes in Houston and fly on to Orange County (John Wayne Airport) or Hollywood-Burbank Airport – both of which are more relaxing and less crowded ways into Los Angeles than the appalling LAX (Los Angeles International Airport).

The hub and spoke network has made flights cheaper and means that even quite small places are connected to each other by a major airline or feeder service. Another advantage of the system is that connecting flights are to some extent guaranteed. If one incoming flight is up to one hour late, all the connecting flights (up to 30 or 40) will be held until it arrives. So if you are on a delayed flight, that's good news – but it's bad news for everyone else because they all have to wait for your plane to land.

From the point of view of overseas connections, many hubs also operate as entry points or “gateways”, where passengers flying in from another country can join the hub and spoke system.

The same type of system does operate in other parts of the world: for example, you can fly from one part of Europe to another via Frankfurt or Paris

or Amsterdam or London, but the difference in other parts of the world is that the fares are not any cheaper so there is no any special advantage.

Flying in to the USA it's advisable, if you possibly can, to avoid any major gateway, such as Los Angeles International, Miami and JFK (New York) in favour of a smaller gateway like Charlotte, Pittsburg or Orlando.

## **The Airline Bump**

This is the moment that every seasoned traveler dreads. You've checked in, the plane is on time for once, and you are waiting to board when an airline clerk approaches. "I'm terribly sorry, sir, the flight is overbooked. And as you are the last... Of course, we'll do our best..." The law of averages has finally caught up with you. You've been bumped.

Bumping, or 'involuntary boarding denial' in airline jargon, is what happens when you are refused a seat on a plane for which you have an "O.K.", a confirmed reservation.

The reason passengers are bumped is that airline overbook flights by 15 to 30 percent. They claim they need to do this to compensate for no-shows, people who fail to turn up for a flight on which they are booked. Overbooking also means that airlines are able to offer more seats on each flight.

Airlines try to shift the blame for overbooking and bumping to the business traveler who makes multiple bookings or fails to cancel. But the blame lies as much with travel agents and airlines themselves.

Agents may forget to cancel bookings or check whether there is space on a flight before issuing a confirmed ticket.

The prime cause of bumping is that the airlines are suffering from commercial pressures: they have to give priority to connecting passengers and make space for groups.

The Department of Transportation requires first to ask for volunteers to give up their seats in return for cash or travel vouchers. This is conducted as a kind of auction at the gate. Usually, there are enough volunteers. Bumped passengers are entitled to compensation.

To avoid bumping, check in early and whenever possible get your boarding card in advance for a return or onward flight. It is always a good idea to reconfirm. And make sure your reservation is actually registered by asking

for the computer code. After that, it's down to your management style at the gate.

***1. Say it in English:***

внутренние рейсы, прямой рейс, делать пересадку, стыковочный рейс, прибывающий самолет, задерживать рейс, лететь через Нью-Йорк, возлагать вину, отменить заказ, уступить место в обмен на денежную компенсацию, иметь право на компенсацию

***2. Put it in Russian:***

yub, appalling, network, incoming flight, overseas connections, to operate as entry points, to make multiple bookings, to issue a confirmed ticket, to conduct an auction at the gate, boarding card

***3. Paraphrase the following expressions:***

feeder service

to be less hassle than Miami International Airport

many hubs also operate as entry points or “gateways”

The law of averages has finally caught up with you

to compensate for no-shows

It's down to your management style at the gate.

***4. Insert prepositions:***

to be organized ... the principle ... hubs and spokes

spokes radiating ... it ... all directions

to be connected ... each other ... a major airline

connecting flights are ... some extent guaranteed

an incoming flight is ... one hour late

to avoid any major gateway ... favour ... a smaller gateway

to be refused a seat ... a plane ... which you have a confirmed reservation

to fail to turn ... a flight ... which they are booked

check ... early

*5. Act as an exchange student from the USA. Speak about some specific features of travelling by air in the USA.*

*6. Work with your partner. Imagine that one of you is an experienced traveller and the other has never flown before. Discuss the issue of bumping as well as the hubs and spokes system.*

## **UNIT VI**

### **ON BOARD EMERGENCY**

#### **Passengers' Quick Action Halted Attack**

By Scott Shane and Eric Lipton

Published: December 26, 2009 in The New York Times

Despite the billions spent since 2001 on intelligence and counterterrorism programs, sophisticated airport scanners and elaborate watch lists, it was something simpler that averted disaster on a Christmas Day flight to Detroit: alert and courageous passengers and crew members.

During 19 hours of travel, aboard two flights across three continents, law enforcement officials said, Umar Farouk Abdulmutallab bided his time. Then, just as Northwest Flight 253 finally began its final approach to Detroit around noon on Friday, he tried to ignite the incendiary powder mixture he had taped to his leg, they said.

There were popping sounds, smoke and a commotion as passengers cried out in alarm and tried to see what was happening. One woman shouted, "What are you doing?" and another called out, "Fire!"

And then history repeated itself. Just as occurred before Christmas in 2001, when Richard C. Reid tried to ignite plastic explosives hidden in his shoe on a trans-Atlantic flight, fellow passengers jumped on Mr. Abdulmutallab, restraining the 23-year-old Nigerian.

Jasper Schuringa, a Dutch film director seated in the same row as Mr. Abdulmutallab but on the other side of the aircraft, saw what looked like an object on fire in the suspect's lap and "freaked," he told CNN.

"Without any hesitation, I just jumped over all the seats," Mr. Schuringa said, in an account that other passengers confirmed. "I was thinking, Oh, he's

trying to blow up the plane. I was trying to search his body for any explosive. I took some kind of object that was already melting and smoking, and I tried to put out the fire and when I did that I was also restraining the suspect.”

Mr. Schuringa said he had burned his hands slightly as he grappled with Mr. Abdulmutallab, aided by other passengers among the 289 on board, and began to shout for water.

“But then the fire was getting worse, so I grabbed the suspect out of the seat,” Mr. Schuringa said. Flight attendants ran up with fire extinguishers, doused the flames and helped Mr. Schuringa walk Mr. Abdulmutallab to first class, where he was stripped, searched and locked in handcuffs.

“The whole plane was screaming — but the suspect, he didn’t say a word,” Mr. Schuringa said.

He shrugged off praise for his swift action, which he said was reflexive. “When you hear a pop on the plane, you’re awake, trust me,” he said. “I just jumped. I didn’t think. I went over there and tried to save the plane.”

In an affidavit filed in court, an F.B.I. agent said that Mr. Abdulmutallab stayed in the bathroom for 20 minutes before the attempt, returned to his seat, told his seatmates that his stomach was upset and covered himself with a blanket. It was then that the smoke and popping sounds began.

After he was subdued and the fire extinguished, a flight attendant asked him what had been in his pocket, and he answered, “explosive device,” the affidavit said. The powder was identified by the F.B.I. as PETN, a high explosive.

The close call was followed by several tense hours as counterterrorism officials checked on other United States-bound flights to determine whether more planes were targets, as in the thwarted 2006 plot to smuggle liquid explosives aboard multiple flights leaving from Britain.

They found no immediate signs that other flights were in danger, officials said. They tightened airport security, ordering new restrictions on carry-on luggage and passenger movement inside the cabin, but did not elevate the nation’s threat level, which has been at orange since 2006.

Dozens of investigators led by the Federal Bureau of Investigation were working Saturday to understand exactly how a passenger managed to get PETN and a syringe of chemicals aboard the flight. Intelligence agencies were studying intercepted communications to see whether clues were missed and to assess whether the incident could presage more attacks.

***1. What is the English for:***

предотвратить катастрофу, правоохранительные органы, ждать благоприятного случая, погасить огонь, схватиться с кем-либо, заливать пламя, ужесточить меры безопасности в аэропортах, шприц с химическим веществом, перехват переговоров, предотвращать; рейсы, направляющиеся в США

***2. What is the Russian for:***

to ignite the incendiary powder mixture, to freak, to restrain somebody, to ignite plastic explosive, fire extinguishers, affidavit, to subdue, counterterrorism officials, to elevate the nation's threat level, clue, a close call, to halt the attack

***3. Insert prepositions:***

to cry ... alarm

to search somebody ... explosives

to shrug ... praise ... his swift action

counterterrorism officials check ... other flights

to order new restrictions ... carry-on luggage

what looked like an object ... fire ... the suspect's lap

***4. Work with your partner. Make up an interview with one of the passengers who witnessed the attack.***

**Airplane crash-lands into Hudson River; all aboard reported safe**

**NEW YORK (CNN)** -- A US Airways plane with 155 people on board ditched into a chilly Hudson River on Thursday, apparently after striking at least one bird upon takeoff from New York's LaGuardia Airport, according to officials and passengers.

Everyone on board was accounted for and alive, officials said. About 15 people were being treated at hospitals and others were being evaluated at triage centers.

Flight 1549, headed to Charlotte, North Carolina, was airborne less than three minutes, according to FAA spokeswoman Laura Brown.

The pilot radioed to air traffic controllers that he had experienced a bird strike and declared an emergency, a New Jersey State Police source said.

"I think a lot of people started praying and just collecting themselves," said passenger Fred Berretta. "It was quite stunning."

He said he was expecting the plane to flip over and break apart, but it did not.

"It was a great landing," Berretta said.

Air traffic controllers at LaGuardia saw the plane clear the George Washington Bridge by less than 900 feet before gliding into the water about 3:31 p.m., an aviation source told CNN.

Witness Ben Vonklemperer said he watched the plane from the 25th floor of an office building.

"If someone's going to land a plane in the water, this seemed the best possible way to do it," Vonklemperer said. "The way they hit it was very gradual. A very slow contact with the water."

As the situation began to settle Thursday evening, the flight's pilot, Chesley B. "Sully" Sullenberger, emerged as a hero, with praise being heaped on him by passengers, officials and aviation experts.

"I don't think there's enough praise to go around for someone who does something like this. This is something you really can't prepare for," said former Delta pilot Denny Walsh. "You really don't practice water landings in commercial airplanes. Just the sheer expertise he demonstrated is amazing."

US Airways CEO Doug Parker said it would be premature to speculate about the cause of the accident until the National Transportation Safety Board, which is sending a team to the site, completed an investigation.

A source familiar with the situation, however, told CNN the pilot reported a double bird strike, but it was unclear whether that meant birds in both engines or two birds in one engine.

The pilot initially said he needed to go back, and air traffic controllers started to give him clearance to do so, but the pilot said he wanted to head to Teterboro, New Jersey, because it was closer. That was the last transmission from the pilot, the source said.

Passenger Alberto Panero said that within a few minutes after takeoff, he heard a loud bang and smelled smoke.



"That's when we knew we were going down and into the water. We just hit, and somehow the plane stayed afloat and we were able to get on the raft. It's just incredible right now that everybody's still alive."

Passenger Jeff Kolodjay of Norwalk, Connecticut, said he was sitting in seat 22A, near one of the engines.

"The captain came on and said, 'Look, we're going down. Brace for impact.' Everyone looked at each other and we said our prayers. I said about five Hail Marys," said Kolodjay, who was headed to Charlotte to play golf.

"The plane started filling with water pretty quick," he said. "It was scary. There was a lady with her baby on my left-hand shoulder, and she was crawling over the seats."

Police, fire and Coast Guard boats, along with commercial ferries, were quickly on the scene as passengers lined up on slightly submerged safety chutes.

New York Mayor Michael Bloomberg said later Thursday that the plane was tied to a pier at Battery Park City in lower Manhattan. As night fell, Coast Guard and FDNY boats remained at the scene.

President Bush commended those involved in the rescue. "Laura and I are inspired by the skill and heroism of the flight crew as well as the dedication and selflessness of the emergency responders and volunteers who rescued passengers from the icy waters of the Hudson," he said.

Bloomberg also commended the pilot for not leaving the plane until he had checked to make sure everyone had been evacuated.

"It would appear that the pilot did a masterful job of landing the plane in the river and then making sure that everybody got out," Bloomberg said.

"I had a long conversation with the pilot," Bloomberg said. "He walked the plane twice after everybody else was off, and tried to verify that there was nobody else on board, and assures us there were not."

"There is a heroic pilot," said Gov. David Paterson. "We have had a miracle on 34th Street, I believe we now have a miracle on the Hudson."

The temperature in New York was 20 degrees about the time of the crash off Manhattan's west side.

Dr. Gabriel Wilson, associated medical director of the emergency room at Roosevelt Hospital, said 55 survivors were checked out and cleared to leave from the scene.

Those being treated at hospitals included a husband and wife with hypothermia at Roosevelt Hospital, as well as a flight attendant with a leg fracture, hospital spokeswoman Michelle Stiles said.

Since 1975, five large jetliners have had major accidents in which bird strikes played a role, according to the Web site of Bird Strike Committee USA, a volunteer group dedicated to reducing the frequency and severity of the strikes.

***1. Explain the meaning of the following words and expressions:***

to ditch, to be accounted for, to be airborne, stunning, to flip over, to glide, to crash-land, brace for impact, safety chutes, to commend, to verify, expertise

***2. Put it in English***

столкнуться с птицами, объявить об экстренном случае, посадить самолет на воду, оставаться на плаву, погружаться в воду, привязать к пирсу, переохлаждение

***3. Summarize the article***

## **UNIT VII**

### **SUPPLEMENTARY MATERIAL**

***1. Render into English:***

#### **Несколько советов авиапутешественникам**

Поговорим о дальних путешествиях, а точнее – о дальних перелетах.

##### **До вылета**

1. Необходимый комплект документов для полета: заграничный паспорт (при внутреннем перелете – общегражданский паспорт РФ), билет (если он электронный – то его распечатка). Никакие другие документы в аэропорту и самолете вам не понадобятся.

2. Непременно захватите ручку! По одной на каждого летящего пассажира, синего или черного цвета.

3. Тщательно упакуйте багаж и проверьте замки на чемоданах. Если при получении багажа вы обнаружите, что замки сломаны или багаж вскрывали, немедленно обратитесь к сотруднику аэропорта, дежурящему в зале получения багажа.

4. Выезжайте в аэропорт заранее, чтобы не опоздать на регистрацию. Чем раньше вы её пройдёте, тем больше шансов выбрать хорошие места в самолёте. Самые удобные места находятся в первых рядах салонов и у аварийного выхода. Там можно вытянуть ноги, другое преимущество – отсутствие соседей, которые могут откинуть спинку своего кресла. Если такие места заняты, лучше разместиться у прохода.

5. В аэропорту вас неоднократно будут досматривать. К этому следует подготовиться заранее – ремень лучше не надевать, а обувь должна сниматься и надеваться легко.

6. На паспортном контроле пограничника интересуют только ваш паспорт и посадочный талон. Предъявлять билет пограничникам обычно не требуется.

7. К провозу в ручной клади запрещены жидкости и колющие или режущие предметы. Полный перечень запрещённых предметов можно найти на сайте авиакомпании. Жидкости, приобретенные в магазинах беспошлинной торговли, будут упакованы в специальный пластиковый пакет, который не разрешается вскрывать до посадки в самолёт.

### **В салоне самолёта**

8. Ручную кладь рекомендуется положить в багажный отсек над креслом. Разрешается также положить ручной багаж под переднее кресло.

9. В полёте предлагают питание. Пассажирам эконом-класса бесплатно предлагаются напитки: чай, кофе, соки, минеральная вода. Алкогольные напитки подаются бесплатно лишь пассажирам первого и бизнес-класса.

10. В современных лайнерах в спинки кресел вмонтированы телевизоры. С тем, чтобы не причинять неудобства другим пассажирам, при просмотре фильмов и прослушивании музыки рекомендуется использовать наушники.

11. После приземления не следует сразу спешить к выходу. У вас будет не менее 10-15 минут, чтобы одеться, обуться и собрать вещи. Впереди путь до аэропорта, а далее – процедура паспортного контроля и выдачи багажа.

12. Перед паспортным контролем потребуются заполнить карточку прибытия. В некоторых случаях карточка прибытия заполняется в самолете.

13. С получением багажа и прохождением таможи проблем обычно не возникает. В зале получения багажа указывается номер рейса и соответствующий номер пункта, где выдается багаж, прибывший данным рейсом. Багаж помещается на движущуюся транспортную ленту, с которой пассажиры забирают свои вещи.

### **Пересадки**

Если вам предстоит пересадка, то нужно учесть следующее:

14. Старайтесь выбрать беспересадочный рейс. Если пересадки неизбежны, то необходимо предусмотреть определенный запас времени между стыковочными рейсами на тот случай, если рейс задержится. Если из-за подобной задержки вы опоздали на стыковочный рейс, то авиакомпания предоставит вам место на следующем рейсе без дополнительной оплаты.

15. Если ваш багаж потеряли, обратитесь к представителю авиакомпании в аэропорту, вам помогут составить заявление и примут меры к розыску. Если багаж не будет найден, вы можете потребовать компенсацию, размер которой зависит от правил авиакомпании, которые размещены на ее сайте.

### ***2. Find information:***

- a) about Global Refund;
- b) about a seat next to the emergency exit;
- c) how to act in case the airlines lose your luggage;
- d) about a I-94 form;
- e) how to get over jet lag.

СВЕТЛАНА ЮРЬЕВНА ПАВЛИНА  
ЭЛИНА ДИАМАТОВНА ШАПИРО

**ПУТЕШЕСТВИЕ МОРЕМ**  
**ПУТЕШЕСТВИЕ САМОЛЕТОМ**

**Учебно-методические материалы  
для студентов III курса  
отделения английского языка  
переводческого факультета**

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Типография НГЛУ им. Н.А. Добролюбова  
603155, Н. Новгород, ул. Минина, 31 а