## MERCHANT MARINE ACADEMY OF MACEDONIA **SCHOOL OF ENGINEERS**

**Course: Maritime English Academic year: 2013 – 2014 Exam period: September 2014 Semester: ST** Date: Exam paper grade: Instructor: A. Birbili **Student's full name:** А.Г.М.:

## FINAL EXAM

1. Fi	ll in the gap	s using the wo	rds below. Tl	nere are tw	<u>o extra w</u>	ords.	(25 p.)
scuffing	corrosion	neutralised	uncontrolled	sodium	silicon	heav	y
efficiency	natural	gas conden	se centrifug	ing comp	olies fla	sh-poir	nt
emission	abrasive	after-treatme	nt contamin	ation hui	nidity p	particle	'S
dew-point	t sulphur						
a risk of _ 		fuel enters the combusting is normally presented.	on called 'kno sent in the fue	ocking'. I as salt wat			
and may,	as such, be i	emoved by cylinder wear c	an be caused b	_· oy hard		v	vhich
The for	mation of su	the fuel oil and alphuric acid can e corresponding occurs mainly i	n be	b	y maintair	ning th	e liner
particular	ly with high		content.	<i>U</i>			,
		in lso					
temperatu tubes.	ire of the sea	emperature and water, water m	ay	O1	n the colde	est air o	cooler
		levelop low pre targe					
cannot be	reached wit	h high pressure	gas-diesel eng	gines.		CIII	cicicy
2. Co	omplete the	sentences usin	g the correct	derivative	from the	word	given.
(15 p.)							
The sys	stematic vari	ation in	(a	ılkaline) m	ay produc	e uneve	en
	(co	orrode) wear or	n the cylinder	wall.			
		duced on the ba		nt crude oils	tend to b	e	
	(st	ability) when n	nixed.				

The	(convert) of existing engin	nes for dual-fuel operation will
require	_ (modify) on the engine ar	nd could be completed during
class docking.		
As heavy fuel oil is mo	re ( <b>vis</b> e	cosity) than marine diesel oil, it
cannot be pressed through	n the ( <b>in</b>	<b>ject</b> ) without proper treatment.
In the marine business,	the two-stroke dual-fuel	(solve) will
become an attractive	(alternate)	for companies looking for slow-
speed engines.		
Owners and operators a	re taking	_ (decide) now on how they will
meet the financial and	(comply) <b>c</b>	challenges.
A mixture of	(compatibility) for	uels in the bottom tanks and the
settling tanks may lead to	(stratif	<b>y</b> ).
Because the	(occur) of the part	icles in the fuel oil is
unpredictable, you should	clean the fuel oil as	(thorough) as
possible by centrifuging.		
3. Find in the text s	synonyms for the following	g words/phrases. (15 p.)
modifications		
stay away from		
chips		
period of time between	two events	•
conducted	•••••	
in advance	•••••	
preventive measures		
plentiful	••••	
excessive		
suitable		

Keep clear of space below crane with load.

Think out beforehand which way liquids, gases or flames will move, and keep clear.

Welding, or other work which causes spreading of grit and/or swarf must not be carried out near the engine unless it is closed or protected, and the turbocharger air intake filters covered.

All spares should be protected against corrosion and mechanical damage. The stock should be checked at intervals and replenished in good time.

Ample working light should be permanently installed at appropriate places in the engine room.

In case of oil mist alarm, precautions must be taken before opening the crankcase.

Whenever repairs or alterations have been made to moving parts, bearings, etc, apply the 'feel-over sequence' until satisfied that there is no undue heating (friction, oil-mist formation, blow-by, failure of cooling water or lubricating oil systems, etc).

<u>4.</u> M	latch the words	to their d	<u>lefinitions</u>	. There is o	one extra	word.	(10 p.)
optimise	breakthroug	h lack	legisla	tion im	plement	idle	
catalyst	upcoming	conflict	champi	on resi	due		
shortage							
	regular ref						
	imprecision			1	E		
complicion accept accurace allow adequa rough tight rapid	ed						
	The following ve						ual of a
	liesel engine. Co ing with a suita			<u>es regardii</u>	<u>1g cylinde</u>	<u>r liner</u>	
scratch	tighten a	lismount	lift	disconnect	meas	ure	
turn	check pos	sition	grind				
return val	the	oil pipes le	eading from	n the cyline	der lubrica	tor to th	ne non-
  cylinder o	the the the oil to each lubric the the the the the the the the sc	e cylinder l lubricating cating poin clamps un	liner meas g points of t.	uring tool. the cylinde	er by manu	ally pu	

	the cylinder cover, the piston cleaning ring and the pistor	l.
Carefully	over any scores or marks and	away
the wear ridges.		
	the cylinder liner with an inside micrometer.	
7. Write the	factors which influence cylinder wear for each category.	(15 p.)
CORROSION		
1		
2		
4		
ABRASION		
1.		
3.		