

**Методичні рекомендації студентам
з підготовки до практичних занять з навчальної дисципліни
«Переклад галузевої літератури»**

Основною метою дисципліни є всебічний розвиток компонентів перекладацької комунікативної компетенції задля виконання різноспрямованих за цільовою мовою (українська та англійська) форм та видів економічного перекладу та перекладу текстів засобів захисту інтелектуальної власності, розгалужених за ситуаціями письмової мовленнєвої діяльності перекладача як комуніканта-посередника.

Засвоєння жанрово-стилістичних проблем перекладу передбачає опанування таких тем: переклад іншомовних слів і виразів, переклад аббревіатур і скорочень. (Види аббревіатур та скорочень), переклад сталих необразних фраз, переклад образної фразеології, переклад метафоричних термінів, переклад розмовних елементів в англійських наукових та науково-популярних економічних текстах, особливості вживання англійського особового займенника “I” в наукових статтях.

Переклад економічних текстів передбачає отримання навичок відтворення публіцистичних текстів економічного спрямування (засвоєння термінології, вивчення лексичних, граматичних та стилістичних особливостей таких текстів).

Для перекладу та лінгвістичного аналізу текстів студенти можуть користуватись словниками та додатковими джерелами за посиланнями: <https://www.multitran.com/>, <https://dictionary.cambridge.org/ru/>, <https://www.merriam-webster.com/>, <https://www.wipo.int/portal/en/index.html>.

Практичне заняття №1

1. Translation of borrowed words and word-combinations.
2. Translation of the text “A dream of a hydrogen economy”.

Студенти готують теоретичну довідку про іншомовні слова і вирази; виконують переклад речень : 7, 11, 13, 16, 21, 23, 27, 29. (В. Карабан *Переклад англійської наукової і технічної літератури*. – Вінниця : «Нова книга», 2004.), користуючись словником іншомовних слів; вправи.

Exercise 1. Match the following borrowings with their definitions:

1. Ceteris paribus	a) 'by itself' or 'in itself'
2. inter alia	b) at first sight; on first view, before further examination
3. ad hoc	c) a statement, remark, or conclusion that does not follow naturally or logically from what has just been said
4. prima facie	d) for a particular purpose only; lacking generality or justification
5. per se	e) among other things
6. apercu	f) other things being equal
7. non sequitur	g) known to be true independently of or in advance of experience of the subject matter; requiring no evidence for its validation or support
8. a priori	h) an outline, a preliminary or schematic plan, draft, account

Exercise 2. Fill in the necessary borrowed word or expression from the list:

prima facie ('praɪmə 'feɪʃɪ), ad hoc, per se, a priori, apercu, non sequitur, ceteris paribus ('kɛtəɪs 'pɑːrɪbʊs), inter alia,

1. There's no reason to think your expenses will remain the same in a new city.
2. Gaston Boissier, L'Afrique romaine (1895), is a picturesque but somewhat superficial of the principal Roman ruins.
3. It is not the money that makes them unhappy, but the single-minded pursuit of that money.
4. The Council meets on an basis to discuss problems.
5., companies with a lower degree of ownership concentration pay higher compensation to top executives.
6. There is an overwhelming case that the paintings are contraband.
7. He had been a member of the defendant, a mutual society providing,, professional indemnity (компенсація збитків) cover.
8. While neither seem to do anything constructive with their lives, they are involved in several misadventures, mostly resulting in a ending.

Студенти розмежовують поняття: 1) environmentally friendly, 2) alternative energy and 3) renewable energy. Студенти в групах обирають джерело альтернативної енергії і обговорюють його технічні переваги і недоліки, визначаються стосовно найбільш та найменш вигідного джерела альтернативної енергії. Виконують переклад тексту та завдання до нього.

Reading and language



How 'green' is your car?

Cars will carry colour-coded labels warning potential buyers of their impact on climate change, under measures to be launched by the UK government this week. The stickers are based on a car's emissions of carbon dioxide, the gas that scientists have identified as the principal cause of man-made climate change. Four-wheel drives will suffer the ignominy of having to display red stickers, while small, fuel-efficient models will sport labels in shades of green.

▲ Adapted from
The Observer

A Read the news extract and discuss these questions.

- 1 Why are petrol-guzzling four-wheel drives popular with consumers?
- 2 Do you think the British government's labelling initiative will prove effective?
- 3 What initiatives is the government taking in your country? What else could they do?
- 4 What alternatives are there to petrol-driven cars?

B Read the article *A dream of a hydrogen economy*. Identify the four main challenges involved in switching to hydrogen as a source of energy. How would you describe the tone of the article?

C Read the article again and choose the correct definitions for these words and phrases according to the context.

- 1 revving up (paragraph 1)
 - a) making a car engine go much faster
 - b) becoming more active
- 2 fleets (paragraph 2)
 - a) groups of cars owned or controlled by one company
 - b) able to run or move very quickly
- 3 a long shot (paragraph 2)
 - a) an attempt in sport to throw, kick or hit the ball
 - b) worth trying, even though it's unlikely to succeed
- 4 waste (paragraph 3)
 - a) things such as money or skills that should be used effectively, but are not
 - b) unwanted materials or substances that are left after a particular process
- 5 have yet to yield (paragraph 4)
 - a) still have not produced
 - b) have not provided profit from an investment yet
- 6 takes up roughly (paragraph 5)
 - a) fills a particular amount of time or space approximately
 - b) accepts a suggestion, offer or idea in an aggressive way
- 7 match (paragraph 5)
 - a) be equal to something in value, size or quality
 - b) be suitable for a particular person, thing or situation
- 8 rugged enough to withstand (paragraph 6)
 - a) not likely to break easily and strong enough to remain unharmed by heat, cold, pressure, etc.
 - b) be capable of defending yourself successfully against people who attack, criticise or oppose you
- 9 *they* (last sentence of paragraph 9) refers to:
 - a) the Department of Energy
 - b) gas hybrids
- 10 *that* (beginning of paragraph 10) refers to:
 - a) the fact that gas hybrids can't solve the problem
 - b) the fact that a substitute is needed for gasoline

A dream of a hydrogen economy


by Robert F. Service

- 1 Switching from fossil fuels to hydrogen could dramatically reduce urban air pollution, lower dependence on oil and reduce the build-up of greenhouse gases that threaten to trigger severe climate change. With those perceived benefits in view, the US, the European Union, Japan and other countries have sunk billions of government dollars into hydrogen initiatives aimed at revving up the technology and propelling it to market.
- 2 Car and energy companies are pumping billions more into building demonstration fleets and hydrogen fuelling stations. The only problem is that the bet on the hydrogen economy is at best a long shot. Recent reports from the US National Academy of Sciences and the American Physical Society conclude that researchers face huge challenges. The transition to a hydrogen economy, if it comes at all, will not happen soon.
- 3 Top of the list of difficulties is finding a simple and economical way to produce hydrogen. Today, by far the cheapest way to produce hydrogen is by using steam and catalysts to break down natural gas into H_2 and CO_2 . But 15 per cent of the energy in natural gas is lost as waste heat during the reforming process. The upshot, according to Pete Devlin, who runs a hydrogen production programme at the US Department of Energy, is that it costs \$5 to produce the amount of hydrogen that releases as much energy as a gallon of gasoline.
- 4 In addition to stripping hydrogen from fossil fuels, DOE and other funding agencies are backing innovative research ideas to produce hydrogen with algae, use sunlight and catalysts to split water molecules directly and siphon hydrogen from agricultural waste and other types of 'biomass'. Years of research in all these areas, however, have yet to yield decisive progress.
- 5 If producing hydrogen cheaply has researchers scratching their heads, storing enough of it on board a car has them utterly confused. Because hydrogen is the lightest element, far less of it can fit into a given volume than other fuels. At room temperature and pressure, hydrogen takes up roughly 3,000 times as much space as gasoline containing the same amount of energy. That means storing a useful amount in a fuel tank requires compressing it, liquefying it or using some other form of advanced storage system. Unfortunately, pressurised gas tanks are bulky, taking up to four times the volume of a conventional fuel tank to match the driving distance of a gasoline engine.
- 6 Another area in need of progress is the fuel cells that convert hydrogen to electricity. Fuel cells have been used to power spacecraft, but their high cost and other drawbacks have kept them out of everyday applications such as cars. Various technical challenges – such as making them rugged enough to withstand the shocks of driving and ensuring the safety of cars loaded with flammable hydrogen gas – are also likely to make hydrogen cars costlier to engineer and slower to win public acceptance.
- 7 Hydrogen fuel-cell cars also face an obstacle from outside: the infrastructure they need to refuel. If hydrogen is generated in centralised plants, it will have to be trucked or piped to its final destination. But because of hydrogen's low density, transporting the gas over long distances is too inefficient and expensive to be realistic – at least with current technology.
- 8 It will need a massive new hydrogen infrastructure to deliver the goods. For a hydrogen economy to catch on, the fuel must be available in 30 to 50 per cent of filling stations when mass-market hydrogen cars become available, says Bernard Bulkin, the former chief scientist at BP. Energy and car companies are unlikely to spend such sums unless they know mass-produced hydrogen vehicles are on the way. 'We face a chicken-and-egg problem that will be difficult to overcome,' says Michael Ramage, a former executive vice-president of ExxonMobil Research and Engineering, who chaired the NAS hydrogen report.
- 9 Because many of these problems require fundamental breakthroughs, many US researchers question their country's early heavy emphasis on expensive demonstration projects of fuel-cell cars, fuelling stations and other technologies. In response to the litany of concerns over making the transition to a hydrogen economy, Jo Ann Milliken, who heads hydrogen-storage research for DOE, points out that DOE and other funding agencies are not promoting hydrogen to the exclusion of other energy research. She says the inescapable truth is that 'we need a substitute for gasoline: gas hybrids are going to improve fuel economy, but they can't solve the problem'.
- 10 Yet, if that is the case, many energy experts argue, governments should be spending far more money to lower the technical and economic barriers to all types of alternative energy – hydrogen included – and bring it to reality sooner.

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D Discuss these questions.

- 1 The final paragraph of the article mentions types of alternative energy. How many alternative sources of energy are you aware of?
- 2 What are some of the advantages, disadvantages and technological drawbacks of these alternatives?
- 3 Which sources of energy do you predict we will rely on in the future?

 Grammar reference: Discourse devices page 122