

evolutionary leaps, she transformed his "Suprematism" into designs of keen emotional intensity [1].

But Hadid's work did not just extrapolated from canonical suprematism or other influences; her own artistic and architectural inventiveness took those seminal influences into highly original, purely Hadidian territory. In a reaction to the often crushing regularities of industrial Modernism and the leveling impact of normative standards it was Hadid who escaped Euclidean forms early in her career with impure, illegitimate geometries, and then with increasingly liquid shapes and spaces, some stretched like rubber. She works with surprising versatility at all scales in all building types, from her vast urban plan for Singapore to product design: shoes, rings, benches, and even a car.

Unlike the Russian Constructivists, often confused with Suprematists, Hadid is not concerned about the mechanics of architecture, about showing how buildings are fastened. Malevich was a mystic, and Hadid likewise wanted to create a sense of wonder.

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УПРАВЛЕНИЕ РАБОТЫ МОРСКОГО ТРАНСПОРТА

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Port operations management is effected by three channels. The higher channel controls port operations as a whole and includes the operations, commerce, shipping, planning, labour and wages, mechanization, technology, personnel, accounts, administrative, harbour master's and other functional services / departments. The port is headed by the general director who controls the entire port operations. Each department / service is managed by the department head. There are also some deputy general directors. Thus, the deputy general director operational is responsible for the operations, commerce and shipping departments. Safety of shipping and proper order in the port is the responsibility of the harbour master who is a deputy general director at the same time.

The middle channel of management controls cargo handling complexes and other production units of the port, such as port auxiliary service fleet, depots for motor and electric lift trucks, railway and motor cars, etc., repair and maintenance shops, rigging shops and others. The main production units of the port are cargo handling complexes where all loading / unloading operations are carried out. The complexes specialize in handling specific types of cargoes (general cargo, timber, ore, coal, containers, etc.) and in servicing cargo traffic routes. Each cargo, handling complex comprises terminals, complex stevedore gangs, traffic control service, warehouse and open storage personnel, and is headed by the superintendent. The lower channel of the management is involved in a direct control of cargo handling operations on berths and in warehouses. This control is affected by chief stevedores, warehouse superintendents and stevedore gang foremen.

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КРАТКИЙ ОБЗОР АВИАКОСМИЧЕСКОЙ ПРОМЫШЛЕННОСТИ

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There are many interesting professions in the world but I want to tell about a space engineer. The profession is very difficult; it requires the knowledge of physics and maternal sciences principles, which are used for analysis, also knowledge of design, manufacturing and maintenance of mechanical systems is necessary [2]. Moreover, strong computer skills are required, as most of the equipment today is computerized especially in aerospace engineering.

Aerospace engineers design aircrafts, spacecrafts, satellites and missiles. In addition, they test prototypes to make sure that they function according to design.

Aerospace engineers work primarily for firms that are engaged in analysis and design, manufacturing and development, and for federal government. Design of details requires the use of sophisticated computer equipment and software that's why engineers spend more of their time in an office-environment than they have in the past.

Aerospace engineers typically work full time. Engineers who direct projects must often work extra hours to monitor progress, to ensure that the design meets requirements, to determine how to measure aircraft performance, to see that production meets design standards, and to ensure that deadlines are met. Entry-level aerospace engineers usually need a bachelor's degree. At some universities, a student can enroll in a 5-year program that leads to both a bachelor's degree and a master's degree upon completion [1]. A graduate degree will allow an engineer to work as an instructor at a university or to do research and development. Programs in aerospace engineering are accredited by ABET.

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ДОМА НА ВОДЕ

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Living in the modern world people try to go away from stuffy and dusty megalopolises and be near nature. For this reason we can see a lot of different houses in the forests and also on the coast of lakes, seas and other ponds. But some special judges of nature find the decision in constructing houses on the water. House on the water is a real perspective of ordinary dwelling, but it is filled with romanticism, freedom and beautiful view from the window. If we systemize all constructions that are called "houses on the water" we get some types of swimming facilities that we can use for regular accommodation [1].

Float house is the cheapest variant. The pontoons are combined into a single platform, bear a very residential structure. They do not corrode, are well kept afloat. On this basis there is an opportunity of the house construction on the individual project. **Barge** as a living space. Old barges may be converted into living spaces, or you can even order a new barge from the factory for this purpose. This type of housing has already proven itself in the old and new world, but our people are still cautious about

such prospects. **Specialized homes.** These houses are a compromise between a yacht and a private country house, which move within some inner reservoir. It has two floors where you can live and it can move at a speed about 20 km / h. **Landing stage** is a house on concrete platforms that allow you to bring virtually any ideas of the architect. It is one of the most expensive dwellings; landing stages operate autonomously with their own communications, but if it's necessary they can be connected to the municipal communications with special permission. These houses are an excellent decision for those who value their personal space, freedom and privacy, who would like a quiet and comfortable life close to nature.

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ПРОБЛЕМА ВЗАИМОДЕЙСТВИЯ КУЛЬТУР ПРИ МИГРАЦИИ

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Nowadays people throughout the World consider migration as a trivial phenomenon. According to UN statistic, more than 230 billion people today live apart from their birthplace. More often a culture of a host country is different from culture of migrant's motherland. That is why the question arises: should people adapt to a new culture or not?

On the one hand, some people tend to think that migrants should assimilate in a culture of a host country. Probably, these people never heard about phenomenon called «cultural shock» when an immigrant fall into the depression because of influence of new culture. Often these people think cynically about migrants and even hate them, that bias is often considered as racism. As an example of this opinion I want to provide the Canadian mayor statement: «Muslims should understand that they have to adapt to life in Canada rather than Canadians which lavishly welcomed them» [1].

On the other hand, there are people who support an opposite point of view. They tend to think that government of a host country should provide migrants with special living conditions similar to their homeland. These conditions may include special schools, churches, and restaurants for migrants. For example, Russian government builds mosques to support Russian Muslims while national religion is Christianity. At the same time in New York there is a huge district called Brighton Beach which is filled by migrants from Soviet Union and Russian Federation.

Anyway, I think that before migration in a country a migrant should try to get acquainted with a culture in that country to avoid cultural shock and be prepared to plunge in a new culture.

To sum up, I can say that migrants should respect a culture of a host country, while citizens of a host country should show their tolerance to migrants and try to help them to get integrated into a new culture.

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ВАЖНОЕ РЕШЕНИЕ ИЛИ КАК СДЕЛАТЬ ПРАВИЛЬНЫЙ ВЫБОР

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Choosing a career is not simple matter because you choose one of the most important things in your life. Of

course, it's not an easy thing to choose a profession out of more than 2000 existing in the world. It's especially difficult if you like doing different things, if you have different hobbies and interests. Also it is important to suit your career. It's important when your career is your vocation in life. Skill, persistence and many other qualities are required in any job. Everyone has skills and talent but yours may not be so obvious. Make a list of your interests, talents and abilities. Most people have a lot of these but they are undeveloped and may not seem outstanding [2]. By concentrating on a few or on one you may surprise yourself how good you can yet. The interest inventory that follows covers the major fields in which most people find careers: science, art, social service and so on.

But also in modern society there are problems in choosing and finding a job. The problem of youth employment is very actual nowadays. Most of young people in Russia get higher education. They all go to institutes or universities. But the quality of education nowadays leaves much to be desired. As a result the country will have a lot of specialists especially doctors, managers and lawyers. But their quality will be very low [1]. The other problem is that of finding working places for a great number of specialists. The Federal Government should do something about this problem. Creating those places for young people is the burning question now. There must be a lot of new plants, hospitals and other enterprises for all graduates.

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АВАКС СИСТЕМА

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AWACS or Airborne Warning And Control System is a mobile, long-range radar surveillance and control centre for air defense. The system, developed by the U.S. Air Force, is mounted in a specially modified Boeing 707 aircraft which main radar antenna is mounted on a turntable housed in a circular 9 m in diameter, elliptical in cross-section, and 1.8 m deep at its centre. The radar system can detect, track, and identify low-flying aircraft at a distance of 370 km (200 nautical miles) and high-level targets at much greater distances. It also can track maritime traffic, and it operates in any weather over any terrain. An airborne computer can assess enemy action and keep track of the location and availability of any aircraft within range [1]. The communications system, enabling the control of friendly aircraft in pursuit of enemy planes, operates over a single channel, secure from enemy interception that is also relatively immune to jamming because of its high speed. The first production-model AWACS entered service in 1977. The U.S. Air Force uses the AWACS, which it designates as E-3, as a command and control centre for units of its Tactical Air Command and also for command and control activity in its North American Air Defense Command (NORAD). NATO also uses the system. According to the historical fact, the first aircraft with implanted AWACS system was a Soviet turboprop, the Tu-126 Moss, which was succeeded in the 1980s by the jet-powered Ilyushin Il-76 Mainstay. These craft, like the U.S. E-3 Sentry (a converted Boeing 707), carried a large, saucer-shaped radar on the fuselage. Britain's early-warning aircraft was the British Aerospace Nimrod [2].