Одесский Национальный Политехнический Университет

Кафедра информационных систем

Лабораторная работа № 5

по дисциплине: «Веб-технологии и веб-дизайн»

на тему «Использование каскадных таблиц стилей»

Выполнил:

Ст. группы АИ-166

Дидух Э. Г.

Проверили:

Червоненко П. П.

Панькина А. С.

Одесса, 2018

**ЗАДАНИЕ НА ЛАБОРАТОРНУЮ РАБОТУ:**

Практические задания

Обязательное условие: и страницы, и CSS-стили должны быть созданы только с помощью текстового редактора (Блокнот, AkelPad, Notepad++, gedit).

Задание 1

Создайте каталог /css/

Создайте в нем файл main.css

Подключите его ко всем страницам сайта с помощью тега <LINK>.

Задайте по умолчанию следующие параметры для всех страниц (переопределив, тег <body>):

- цвет фона

- размер шрифта

- цвет шрифта

- семейство шрифта (например, Arial)

Задайте по умолчанию следующие параметры для всех абзацев (переопределив, тег <p> и псевдоклассы тега <p>):

- выравнивание абзаца

- размер и цвет первой буквы

Задайте по умолчанию следующие свойства ссылок для всех страниц:

- цвет и оформление ссылки

- цвет и оформление посещенной ссылки

- цвет и оформление активной ссылки

- цвет и оформление ссылки, в момент нахождения курсора мыши над ней

Сделайте отступы от краев страницы:

- отступ от левого края;

- отступ с верху;

- отступ со всех сторон;

Создайте картинки на странице с разным видом обтекания текста.

В комментариях (в файле main.css) поясните эти параметры.

Задание 2

Исходя из задания лабораторной работы №4, создать на сайте 7 страниц с тематикой, соответствующей варианту предыдущей лабораторной работы. Наполнить их текстом, изображениями. Сайты обязательно разделить на header, main body и footer сайта, main body разделить на центр, левую и правую колонки. В левой форма входа и ссылка на страницу регистрации, в правой – ссылки на страницы сайта. Разделение страниц на зоны выполнить только с помощью CSS. Форматировать текст и изображения исключительно тегами, определенными в CSS.

Страницы HTML:

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| default.html |
| <html>  <head>  <link rel="stylesheet" type="text/css" href="css/main.css">  <title>Autofahrer</title>  </head>  <body>  <div class="shell">  <div class="head">    <div class="header">Welcome to Autofahrer.com  </div>    <div class="subheader">Every auto enthusiast's dream  </div>    </div>    <div class="main">    <div class="contents">    <div class="side">    <form action="" method="post">    Username:  <br />  <input name="username" type="text" size="40">    Password:  <br />    <input name="password" type="password" size="40">  <br />  <br />    <input name="LogIn" type="submit" value="Log In" style="width: 100px">    <input name="SignUp" type="button" value="Sign Up" style="width: 100px" onclick="window.location.href='signup.html'">    </form>    </div>    <div class="center">    <p>Welcome, dear visitor, to Autofahrer.com! Here, you will find everything you will ever need if you are into cars.</p>    <p>At the moment, we have a Sign Up form, the top auto brands list, that we hand pick ourselves and update yearly, regularly updated tips and tricks tab,  information on the current market state and a full gallery of your favourite eye candy. And that's pretty much it for now.</p>    <p>But do you even need anything else?</p>    </div>    <div class="side">    <ul class="links">    <li><a href="default.html">Home Page</a></li>  <li><a href="topbrands.html">This year's top brands</a></li>  <li><a href="tips.html">Driver Tips and Tricks</a></li>  <li><a href="market.html">Market state</a></li>  <li><a href="pics.html">Just some Eye Candy</a></li>  <li><a href="about.html">About Us</a></li>    </ul>    </div>    </div>    <div class="footer">For help and extra information, visit    <a href="https://www.google.com">Google</a>    </div>    </div>  </div>  </body>  </html> |

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Worldwide sales reached a record 88 million autos in 2016, up 4.8 percent from a year earlier, and profit margins for suppliers and auto makers (also known as original equipment manufacturers, or OEMs) are at a 10-year high. Nonetheless, viewed through the lens of two critical performance indicators, the industry is in serious trouble.</p>    <p>First, total shareholder return (TSR): Over the last five years, the annual rates of return that the S&P 500 and Dow Jones Industrial Average achieved for investors (including dividends) were 14.8 percent and 10.1 percent, respectively. In that period, average auto maker TSR was only 5.5 percent. Second, return on invested capital: In 2016, the top 10 OEMs returned an anemic 4 percent, about half of the industry’s cost of capital. The leading 100 suppliers have done a little better, just beating their costs of capital to enjoy a small positive return, after many years of negative net returns.</p>    <p>These numbers almost outweigh the positive sales and earnings results. They paint a picture of a sector that is a less attractive or less lucrative place to invest than other industries. This assessment suggests that there will be relatively few winners in the auto industry during the next five years and beyond. Those that do stand out will be the companies that harness their limited capital resources in creative ways, to navigate a still-unfolding and unfamiliar landscape.</p>    <div class="floatleft">  <img id="fit" src="img1.jpg" alt="Automotive operating margins">  </div>    <p>To be sure, rates of return on capital have been a problem endemic to the auto industry for years, which is one reason for the many bankruptcies — or near liquidations — among OEMs and suppliers, particularly in the past decade or so. Surviving automotive companies have famously bent over backward to save pennies on every car or component they make. However, the situation is becoming more dire: The cost of capital is unlikely to come down from its already low inflation-adjusted levels, and new capital outlays are rising for advances in, among other areas, connected car and autonomous driving technology.</p>    <p>Indeed, what is particularly notable about the current wave of innovation in automobiles is not so much the speed with which it has emerged (though that is remarkable) as the breadth of the innovation — how much it is altering the basic contours and features of the traditional automobile and amplifying the difficulty and cost of manufacturing cars. Ubiquitous electronics, a variety of digital services, and novel powertrains and connectivity systems are hastening the need for expensive new parts, components, and functions. For OEMs, the price tag is high — as much as 20 percent greater than the cost of the previous generation of automobiles.</p>    <div class="floatright">  <img id="fit" src="img2.png" alt="Cashback dinamics">  </div>    <p>Consider the car’s interior, until recently a relatively stable component in terms of engineering and value to the automobile. Now, interior surfaces are potential real estate for ambitious enhancements of safety or entertainment. New technologies such as 3D laminated glass, haptic sensors, and augmented reality heads-up displays — which offer drivers alerts, safety aids, and warnings on invisible screens embedded in the windshield — have entered the vocabulary of traditional suppliers. Large navigation and entertainment display screens in the dashboard offer Web-based information and media as well as data arrays picked up from networked roads and other cars. The autonomous car will further up the ante, and soon. It will change the “living space” dimension of automotive interiors. The front seat may be reoriented to face the back seat, so passengers can converse as they would in their living rooms while the car cruises to a destination. Or seats could face a windshield that’s become a large movie screen. Little wonder, then, that vehicle electronics could account for up to 20 percent of a car’s value in the next two years, up from only about 13 percent in 2015.</p>    <p>Innovative software developments may make tomorrow’s vehicles exceptionally expensive: OEMs and suppliers must earmark resources for acquiring new technology and recruiting experienced technical talent. Many of the new features going into cars require the expertise of software engineers, who by and large prefer the ostensibly more dynamic work environments of Silicon Valley startups to those of the automotive industry. As a result, some of the recent mergers and acquisitions in the automobile sector were undertaken to augment in-house technical knowledge and capabilities. For instance, German supplier ZF Group, which paid US$12.4 billion in 2015 to acquire TRW in order to expand into the electronic safety and connectivity market, took a 40 percent stake in vehicle radar supplier Ibeo Automotive Systems in 2016.</p>    <div class="floatright">  <img id="fit" src="img3.png" alt="OEM investments">  </div>    <p>Taken as a whole, innovation-related challenges are reshaping traditional auto industry structures and relationships — in particular, by threatening the existing distribution of profits and the boundaries between OEMs and Tier One or Tier Two suppliers, as well as between automotive and tech companies. Some suppliers will fold, as their business goes away completely, and others will struggle because changes in technology content will bring OEMs or non-automotive suppliers into their markets as new competitors. Decisions about investments and industry alliances that are being made now will determine the dominant positions of tomorrow.</p>  <p>The rising cost of safety and environmental regulations is also a concern for the industry. In the U.S., potential regulatory relaxation under the new administration has stirred at least some hope that higher costs associated with tightened emissions standards might arrive more slowly or even be avoided. However, there is a question whether a change in federal U.S. regulations would make a significant difference because individual U.S. states — and the whole of Europe — can continue to push for stricter standards. In addition, the regulatory requirements in other parts of the world are quickly catching up to those in the more regulated countries. For instance, China now has emissions standards for large cities similar to Europe’s, with only a brief (one- or two-year) grace period for smaller cities. Moreover, the real environmental challenges that underlie these trends are not going away and will ultimately have to be confronted.</p>    </div>    <div class="side">    <ul class="links">    <li><a href="default.html">Home Page</a></li>  <li><a href="topbrands.html">This year's top brands</a></li>  <li><a href="tips.html">Driver Tips and Tricks</a></li>  <li><a href="market.html">Market state</a></li>  <li><a href="pics.html">Just some Eye Candy</a></li>  <li><a href="about.html">About Us</a></li>    </ul>    </div>    </div>    <div class="footer">For help and extra information, visit    <a href="https://www.google.com">Google</a>    </div>    </div>  </div>  </body>  </html> |

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All too often, we forget the basic courtesies, the finer points of driving.  Don't worry. It happens to all of us. Need some help? Then bone up on this conclusive list of everything you need to know to be a better driver.  Before you read, know this isn't the same advice you'd get from typically useless American driver's education. This is real-world, 21st-century stuff that recognizes you use your car as more than entertainment, more than transportation.  You car is a job, a life, a home, a weapon, a buddy. The new rules of the road for driving, owning, parking, and using your car have to reflect that, not some pat rule about following five car lengths behind the vehicle in front of you.  Here's how to make sure you don't make a mess of that somewhat co-dependent relationship.  </p>    <p>Getting set up  Adjust your mirrors, seat, and controls before you put it in gear. Of course, this is where to start. The new angle? Set a memory position if you have one, as many cars now do. And spend some time getting the perfect angle for the rearview and sideview mirrors, because soon they'll all be replaced by cameras, and you'll miss them.  </p>    <p>Keep your insurance card up to date, in your car or on your phone. Many car-insurance carriers now offer electronic identification. Download their app, keep it updated. Check to see if it overrides your passcode in an emergency -- or if you're totes paranoid, set your lock screen to a picture of your policy card. If none of this sounds familiar, make sure you keep the latest, active version of the printed card on your person and not in the car.  Keep your license plate mounted and clear of debris. This is for the rest of us, so we can report you when we need to. But it also will keep you from getting pulled over by the cop who can't see it, and therefore thinks you have something to hide.  </p>    <p>Sit up straight and set the proper driving position. This isn't your living room couch. Hands on the wheel, chest at least a foot away from the airbag module, with the gauges framed by the wheel and a clear line of sight to traffic lights from below the windshield frame.  Prep your workstation. Plug in your phone, and put it and your wallet in a convenient storage bin. You might need them at a stop.  Take an advanced car-control driving school. You're not doing it for the hours, or to get your provisional license. You're doing it so you can respond quickly and correctly when the three cars ahead of you decide to get intimately acquainted with each other.  </p>    <p>Basic courtesy and safety  Use turn signals. You paid for them, use them so we know what's going on, and can prepare for what's about to happen. Side note: it also makes you think more deliberately about what you're doing and what may be in the way.  Pay attention to traffic lights and when they change. Quit with the radio fiddling and talking to your passengers and even dancing or reading. We're all waiting to get through this light, and the chances we'll have to gun through a yellow go up exponentially when you're an engaged driver.  Be aware of elderly drivers that might need a little encouragement. It will be you one day. Be kind.  Don't get up in our grille just because you're late getting home. Your problem becomes our problem when you turn into an aggressive driver with a time-management issue. So you're late: the world will not stop rotating. If it's a true emergency, call 911.  Don't use your SUV or truck to block the view of traffic for normal-size cars. Normal's a tricky word with today's fleet of trucky wagons, but remember, you may be sitting three feet over and ahead of a vehicle simply trying to make a legal turn.  If you're driving an SUV, a truck, or a tall van, pay even more attention. You're responsible for a larger mass and a higher head count than other vehicles. Make sure that matters to you.  Practice installing, and use, your child car or booster seat. Because those kids are your future chauffeurs.  EVERYONE GETS A SEATBELT. This is non-negotiable.</p>    <p>Drive smoothly. This applies to all but emergency circumstances. You can accelerate smoothly without being slow. Steer with purpose, don't just drift around. When you need to brake, do it assertively, not abruptly. Remember: You're piloting a two-ton missile.  Drive with both hands on the wheel, at 9 and 3 o'clock. The proper driving position is not slouched over the wheel, or behind it, with one wandering hand at high noon. Don't pretend you heard something else somewhere else, because you didn't and they were wrong.  Don't pump the brakes if your vehicle has anti-lock control. Or you're missing the point.  Don't drop your clutch at a stoplight or use launch control at a stoplight or stop sign. Those things have a place and time, and that place and time is obviously at Cars & Coffee.  </p>    <p>Leave the stability control on. If you're an expert and know when you need yaw and wheelspin, you should probably be on a closed circuit.  A quick flash of the lights or light horn beep are acceptable, nothing more. Do not treat them as you would an Aldis lamp or a wood instrument. You're not trying to stun the driver into doing your will; you're gently nudging them into participating.  Stop for pedestrians in crosswalks, and pretty much everywhere else too. You don't need a lawsuit from the jackass who decides he needs to toddle across five lanes of traffic, and you don't want to be quoted in a newspaper or a police report.  Give bikes and motorcycles a wider berth than you would other vehicles. Even if they don't abide by the law. Critical Mass and lanesplitters will piss you off, sure, but they're missing out on the joys of things like air conditioning, satellite radio, ventilated seats, and most importantly, airbags.  Drive predictably. When we can tell what you're doing, we can do a better job of driving ourselves. Drive like you're part of a system, not trying to evade one.  Don't ask your tires to work too hard. Contact patches are only about a palm wide. Going 95 into a tight bend? Good luck with that, Mario.  </p>    <p>Turning, merging and exiting  Don't cut across three lanes to get to that gas station/Starbucks/restroom. There's another one at the next exit, we promise.  Don't be the jerk who rides the right lane and cuts in when lanes merge. There's an argument to be made that all drivers should fill all available lanes, even when those lanes merge. Fine--just don't be an idiot and jump in and out of the lanes just to get ahead of one or two vehicles.  When you are turning left, go into the left lane. When you are turning right, go into the right lane. Novel concept, low in intellectual rigor, high in real-world demand.  Don't creep out too far in the intersection. Especially if you know you won't make that light. You end up cutting down the time for the other turn lanes to get their fair chance at a light, and as you know from driving in (your town here), there's always an intersection that falls prey to terrible light timing.  </p>    <p>Going the distance  Take breaks every 90 minutes on long trips. Trite advice, yes, but your bladder has a finite size, and so does your attention span. One day soon you'll have to get used to it anyway, whenever your electric car needs to be topped off.  Make sure you keep pace with other drivers--safely of course. There's a speed limit, then there's the speed we drive. Here's where it pays to be above average, but not the lead rabbit.  Don't use cruise control when it's raining, or snowing, or anything but fair weather. It's a convenience, not a technique.  Watch several cars ahead. Accidents on interstates usually happen when you're not paying attention.  Don't ride the brakes, and don't brake-check other drivers. The big pedal requires just as much nuance as the tall skinny one.  </p>    </div>    <div class="side">    <ul class="links">    <li><a href="default.html">Home Page</a></li>  <li><a href="topbrands.html">This year's top brands</a></li>  <li><a href="tips.html">Driver Tips and Tricks</a></li>  <li><a href="market.html">Market state</a></li>  <li><a href="pics.html">Just some Eye Candy</a></li>  <li><a href="about.html">About Us</a></li>    </ul>    </div>    </div>    <div class="footer">For help and extra information, visit    <a href="https://www.google.com">Google</a>    </div>    </div>  </div>  </body>  </html> |

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| about.html |
| <html>  <head>  <link rel="stylesheet" type="text/css" href="css/main.css">  <title>Autofahrer</title>  </head>  <body>  <div class="shell">  <div class="head">    <div class="header">Welcome to Autofahrer.com  </div>    <div class="subheader">Every auto enthusiast's dream  </div>    </div>    <div class="main">    <div class="contents">    <div class="side">    <form action="" method="post">    Username:  <br />  <input name="username" type="text" size="40">    Password:  <br />    <input name="password" type="password" size="40">  <br />  <br />    <input name="LogIn" type="submit" value="Log In" style="width: 100px">    <input name="SignUp" type="button" value="Sign Up" style="width: 100px" onclick="window.location.href='signup.html'">    </form>    </div>    <div class="center">    <p class="about">I don't really know what you expected from this page</p>    <p class="about">This is an educational project made with absolutely no intention of being used outside the establishment. If you think you can find something worthwhile here... you can't.</p>    <p class="about">Sorry, that's just how it is, hope you're not mad. We just need our practice, y'know.</p>    </div>    <div class="side">    <ul class="links">    <li><a href="default.html">Home Page</a></li>  <li><a href="topbrands.html">This year's top brands</a></li>  <li><a href="tips.html">Driver Tips and Tricks</a></li>  <li><a href="market.html">Market state</a></li>  <li><a href="pics.html">Just some Eye Candy</a></li>  <li><a href="about.html">About Us</a></li>    </ul>    </div>    </div>    <div class="footer">For help and extra information, visit    <a href="https://www.google.com">Google</a>    </div>    </div>  </div>  </body>  </html> |

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| main.css |
| body {  background: #021738; /\*Цвет фона - темно-синий\*/  font-size: 15px; /\*Размер шрифта - 15 пикс\*/  font-family: Arial; /\*Семейство шрифтов - Ариал\*/  color: white; /\*Цвет шрифта - белый\*/  }  p {  text-align: left; /\*Выравнивание текста по левому краю\*/  text-indent: 10px; /\*Отступ в начале абзаца - 10 пикс\*/  }  p::first-letter {  font-size: 120%; /\*Размер первой буквы абзаца - 120%\*/  color: #1f3877; /\*Цвет шрифта - темно-синий\*/  }  p.about {  text-align: left; /\*Выравнивание текста по левому краю\*/  text-indent: 10px; /\*Отступ в начале абзаца - 10 пикс\*/  color: maroon; /\*Цвет шрифта - бордовый\*/  }  p.about::first-letter {  font-size: 120%; /\*Размер первой буквы абзаца - 120%\*/  color: red; /\*Цвет шрифта - красный\*/  }  a:link {  color: #346ac1; /\*Цвет шрифта - темно-голубой\*/  text-decoration: underline; /\*Подчеркивание текста\*/  }  a:visited {  color: #6283d6; /\*Цвет шрифта - бледно-голубой\*/  text-decoration: underline; /\*Подчеркивание текста\*/  }  a:active {  color: #80ff80; /\*Цвет шрифта - бледно-зеленый\*/  text-decoration: underline; /\*Подчеркивание текста\*/  }  a:hover {  color: #00cc00; /\*Цвет шрифта - зеленый\*/  text-decoration: underline; /\*Подчеркивание текста\*/  }  div.shell {  position: absolute; /\*Абсолютная позиция - расположение элемента относительно последнего предка или вьюпорта\*/  left: 5%; /\*Отступ слева - 5% ширины\*/  right: 5%; /\*Отступ справа - 5% ширины\*/  top: 0; /\*Отступ сверху - 0\*/  bottom: 0; /\*Отступ снизу - 0\*/  margin: 5px; /\*Зазор по кругу - 5 пикс\*/  margin-bottom: 20px; /\*Зазор снизу - 20 пикс\*/  margin-top: 20px; /\*Зазор сверху - 20 пикс\*/  width: 90%; /\*Ширина элемента - 90% ширины предка/вьюпорта\*/  }  div.head {  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  }  div.main {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  background-color: white; /\*Цвет фона - белый\*/  }  div.header {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  top: 0; /\*Отступ сверху - 0\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  background-color: #346ac1; /\*Цвет фона - голубой\*/  font-family: "BankGothic Md BT";/\*Семейство шрифтов - BankGothic Md BT\*/  font-weight: bold; /\*Полужирный шрифт\*/  color: white; /\*Цвет шрифта - белый\*/  text-align: center; /\*Выравнивание текста(содержимого) по центру\*/  font-size: 45px; /\*Размер шрифта - 45 пикс\*/  padding-top: 5px; /\*Внутренний отступ сверху - 5 пикс\*/  padding-bottom: 5px; /\*Внутренний отступ снизу - 5 пикс\*/  border-bottom: 4px; /\*Нижняя граница - 4 пикс\*/  border-bottom-style: solid; /\*Стиль нижней границы - цельный цвет\*/  border-color: #e0e8ff; /\*Цвет границы - светлый металик\*/  }  div.subheader {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  top: 0; /\*Отступ сверху - 0\*/  left: 0; /\*Отступ слева - 0\*/  right: 0; /\*Отступ справа - 0\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  background-color: #a9b3cc; /\*Цвет фона - металик\*/  font-family: "BankGothic Md BT";/\*Семейство шрифтов - BankGothic Md BT\*/  color: white; /\*Цвет шрифта - белый\*/  text-align: center; /\*Выравнивание текста(содержимого) по центру\*/  font-size: 25px; /\*Размер шрифта - 25 пикс\*/  padding-top: 3px; /\*Внутренний отступ сверху - 3 пикс\*/  padding-bottom: 3px; /\*Внутренний отступ снизу - 3 пикс\*/  border-bottom: 2px; /\*Нижняя граница - 2 пикс\*/  border-bottom-style: solid; /\*Стиль нижней границы - цельный цвет\*/  border-color: #7a7a7a; /\*Цвет границы - темно-серый\*/  }  div.contents {  display: table; /\*Расположение по шаблону таблицы\*/  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  background-color: white; /\*Цвет фона - белый\*/  }  div.side {  display: table-cell; /\*Расположение по шаблону ячейки таблицы\*/  width: 20%; /\*Ширина элемента - 20% ширины предка/вьюпорта\*/  background-color: #efefef; /\*Цвет фона - светло-серый\*/  font-size: 15px; /\*Размер шрифта - 15 пикс\*/  color: black; /\*Цвет шрифта - черный\*/  padding: 5px; /\*Внутренний отступ по кругу - 5 пикс\*/  padding-left: 10px; /\*Внутренний отступ слева - 10 пикс\*/  }  div.center {  display: table-cell; /\*Расположение по шаблону ячейки таблицы\*/  width: 60%; /\*Ширина элемента - 60% ширины предка/вьюпорта\*/  top: 0; /\*Отступ сверху - 0\*/  left: 20%; /\*Отступ слева - 20% ширины предка/вьюпорта\*/  right: 20%; /\*Отступ справа - 20% ширины предка/вьюпорта\*/  background-color: white; /\*Цвет фона - белый\*/  font-size: 15px; /\*Размер шрифта - 15 пикс\*/  color: black; /\*Цвет шрифта - черный\*/  border-left: 1px; /\*Левая граница - 1 пикс\*/  border-right: 1px; /\*Правая граница - 1 пикс\*/  border-left-style: solid; /\*Стиль левой границы - цельный цвет\*/  border-right-style: solid; /\*Стиль правой границы - цельный цвет\*/  border-color: #7a7a7a; /\*Цвет границы - темно-серый\*/  padding: 5px; /\*Внутренний отступ по кругу - 5 пикс\*/  padding-left: 10px; /\*Внутренний отступ слева - 10 пикс\*/  padding-right: 10px; /\*Внутренний отступ справа - 10 пикс\*/  }  div.footer {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  bottom: 0; /\*Отступ снизу - 0\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  background-color: #1b1e26; /\*Цвет фона - темный металик\*/  font-family: "BankGothic Md BT";/\*Семейство шрифтов - BankGothic Md BT\*/  color: white; /\*Цвет шрифта - белый\*/  text-align: center; /\*Выравнивание текста(содержимого) по центру\*/  font-size: 20px; /\*Размер шрифта - 20 пикс\*/  padding-top: 3px; /\*Внутренний отступ сверху - 3 пикс\*/  padding-bottom: 3px; /\*Внутренний отступ снизу - 3 пикс\*/  border-top: 2px; /\*Верхняя граница - 2 пикс\*/  border-top-style: solid; /\*Стиль левой границы - цельный цвет\*/  border-color: #7a7a7a; /\*Цвет границы - темно-серый\*/  }  ul.links {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  left: -40px; /\*Отступ слева - (-40 пикс)\*/  list-style-type: none; /\*Маркеры списка - пустые\*/  }  #brands {  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  border-collapse: collapse; /\*Слияние соседних границ в одну\*/  }  #brands td, #brands th {  border: 1px solid #7a7a7a; /\*Граница - 1 пикс, цельный цвет, темно-серый\*/  padding: 3px; /\*Внутренний отступ по кругу - 3 пикс\*/  color: black; /\*Цвет шрифта - черный\*/  }  #brands tr:nth-child(even) {  background-color: #eeeeee; /\*цвет фона - светло-серый\*/  }  #brands tr:hover {  background-color: #cccccc; /\*цвет фона - серый\*/  }  #brands th {  padding-top: 5px; /\*Внутренний отступ сверху - 5 пикс\*/  padding-bottom: 5px; /\*Внутренний отступ снизу - 5 пикс\*/  text-align: left; /\*Выравнивание текста по левому краю\*/  background-color: #346ac1; /\*Цвет фона - голубой\*/  color: white; /\*Цвет шрифта - белый\*/  }  h2.header {  text-align: center; /\*Выравнивание текста(содержимого) по центру\*/  color: #346ac1; /\*Цвет шрифта - голубой\*/  font-family: "BankGothic Md BT";/\*Семейство шрифтов - BankGothic Md BT\*/  }  div.floatleft {  float: left; /\*Обтекание текстом с выравниванием по левому краю\*/  width: 500px; /\*Ширина контейнера - 500 пикс\*/  }  div.floatright {  float: right; /\*Обтекание текстом с выравниванием по правому краю\*/  width: 500px; /\*Ширина контейнера - 500 пикс\*/  }  #fit {  width: 500px; /\*Ширина контейнера - 500 пикс\*/  }  div.floatpic {  float: left; /\*Обтекание текстом с выравниванием по левому краю\*/  width: 310px; /\*Ширина контейнера - 310 пикс\*/  margin-right: 10px; /\*Зазор справа - 10 пикс\*/  margin-left: 10px; /\*Зазор слева - 10 пикс\*/  }  div.gallery {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  margin: 5px; /\*Зазор по кругу - 5 пикс\*/  border: 1px solid #ccc; /\*Граница - 1 пикс, цельный цвет, серый\*/  width: 100%; /\*Ширина элемента - 100% ширины предка/вьюпорта\*/  height: 220px; /\*Высота контейнера - 220 пикс\*/  }  div.gallery:hover {  border: 1px solid #777; /\*Граница - 1 пикс, цельный цвет, серый\*/  background-color: #cccccc; /\*Цвет фона - серый\*/  }  div.gallery img {  position: relative; /\*Относительная позиция - расположение элемента относительно его исходного расположения\*/  width: 98%; /\*Ширина элемента - 98% ширины предка/вьюпорта\*/  height: 90%; /\*Высота элемента - 90% высоты предка/вьюпорта\*/  padding: 1%; /\*Внутренний отступ по кругу - 1%\*/  } |

**Выводы:** В данной лабораторной работе мы ознакомились каскадными таблицами стилей CSS. С помощью полученных знаний создали целостный сайт в соответствии с вариантом и требованиям лабораторной работы используя оформление тегов HTML через стили CSS, следовательно цель работы достигнута.