**ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΙΟΥΝΙΟΥ 2019**
**ΜΑΘΗΜΑ ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ ΙV, Δ ΕΞΑΜΗΝΟΥ**

ΘΕΜΑΤΑ

**EXERCISE 1.***Answer one [1] of the following questions in full: (1,5 p.)*
1. What is a safety audit? What are the aims of a safety auditor, as per ISM code?
2. What is the key to risk management/ assessment? How do we calculate risk? What is ALARP?

**EXERCISE 2**.[2 p.]*What is the term for…*
1. the part of the anchor that offers a grip into the seabed?
2. the authority of the Master to make decisions regarding safety and pollution prevention, as per ISM?
3. the capacity of the anchor to remain fixed to the sea bottom?
4. the certificate required for an OOW to work on the bridge, as per STCW?
5. an accident that almost happened?
6. paint used for underwater hull protection?
7. mooring a ship in its allotted place?
8. any fracture or passage-way through which sea ice is navigable by surface vessels?
9. floating ice (7/10 to 8/10 concentration), composed by floes mostly in contact?
10. a circle on a chart centered on the position of the anchor?

**EXERCISE3.***Match the synonyms/ definitions* (0,8 p.)

| **goal, deployment, rupture, dent, countermand, magnitude, liable, proficient, accustomed, reluctance,** |
|---|

1. size, importance
2. skilled in doing/ using something
3. cancel the original command and give a new one
4. bringing into effective action
5. a slight hollow in a hard even surface made by pressure
6. familiar with
7. objective
8. unwillingness to do something

**EXERCISE 4.***Fill in the missing words. Use the words given. There are extra words.*(1 p.)

| **claims, wide berth, predecessor, morale, omitted, clarification, litigation,** <br> **unattended, barriers, availability, integrated, aggravated** |
|---|

- The exchange of information regarding pilotage and the passage plan should include ….(1)… of roles and responsibilities of the master and the pilot.
- The ICS Master/Pilot Exchange Forms should be completed to help ensure ready ….(2)… of the information and that nothing is …. (3)… in error.
- The pilot must be successfully … (4)… into the normal bridge management team
- Mine clearing operation in vicinity of your position. … (5)…requested.
- The ISM code is often linked to …(6)… cases involving maritime incidents.
- The increase in safety management skills improves …(7)… and can lead to an increase in efficiency and a reduction in …(8)…
- Language …(9)… on board create onboard communication problems that can be …(10)… in emergency situations.

**EXERCISE 5.***Fill in the correct prepositions*. (1 p.)
- The PPE is …(1)… your disposal.
- I've worked eight years … (2)…sea, mainly serving … (3)… bulk carriers.
- The Master veered more cable … (4)… receipt of a gale warning.
- Seismic survey …(5)… progress by M/V Atlantic Explorer towing cables within area bounded …(6)… 58-00N 001-56E. Guard vessel …(7)… attendance.
- This is Rotterdam VTS. You are …(8)… anchor … (9)… a wrong position. You must anchor clear …(10)… the fairway.

**EXERCISE 6.** *Match to make correct collocations/ phrases. Write the full phrase in the answer sheet.* (1,5 p)

| plan, factor, pilotage, effect, advantage, ensued, culture, causes, human error, regulations,permit, account,time, lookout, orders |
|---|

1. Contributory ….
2. Competitive ….
3. A short discussion ….
4. Safe conduct of ….
5. Contingency ….
6. Detrimental ….
7. No blame ….
8. Mitigate ….
9. Root ….
10. When circumstances ….
11. Applicable ….
12. Ample ….
13. Execution of ….
14. Take into ….
15. Maintain proper ….

**EXERCISE 7**. READING COMPREHENSION (2,2 p.) *Read the text and do the exercises below.*

### ISM Code Implementation: The bar is set too low*

*By ApostolosBelokas, 12/09/2018, abridged, accessed from  https://safety4sea.com/cm-ism-code-implementation-the-bar-is-set-too-low/

The initial concept behind ISM Code was the introduction of a Safety Management System for a ship operator, leading to certification of office and the ships managed in order to act as a license to trade. The key reason behind it was that if they had the certification, this would introduce a level playing field; in that sense, it may separate the good from the evil, the sheep from the wolves. Let's see the three key reasons, why ISM has failed so far to deliver the promised benefits!

**Reason # 1: Old school thinking**

The initial concept behind the drafting of the code reflected on the culture of that age; specifically the late 80s. In order to understand why this old school thinking is a roadblock towards benefiting from the Code, we can sum up as follows:

- Shipping was different 30 years ago, with smaller, slower ships; less busy ports, more port stay; different crew complement and nationality matrixes; different training needs; different stakeholder needs and above all different charterer needs.
- The level playing field, (each operator and ship issued a certificate as a license to trade) may seem rational but it is rather "naïve" as aiming not to displease the majority of the market the bar was set too low, leaving no separation zone between top and bottom tierperformers.
- We know today that certification is not the best way to develop a level playing field. Compliance and certification based models have failed over the last 20 years in both shipping and other sectors where we have witnessed the rise of the self-assessment and best practice guidance.

**Reason #2 : Monitoring is not existent.** With the introduction of the Code, there was no set of tools introduced to make monitoring deliver in real life. On the absence of any monitoring and detailed standard we have seen in certain sectors, (e.g.Tankers& Dry Bulk) the introduction of vetting; with very detailed inspection standards, well trained inspectors and approval criteria with no certification at all!

**Reason #3 : Lack of proper incentivization.** We have seen a lack of proper incentivization for all stakeholders involved around ISM within the framework of the Code. There is no handicap for the bottom tier performers, those who operate on the lowest acceptable standards onboard and ashore. Statistics indicate that 20% of global shipping is responsible for the 80% of the accidents occurring and ISM provides no light to identify these operators and ships.

**Recap/Conclusion:** From the above, it is evident that something is wrong: We have opted for setting the bar too low and this has back fired on the best segments and stakeholders of the industry. The world has changed significantly over the course of the last 30 years, we are discussing about smart ships and shipping 4.0. Operating on a standard which was designed 30 years ago is like driving a plane, using the mirror of our car, looking backwards. Certainly, there was a vision behind ISM Code and the implementation required, but this has no real value. Ideas without execution are only dreams; while in the real shipping world all stakeholders must live to fight another day!

**A. Match the words underlined in the text to the following definitions:(1)**
1. to write a document that may have changes made to it before it is finished
2. good enough for a particular situation
3. to make a situation fair for all people involved in it
4. making something that has been officially decided start to happen
5. one of several levels in an organization or system
6. person or company that has invested in and has an interest in the success of a system
7. something that stops someone from making progress
8. repeating or giving a summary of what has been said
9. obstacle
10. choose to take a particular course of action

**B. Give short answers to the following questions :(1,2)According to the writer,**
1. What is more successful than compliance and certification based models?
2. What would act as license to trade?
3. What led to the introduction of vetting?
4. Does the ISM help in identifying the ship operators who have a low safety management?

**Οι εισηγήτριες, Μ. Παναγοπούλου, Π. Παπαλεωνίδα**