

ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΦΕΒΡΟΥΑΡΙΟΥ 2024
ΜΑΘΗΜΑ: ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ IV – Δ ΕΞΑΜΗΝΟΥ
ΕΙΣΗΓΗΤΡΙΕΣ: ΙΦΙΓΕΝΕΙΑ ΑΘΑΝΑΣΙΑΔΟΥ – ΠΑΡΑΣΚΕΥΗ ΠΑΠΑΛΕΩΝΙΔΑ

ΘΕΜΑΤΑ

EXERCISE 1. *Maritime knowledge; True/ False quiz.* [2 points]

1. Using standardized communication protocols can help reduce the likelihood of miscommunication.
2. The SMCPs are designed to assist in communication only between ships and port authorities.
3. The SMCPs constitute a recommended guideline and not an STCW requirement.
4. The SMCPs cover communication for emergencies and distress situations.
5. The SMCPs are not relevant for communication between ship crew members.
6. Cultural reasons contribute to insufficient co-ordination between officers and ratings on board.
7. When a team is working on deck in heavy weather, manropes must be laid and the team members must be fastened together.
8. Non-conformities and incidents are primarily reported to the ship's Master and do not require involvement from the company's management.
9. A permit-to-work is only necessary for high-risk ship operations and not for routine tasks.
10. It is a mandatory requirement as per ISM for companies to identify potential risks related to their operations.
11. A bridge team should remain vigilant and actively engage in monitoring the ship's navigation even when a pilot is on board.
12. The Master and crew should not question the decisions or instructions of the pilot during pilotage because this may have an impact on the pilot's performance.
13. The crew relies on the pilot's expertise; there is no need to familiarize themselves with local regulations and conditions when sailing under pilotage in a new area.
14. A hawse pipe serves as a passage through which the anchor chain passes from the deck to the chain locker below.
15. A D-shackle is a type of anchor commonly used on smaller boats.
16. Flukes are the pointed arms or blades at the end of an anchor that dig into the seabed.
17. The chain locker is a storage compartment on the ship where the anchor chain is stored when not in use.
18. One of the situations you will receive a navigational warning is survey vessel towing seismic cable.
19. Bergy bits are pieces of floating circular pieces of ice up to 3m in diameter.
20. Drift ice is stationary and attached to the coast line.

EXERCISE 2. *Fill in the gaps with the words given in the box:* [2 points]

attitude	updated	countermanded	promoting	sustained	litigation	omitted
integrated	diversity	misunderstanding	barriers	mitigated	adopted	clarification
morale	watertight	effective	exchange	reported	aggravated	

- In order to promote __(1)__ and equality in the maritime industry, the IMO, together with the ICS and WISTA produced a booklet, emphasizing the crucial role of __(2)__, especially on the part of male seafarers. By __(3)__ respect, a positive work environment emerges, enhancing team __(4)__ and overall productivity.
- As part of "preparation for arrival in port", the passage plan must be __(5)__ after receiving the Shore to Ship Pilot/Master __(6)__ form. There should also be __(7)__ of roles and responsibilities of the Master and the Pilot. This form should be completed to help ensure that nothing is __(8)__ in error. Also, the pilot must be successfully __(9)__ into the normal bridge management team.
- The Master __(10)__ the course order given by the pilot.
- As a result of the grounding, the vessel __(11)__ damages to the hull but remained __(12)__.

- The ISM code is often linked to __(13)__ cases involving maritime incidents.
- Language __(14)__ create onboard communication problems that can be __(15)__ in emergency situations.
- The risk of __(16)__ on the VHF is high when English is not the first language of the participants. After the collision of the oil tanker *Seafreighter* with the bulk carrier *Huayang Endeavour* in 2017, it was __(17)__ by investigators that the language used in the VHF communication between the two vessels was not precise or simple. Had the watchkeepers __(18)__ the SMCP, confusion risks would have been __(19)__.
- The container ship *Cosco Busan* hit the San Francisco Bay Bridge in 2007, causing pollution. The accident was caused due to lack of __(20)__ communication between the American pilot and the Chinese Master.

EXERCISE 3. Match to make collocations/phrases. Write the word in the answer sheet. [1,5 point]

- | | |
|------------------------------------|------------------------|
| 1. Abort | plan |
| 2. Contingency | waters |
| 3. Equipment | machinery space |
| 4. Closed loop | communication |
| 5. Affirmative | management |
| 6. Mutual | point |
| 7. Confined | anchor |
| 8. Bridge Resource | defects |
| 9. Stockless | understanding |
| 10. Contributory | life lines |
| 11. Rig | error |
| 12. Human | regulations |
| 13. Applicable | certificate |
| 14. Unmanned | reply |
| 15. GMDSS General operator's | factors |

EXERCISE 4 Choose the best answer. Write A or B in the answer sheet. [1,5 p.]

- What is the primary objective of the ISM Code?
 - To prevent piracy and maritime terrorism
 - To ensure safe ship operations and prevent pollution
- Who is responsible for developing and implementing the SMS of a shipping company?
 - The company's management
 - The maritime authority of the country where the company is registered
- The purpose of the ISM includes:
 - Safeguarding the Master in performing safety duties
 - Making employment agreements between shipowners and seafarers
- In order for incidents to be reported by everyone without the fear of punishment, companies should have a
 - Safety culture
 - No blame culture
- Companies should welcome incident reports in order to:
 - understand the precursors to events that are detrimental to safety
 - document the incident record for each seafarer
- When safety management is successful, this leads to a
 - increase in freight rates
 - reduction in claims
- When investigating an incident, you need to analyze
 - the outside factors
 - the root causes

EXERCISE 7. Reading comprehension. Are the statements TRUE or FALSE, according to the text? [1 p.]

Water Ingress Monitor

[text from <https://bulkcarrierguide.com/water-ingress-actions.html>]

Bulk carriers are renowned for sinking fast particularly if loaded with heavy cargoes such as iron ore. The possibility of ingress of sea water into cargo holds poses a potential threat to ships. Masters of bulk carriers should be aware that the purpose of the Water Ingress Monitor (WIM) is to provide the maximum possible early warning of a condition that may seriously threaten the vessel's survival. Bulk carriers, through necessity of the need to carry large volumes of bulk cargo, are fitted with cargo spaces that, in the event of flooding, represent a major loss of buoyancy. Added to this is the possibility that the cargo in the holds may be small in volume but high in density, which allows for a larger volume of water to enter the hold than would be the case for vessels carrying lighter cargoes occupying larger volumes of internal space.

The WIM therefore serves a similar function to a fire alarm. It signals a condition that requires immediate attention and could, if the condition progresses, eventually lead to the need to evacuate the ship. For this reason the performance standard has been written to include many similar features to fire alarm systems. In the event of an alarm sounding the officer of the watch should, without delay, attend to determining its precise nature. As with fire alarms, activation of the WIM should signal the first stage in going to emergency stations. After this first stage, which should include the mustering of all crew at their respective emergency stations, a responsible officer should be detailed to investigate the alarm.

It is important that investigation is carried out responsibly and that the process does not endanger lives. Seafarers have been swept overboard in heavy weather conditions when they have ventured on deck to investigate a known ingress of water. Adverse weather conditions may make such operations extremely dangerous and masters should not commit crew members to open decks unless there is no alternative. In making such a decision masters should consider the value of such action. The purpose of WIM is to make it possible to know the condition in each hold without having to locally investigate. But when the alarm is activated, the master should without delay seek to verify the condition by reference to other indicators:

- Is the vessel taking a list?
- Is the vessel trimming excessively?
- Is anything visible on deck, such as dislodged hatch covers and water emerging from spaces that would otherwise be dry?

These indicators may be provided by such systems as heel and trim indicators as well as draft gauges. It should be remembered that the purpose of the investigation is to determine first that a real alarm situation exists and second the extent to which the situation has progressed.

1. Bulk carriers are not susceptible to sinking rapidly, even when loaded with heavy cargo like iron ore.
2. The WIM in bulk carriers is primarily designed to monitor the temperature of cargo holds.
3. The WIM functions similarly to a fire alarm, signaling a condition that requires immediate attention and may lead to ship evacuation.
4. The crew should muster to their emergency stations immediately after the alarm is activated, without waiting for the problem to be investigated by a designated officer.
5. The purpose of the WIM is to eliminate the need of any investigation to verify flooding by providing real-time information about conditions in each hold.
6. The cargo spaces in bulk carriers, in the event of flooding, have a minimal impact on buoyancy due to the design for carrying small volumes of high-density cargo.
7. Seafarers are encouraged to venture on deck during adverse weather conditions to investigate any known water ingress in bulk carriers.
8. In relation to investigating on deck in adverse weather, the necessity of the operation is key to the Master's decision to assign the job.
9. List and trim are two of the indicators that will give the Master the full picture.
10. The Master should look for identifiable damage on deck, this will give evidence of the cargo hold condition.