

ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΙΟΥΝΙΟΥ 2023  
ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ Ε' ΕΞΑΜΗΝΟΥ

ΟΝΟΜΑΤΕΠΩΝΥΜΟ ΣΠΟΥΔΑΣΤΗ/ΡΙΑΣ .....

*Good luck!!!*

ΘΕΜΑΤΑ

ALL ANSWERS SHOULD BE GIVEN IN THE ANSWERSHEET.

**EXERCISE A. Complete the blanks with the correct word/expression. The first letter is given in bold.** (1.5 p.)

1. Under time charter, the charterer pays **h**..... to the owner for the use of the vessel.
2. Under voyage charter, the charterer pays **f**..... to the owner for the use of the vessel.
3. The period during which loading or discharging takes place is called **l**..... . When this period is exceeded, **d**..... is paid. When this period is saved, **d**..... is paid.
4. A **m**..... is a correspondence document circulated within a company which acts as a reminder and gives information.
5. When **g**..... is declared, the loss is absorbed proportionally by all the parties involved.

**EXERCISE B. True or False? Choose the correct answer.** (1.5 p.)

1. A *Certificate of Competency* is a document issued by the administration which enables the holder to perform the functions at the pertinent level of responsibility. **T/F**
2. Statutory certificates are issued by IMO on behalf of the flag. **T/F**
3. Minutes are a summary of the proceedings of a meeting. **T/F**
4. The *Crew Agreement* is an employment contract between a ship owner and the manning agency. **T/F**
5. The arbitrator settles a legal dispute after a salvage. **T/F**

**EXERCISE C. Choose the correct alternative of the expressions in italics.** (1.2 p.)

1. The certificate is valid until 31-12-2022 *applicable/in accordance/subject* to periodical verification.
2. The port authorities *convicted/confiscated/testified* the contraband.
3. The Safety Management Certificate is issued under the *provisions/authority/appraisal* of SOLAS 1974, as amended.
4. The jury concluded on a *verdict/ruling/precedent* of not guilty.
5. The *demise/lien* clause specifies that cargo can be detained as guarantee until due payment is made.
6. The document used in cases of salvage is called *LOF/LOP*.

**EXERCISE D. Complete the sentences with the correct word/expression. Use the words given.** (1.3 p.)

*aptitude for, underwriter, manning, appeal, bareboat, hefty, increased, exceptional, violations, assumptions, order, praise, imminent*

1. The captain should ..... crew members to enable a high morale.
2. The professional who covers the maritime risk by insuring it is called .....
3. The Court of ..... gave a ..... fine to the company for a number of environmental .....
4. A ship hired without a crew is on ..... charter.
5. As per the ISPS code, Security level 1 is normal, level 2 is heightened, and level 3 is ..... when there is ..... risk of a security incident.
6. You should not make ..... that the approaching ship will take avoiding action in a close-quarters situation.
7. The captain evaluated the cadet's ..... detail.
8. The messman has a low sense of ..... (S) He is inadequate in fulfilling their duties.
9. Reduced ..... leads to ..... workload.

**EXERCISE E. Match to make collocations based on usage.**

**(1.5 p.)**

*occurrence, precedent, loss, perception, drug, stowaway, pool, debt, awareness, tolerance, reward, cover, survey, audit, claim*

- 1. ISPS.....2. P & I.....3. pre-charter..... 4. third-party ..... 5. P & I..... 6. repetitive.....7. legal
- ..... 8. simultaneous ..... 9. ....smuggling 10. .... incident 11. sleep ..... 12. hull & machinery
- .....13. cultural ..... 14. stress ..... 15. insurance .....

**EXERCISE F. Write the words in English for the following acronyms.**

**(1.5 p.)**

Unit 6

ISPS:

SSAS:

SSO:

IRTC:

RPGs:

Unit 7

C/P:

COA:

SHEX:

SHINC:

WWD:

**EXERCISE G. Read about the following court case and put the missing phrases in the correct order. Write the correct letter in the numbered blanks.**

**(1.5 p.)**

**Seafarer claim against shipping company regarding fatigue<sup>7</sup>**

A recent court ruling in Florida Miami, where a Chief Mate brought a claim against Maersk for excessive dangerous working conditions, sets a legal precedent, leaving shipowners to face legal actions from seafarers who believe that working conditions onboard have affected their overall health.

Plaintiff William Skye, 57, was working as Chief Mate onboard a Maersk vessel for a period of four years. During these years the Chief Mate (1) ..... According to Mr. Skye his daily program involved 15.75 hours of work per day, which is also a violation of relevant US regulations.

As a result of the above the Chief Mate was lacking (2) ....., which is an important factor contributing to a seafarer's fatigue, and consequently led to Mr. Skye developing a heart condition leading him to an early retirement.

Furthermore, two former Maersk employees testified that the intensity of the duties related to the position of the Chief Mate made it very difficult if not impossible to (3) .....

The jury concluded on a **\$2.36 million verdict but assessed 75 percent comparative negligence to the Chief Mate which reduced the award to \$590,000.** The jury also found that Skye would be able to work for another 10 years if his condition was not worsened (4) ..... Finally the jury did not find that Maersk had violated any work/rest regulations.

This case draws once more the attention to the working conditions onboard merchant vessels and on whether the actual hours of work/rest required by STCW and other national regulations are actually implemented. Fatigue is continuing to be either the main cause (5) ..... in the worsening of a seafarer's health, not to mention the considerable number of casualties at sea which were the result of fatigue due to overwork.

A. fulfil all tasks without taking over-time	B. was assigned to duties which violated the STCW hours of work/rest
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C. or a contributory factor	D. due to excessive workload	E. consistent and uninterrupted sleep
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*Η εισηγήτρια*

*Αθανασιάδου Ιριγένεια*