

ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΣΕΠΤΕΜΒΡΙΟΥ 2024
ΜΑΘΗΜΑ ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ - Β ΕΞΑΜΗΝΟΥ
ΘΕΜΑΤΑ

EXERCISE A. READING COMPREHENSION. ARE THE FOLLOWING STATEMENTS TRUE OR FALSE? [2 points]

FROM UK P&I club; <https://www.ukpandi.com/news-and-resources/articles/2021/incidents-in-enclosed-spaces/>

The chemical tanker *Chem Hana* (695GT) completed the loading of about 960 tons of acetone at the port of Kanmon and departed at 05:45 on 2 July 2012. The destination was the port of Chiba, in order to load methyl ethyl ketone. Subsequently, the Captain was instructed by the ship operator to instead head for the port of Matsuyama to load 1,000 tons of paraxylene, due to a problem with cargo loading operations at Chiba. The Captain notified the chief officer of the change in the ship's destination and cargo. As there would be insufficient time to clean the tanks if the ship went directly to Matsuyama, the Captain decided to go south to the Bungo Channel for tank cleaning and then continue to Matsuyama.

At around 14:00, the chief officer, bosun, deck hand A and deck hand B started removing the remaining acetone from the cargo tanks' suction wells and pump room strainers. The chief officer instructed deck hands A and B to remove acetone remaining in the suction wells, starting with the No.1 cargo tank and proceeding through the cargo tanks in order. The bosun advised that this would be dangerous because the gas free fan was not operating. However, the chief officer stated there was no danger. Deck hands A and B put on working clothes, rubber gloves, safety shoes and a canister-type breathing. Then, holding plastic buckets and a scoop, deck hands A and B entered the No.1 cargo tank at about the same time, deck hand A on the left and deck hand B on the right. Deck hand B immediately left the cargo tank and returned to the deck to inform the chief officer that there was a strong odour in the tank.

At around 14:20, the chief officer looked into the No.1 cargo tank (left) through a manhole and saw that deck hand A was lying in the bottom of the tank. Immediately, the chief officer, with his canister-type breathing apparatus in place, entered the No.1 cargo tank (left) and apparently lost consciousness himself after one or two minutes. The bosun and deck hand B brought self-contained breathing apparatus from the storeroom in the ship's stern and entered the No.1 cargo tank (left). They carried the chief officer and deck hand A back to the upper deck.

The *Chem Hana* notified the Japan Coast Guard of the incident and asked for assistance. A patrol boat was sent to the ship and transported the chief officer and deck hand A to the town of Suo-Oshima. The two men were then transported to a hospital, the chief officer by ambulance and deck hand A by helicopter. However, tragically, both of them lost their lives. The suspected direct cause of death for both men was asphyxiation due to inadequate oxygen. There were also concerns that acetone poisoning contributed to their deaths.

1. The *Chem Hana* was originally scheduled to load methyl ethyl ketone at the port of Chiba.
2. The ship's operator instructed the captain to head to the port of Chiba after a problem occurred with the cargo loading operations in Matsuyama.
3. The chief officer and deck hands were instructed to remove the remaining acetone from the cargo tanks' suction wells without the gas-free fan operating.
4. Deck hand B immediately left the No.1 cargo tank after entering because he felt sick.
5. The chief officer and deck hand A both died due to acetone poisoning.
6. The bosun suggested that it was dangerous to proceed without the gas-free fan operating, but the chief officer dismissed the concern.
7. The captain decided to clean the tanks in the Bungo Channel before continuing to Matsuyama.
8. Self-contained breathing apparatus (SCBA) was used by the chief officer when he entered the No.1 cargo tank.
9. The chief officer successfully exited the cargo tank after noticing that deck hand A had collapsed.
10. The *Chem Hana* notified the Japan Coast Guard, and the chief officer and deck hand A were transported to a hospital.

EXERCISE B. WRITE THE CORRECT MESSAGE MARKER TO INTRODUCE THE FOLLOWING SENTENCES. [1]
[WARNING, INSTRUCTION, INTENTION, REQUEST, INFORMATION]

1. My cargo is grain.
2. I will alter course.
3. You are running into danger. Dangerous wreck ahead of you.
4. You are obstructing the fairway. Keep clear of the fairway approach. This is VTS.
5. I require tug escort.

EXERCISE C. WRITE THE MISSING WORDS. USE THE WORDS GIVEN. [4]

grabs, conveyor, handling, resuscitation, exceed, trimming, gantry, contain, hacksaw, overcast, deteriorated, drums, breeze, frostbite, precipitation, inventory, attempt, roadstead, alongside, draft

1. Before you treat a victim that suffers from hypothermia you must look for signs of ____.
2. In ship-to-ship transfer of cargo, two ships come ____.
3. The first ____ of the document is circulated to all interested parties for suggestions.
4. The weather has become worse, it has ____.
5. ____ includes rain, snow, etc.
6. Give the casualty cardiopulmonary ____, if needed.
7. Do not ____ the loading rate.
8. The cargo is 200 ____ of coal tar.
9. A strong ____ is a wind force Beaufort 6.
10. The bobcat helps in ____ the bulk cargo inside the hold.
11. ____ cranes load containers in container terminals.
12. A crane with a ____ can discharge coal.
13. A ____ belt system can load minerals.
14. Every month the chief steward has a/an ____ of the food reserves onboard.
15. The fire is toxic. Do not ____ to extinguish the fire.
16. The ____ capacity of the ore loader is 1000 cubic meters per hour.
17. When you fight an oil spill at sea, first you have to ____ it with booms.
18. A ____ is a tool for cutting metal.
19. The opposite of clear sky is called ____.
20. The vessel remained at the ____ for 15 days.

EXERCISE D. MATCH TO MAKE COLLOCATIONS. WRITE THE FULL PHRASE IN THE ANSWER SHEET. [1]

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| 1. Cold | magnitude |
| 2. Ship | entry |
| 3. Harmful | Front |
| 4. Water | chandler |
| 5. Prolonged | substances |
| 6. Logbook | blast |
| 7. Earthquake | ingress |
| 8. Notice | officer |
| 9. Classification | society |
| 10. Relieving | of readiness |

EXERCISE E. ANSWER THE FOLLOWING QUESTIONS. [2]

1. WHAT MUST YOU DO IN CASE OF A MAN OVERBOARD ACCIDENT?
2. WRITE 5 WORDS THAT DESCRIBE **SEA STATE** AND 5 WORDS THAT DESCRIBE **WIND FORCE**.

Οι εισηγήτριες, Τίλντα Μεβοράχ, Παρασκευή Παπαλεωνίδα