

ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΙΟΥΝΙΟΥ 2025
ΜΑΘΗΜΑ: ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ – ΕΠΑΝΑΛΗΠΤΙΚΗ ΕΞΕΤΑΣΗ Δ' ΤΕΤΡΑΜΗΝΟΥ
ΕΙΣΗΓΗΤΡΙΕΣ: ΜΕΒΟΡΑΧ ΜΑΤΘΙΑΔΗ

ΟΝΟΜΑΤΕΠΩΝΥΜΟ: _____
 ΓΕΝΙΚΟ ΜΗΤΡΩΟ: _____

Βαθμολογία Γραπτού	Βαθμολογία Προφορικής Εξέτασης	Τελική Βαθμολ. Εξέτασης (Μ.Ο.) Γραπτά + Προφορικά	Υπογραφή Καθηγητή

A. Fill in the gaps with the following words:

aggravate, affirmative, barriers, incidents, instructions, distress, error, competency, vary, Co-ordination, solitary, Watch (12)

- ▶ The Rescue _____ Centre was unable to understand the English spoken by the Officer on _____ of the vessel in _____.
- ▶ 80% of accidents at sea are caused by human _____, with half due to poor communication.
- ▶ English language _____ of seafarers is one of the major problems which has contributed to many accidents and _____ at sea.
- ▶ Language _____ on board are not only a matter of understanding orders or reading _____ properly.
- ▶ Results can _____ greatly from year to year.
- ▶ She enjoys long _____ walks.
- ▶ He said yes, giving an _____ reply.
- ▶ To _____ is to make a bad situation worse.

B. Match to make collocations.

(8)

- | | |
|-----------------------|----------------|
| 1. Flag | tongue |
| 2. VHF | under pilotage |
| 3. Serious | of Convenience |
| 4. Bridge team | procedures |
| 5. Mother | casualty |
| 6. Manoeuvring | management |
| 7. Contributory | advantage |
| 8. Competitive | factor |

C. Fill in the gaps:

(10)

**intended/ avoidance/ approaching/ "red-to-red"/ acknowledged/
 seriously/ loss/ suffered/ salvage/ headquarters/**

Two vessels, one British and one foreign, were _____ one another in fog, and the latter used VHF radio to call for a _____ passing. Unfortunately the command of English of the Officer on Watch in the foreign ship was limited, for what he actually _____ was to pass starboard to starboard. The call was _____ by the British ship, but neither vessel made use of the phrases in the *Standard Vocabulary* or paid regard to the danger in the use of VHF in collision _____. Both ships were _____ damaged.

Ever Obtain 1993

EVER OBTAIN was a Chinese vessel which had trouble in the Red Sea. It _____ an engine room flood and _____ of power. In order to obtain tug assistance Stavanger Radio was called via Inmarsat. The Stavanger Rescue Co-ordination Centre was unable to understand the English spoken by the officer on board the EVER OBTAIN. After the initial distress call had been received the RCC tried to contact the vessel by Inmarsat and Telex but both methods were unsuccessful. The ship had to contact its own company _____ in Taipei to request assistance which was initially provided by a US Navy missile destroyer, prior to the arrival of a Greek _____ tug.

D. Choose the correct alternative of the words in bold:**(20)**

1. According to my radar, your course does not **fulfill/ comply with** rule 10 of the COLREGs.
2. Have all navigational instruments **in operation/ in service** before entering this area.
3. Your present course is too close to **ingoing/ entering** vessel.
4. **Recover/ recall** your fishing gear. You are fishing in the fairway.
5. You are **approaching/ advancing** a prohibited fishing area.
6. GPS Satellite 4 unusable from 1300 to 1500. Cancel one hour after time of **restoration/ return**. [*= this warning will not be in effect one hour after the system is operational*]
7. Uncharted reef **depicted/ located** in position 44° 30' N/ 042° 52' E.
8. Navigation **closed/ shut** in area South Estuary.
9. Salvage operations in position 44° 33' N/ 042° 53' . Wide **space/ berth** requested. Contact via VHF channel 14.
10. Stand by on VHF channel 12 until pilot **transfer/ transport** is completed.
11. Pilotage has been **suspended/ postponed** until 1300 hours local time.
12. Pilotage has been **restarted/ resumed**. You have permission to wait for the pilot at Buoy no 17.
13. After the occupational accident, which resulted in the Abs serious injury, the crew is suffering from low **morale / morality**.
14. When passing through pirate infested waters, the master must **alert / aware** the crew to the dangers of the passage.
15. Before making the passage plan you must take into **mind / account** local area warnings.
16. Have measures been taken to protect the environment from pollution by the ship and to **satisfy / comply** with anti-pollution regulations?
17. 'Deep-sea officers, with no confined waters experience, need a lot of practice to become **accustomed / customary** to heavy traffic conditions.
18. Small fishing boats in area around **wide berth / roadstead**. Navigate with caution.
19. Nets without buoys in this area. Navigate with **caution / progress**.
20. You are running into **cross / danger**. Shallow waters SE of you.

E. State if the sentences are TRUE or FALSE.

(25)

-----	The Captain holds a <i>Pilotage Exemption Certificate</i> , so the vessel does not require a Pilot.
	Information about anchors is not included in the <i>Ship to Shore Master/Pilot Exchange</i> form.
	Using standardized communication protocols can help reduce the likelihood of miscommunication.
	The SMCPs include standardized phrases for use in written communication only, not for verbal exchanges.
	The SMCPs are designed to assist in communication only between ships and port authorities.
	The SMCPs constitute a recommended guideline and not an STCW requirement.
	The SMCPs cover communication for emergencies and distress situations.
	The SMCPs are not relevant for communication among ship crewmembers.
	Cultural reasons contribute to insufficient co-ordination between officers and ratings on board.
	Crewmembers from different cultural backgrounds do not need to be aware of potential differences in non-verbal communication.
	A near-miss incident refers to an event that had the potential to cause harm but did not result in actual harm or damage.
	Risk assessment is only necessary for high-risk ship operations and not for routine tasks.
	Bridge checklists are useful tools to help ensure that important tasks are not overlooked during navigation.
	Bridge procedures guides provide step-by-step instructions for various navigational and operational tasks.
	The pilot is responsible for the entire navigation of the ship during pilotage, including any mistakes made.
	Good communication between the ship's crew and the pilot is essential for the safe conduct of pilotage.
	A bridge team should remain vigilant and actively engage in monitoring the ship's navigation even when a pilot is on board.
	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.
	The Master should provide the pilot with accurate and up-to-date information about the ship's characteristics and handling.
	The safe conduct of pilotage is a collaborative effort involving both the ship's crew and the pilot.
	A hawsepole serves as a passage through which the anchor chain passes from the deck to the chain locker below.
	The swivel allows the anchor to rotate freely without causing the chain to twist and tangle.
	A D-shackle is a type of anchor commonly used in smaller boats.
	Flukes are the pointed arms of blades at the end of an anchor that dig into the seabed.
	The chain locker is a storage compartment on the ship where the anchor chain is stored when not in use.

F. Write the derivative words of the following

(10)

VERB	NOUN	VERB	NOUN
omit			combination
isolate		secure	
	effectiveness	maintain	
clarify		amend	
issue			exhibition

G. SAY WHAT A CLOSED-LOOP COMMUNICATION IS and WHAT PURPOSE IT SERVES. (15)

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

HAVE A NICE SUMMER!

