

Α.Ε.Ν. ΜΑΚΕΔΟΝΙΑΣ ΣΧΟΛΗ ΠΛΟΙΑΡΧΩΝ ΕΞΕΤΑΣΕΙΣ ΠΕΡΙΟΔΟΥ ΙΟΥΝΙΟΥ 2026 ΜΑΘΗΜΑ: ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ IV – Δ ΕΞΑΜΗΝΟΥ ΕΠΩΝΥΜΟ:..... ΟΝΟΜΑ:.....Α.Γ.Μ..... ΗΜΕΡΟΜΗΝΙΑ: 24/06/2026 ΕΞΕΤΑΣΤ. ΚΑΘΗΓ.: ΚΑΤΣΙΚΟΠΟΥΛΟΥ - ΠΑΠΑΛΕΩΝΙΔΑ			
ΒΑΘΜΟΛΟΓΙΑ ΓΡΑΠΤΟΥ	ΒΑΘΜΟΛΟΓΙΑ ΠΡΟΦΟΡΙΚΗΣ ΕΞΕΤΑΣΗΣ	ΤΕΛΙΚΗ ΒΑΘΜΟΛΟΓΙΑ ΕΞΕΤΑΣΗΣ (ΓΡ+ΠΡ)	ΥΠΟΓΡΑΦΗ ΚΑΘΗΓ.

Reading comprehension text:

The International Safety Management Code (ISM Code) was introduced to improve safety at sea and prevent pollution from ships by ensuring that companies establish **structured** safety management systems. Rather than relying solely on following technical standards, the ISM Code emphasises a safety culture in which both shore-based management and shipboard personnel actively participate in managing risks.

A central element of this approach is the reporting and analysis of near misses. A near miss is defined as an **unplanned** event that did not result in injury, damage, or pollution, but had the potential to do so. While such incidents may appear insignificant at first glance, they often reveal **underlying** weaknesses in procedures, equipment, or human competence. Therefore, systematic reporting of near misses is essential for continuous improvement.

Despite this, underreporting remains a common problem in the maritime industry. Crew members may hesitate to report near misses due to fear of blame, lack of feedback, or the perception that reporting increases workload without tangible benefits. This hesitation **undermines** the effectiveness of the safety management system and prevents organisations from learning valuable lessons.

Risk assessment plays a crucial role in addressing these issues. It involves the identification of hazards, **evaluation** of associated risks, and applying control measures to reduce those risks to an **acceptable** level. On board ships, risk assessments are often carried out before routine and non-routine tasks, such as enclosed space entry, mooring operations, or maintenance work. These assessments should not be treated as a mere formality but as a practical tool to enhance situational awareness and decision-making.

An effective risk assessment process requires **active participation** from all crew members. It should consider not only technical factors but also human and organisational aspects, such as fatigue, communication barriers, and time pressure. Furthermore, lessons learned from near misses should be integrated into future risk assessments, creating a feedback loop that strengthens the overall safety system.

In conclusion, the ISM Code provides a framework for managing safety, but its success depends on genuine engagement from both companies and crews. Encouraging transparent reporting of near misses and conducting meaningful risk assessments are essential steps towards reducing accidents and fostering a **proactive** safety culture at sea.

Exercise 1. True / False Questions (1 p.)

1. The ISM Code focuses only on meeting technical and equipment standards. _____
2. A near miss involves an incident that caused damage or injury. _____
3. Near misses can help identify weaknesses in shipboard operations. _____
4. Crew members always report near misses without hesitation. _____
5. Fear of blame can discourage near miss reporting. _____
6. Risk assessment is only required after an accident has occurred. _____
7. Risk assessments should be carried out before certain shipboard tasks. _____
8. Human factors such as fatigue are irrelevant in risk assessment. _____
9. Lessons from near misses should be used in future risk assessments. _____
10. ISM effectiveness depends on active involvement from both crew and management. _____

Exercise 2. Choose the correct meaning of the highlighted word or phrase. (0,8 p.)

1. The ISM Code emphasises a **structured** safety management system.
A. informal and flexible
B. organised and systematic
C. temporary and short-term
D. independent and optional
2. A near miss is an **unplanned** event.
A. carefully prepared
B. unexpected
C. officially approved
D. frequently repeated
3. Near misses may reveal **underlying** weaknesses.
A. hidden or not obvious
B. recent and modern
C. minor and unimportant
D. external and visible
4. Underreporting **undermines** the safety system.
A. supports and strengthens
B. ignores completely
C. replaces entirely
D. weakens or reduces effectiveness
5. Risk assessment involves the **evaluation** of risks.
A. creation
B. reduction
C. measurement and judgement
D. avoidance
6. Control measures aim to reduce risks to an **acceptable** level.
A. dangerous
B. manageable or tolerable
C. unknown
D. maximum
7. Effective risk assessment requires **active participation**.
A. passive observation
B. limited involvement
C. full and engaged involvement
D. official permission
8. The ISM Code promotes a **proactive** safety culture.
A. reacting only after accidents
B. avoiding all responsibility
C. acting in advance to prevent problems
D. depending on external help

Exercise 3. Complete the sentences using the correct form of the word in CAPITALS. (0,7)

1. The ISM Code promotes the _____ of safe working practices on board ships.
(IMPLEMENT)
2. Crew members may show _____ to report incidents due to fear of blame.
(RELUCTANT)
3. Effective communication is a key factor in accident _____.
(PREVENT)

4. The company is responsible for ensuring full _____ with safety regulations.
(COMPLY)
5. Fatigue can significantly affect a seafarer's _____ and decision-making ability.
(PERFORM)
6. All hazards must be properly _____ before starting the task.
(IDENTIFICATION)
7. The failure to report near misses can have serious _____ for safety management.
(CONSEQUENT)

Exercise 4. Circle the correct choice (A-D). (2 p.)

1. The "bitter end" refers to:

- A. the final stage of an investigation
- B. the last part of an anchor chain
- C. a damaged section of the hull
- D. an emergency towing line

2. A contributory factor is:

- A. the main cause of an accident
- B. an unrelated observation
- C. something that helps cause an event
- D. a safety control measure

3. A contingency plan is:

- A. a daily work schedule
- B. a plan for emergency situations
- C. a maintenance checklist
- D. a cargo loading plan

4. A flag of convenience is:

- A. a flag used for emergency signalling
- B. a temporary registration during repairs
- C. registration under a foreign state for commercial reasons
- D. a safety flag for dangerous cargo

5. The chain locker is:

- A. a storage space for mooring ropes
- B. a maintenance workshop
- C. a control room for navigation
- D. a compartment for anchor chain

6. One third of accidents at sea happen due to _____ command of Maritime English.

- A. intentional
- B. inherent
- C. informal
- D. insufficient

7. The accommodation ladder is rigged in _____ with the pilot ladder.

- A. combination
- B. connection
- C. installation
- D. configuration

8. The pilot must be _____ into the bridge team.

- A. separated
- B. integrated
- C. assigned
- D. included

9. Pilot service is _____ due to fog.

- A. resumed
- B. deployed
- C. suspended
- D. assigned

10. "Stockless" refers to:

- A. Navigation warning
- B. Anchor type
- C. Maintenance tool
- D. Pilot ladder procedure

11. "Disc sander" is used in:

- A. Watchkeeping
- B. Maintenance
- C. Bridge operations
- D. Anchoring

12. "Holding ground" is related to:

- A. Anchor performance
- B. Ship repair
- C. Visibility conditions
- D. Safety reporting

13. "Uncharted shoal reported" is a:

- A. Maintenance issue
- B. Navigation warning
- C. Pilotage instruction
- D. Ice condition reporting

14. "Boarding arrangements" belong to:

- A. Joining and signing off the ship
- B. Pilotage
- C. Anchoring
- D. Engine operations

15. “Bergy bit” is related to:

- A. Safety drills
B. Cargo stowage
C. Berthing
D. Ice navigation

16. “Paint application” is part of:

- A. Cargo separation
- B. Maintenance
- C. Deballasting
- D. Safety reporting

17. The term “lead” is used in:

- A. Ice navigation
- B. Communications procedures
- C. Passage planning
- D. Pilot ladder rigging

18. Affirmative reply means:

- A. A delayed response expressing uncertainty
- B. A neutral response without meaning
- C. A refusal to answer a question
- D. A clear answer of agreement or confirmation

19. *Morale* refers to:

- A. The physical strength of a team or individual
- B. The level of discipline imposed by rules
- C. The confidence, enthusiasm and spirit of a group
- D. The technical competence of a workforce

20. Willingness means:

- A. The ability to work without supervision
- B. The readiness or desire to do something
- C. The obligation to follow instructions regardless of choice
- D. The skill required to perform a task correctly

Exercise 5. Writing. (1,5 p.) Answer both questions in full.

1. Explain the responsibilities and role of the Designated Person Ashore (DPA) according to the ISM Code.
2. What is “closed loop” communication? What is the purpose it serves?

This image shows a full page of white paper with horizontal dotted lines. The lines are evenly spaced and run across the width of the page, providing a guide for handwriting practice. There are no margins, text, or other markings on the page.