

Α.Ε.Ν. ΜΑΚΕΔΟΝΙΑΣ ΣΧΟΛΗ ΠΛΟΙΑΡΧΩΝ – ΕΞΕΤΑΣΕΙΣ ΠΕΡΙΟΔΟΥ ΙΟΥΝΙΟΥ 2025**ΜΑΘΗΜΑ: ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ VI – ΣΤ ΕΞΑΜΗΝΟΥ****ΕΞΕΤ. ΚΑΘΗΓ : Ε. ΞΕΝΙΤΙΔΟΥ – Π. ΠΑΠΑΛΕΩΝΙΔΑ****ΕΠΩΝΥΜΟ:.....ΟΝΟΜΑ:.....Α.Γ.Μ.....****ΗΜΕΡΟΜΗΝΙΑ:**

ΒΑΘΜΟΛΟΓΙΑ ΓΡΑΠΤΟΥ	ΒΑΘΜΟΛΟΓΙΑ ΠΡΟΦΟΡΙΚΗΣ ΕΞΕΤΑΣΗΣ	ΤΕΛΙΚΗ ΒΑΘΜΟΛΟΓΙΑ ΕΞΕΤΑΣΗΣ (Μ.Ο. ΓΡΑΠΤΑ + ΠΡΟΦΟΡΙΚΑ)	ΥΠΟΓΡΑΦΗ ΚΑΘΗΓΗΤΗ

EXERCISE 1. READING COMPREHENSION TEXT: MARPOL VIOLATION INCIDENT (1 point)

In September 2023, the bulk carrier *MV Blue Ocean*, flying the flag of Liberia, was inspected by Port State Control in Rotterdam. During the inspection, officials found that the ship's Oil Record Book (ORB) was inconsistent. It showed no record of bilge water discharge, even though engineers confirmed the Oily Water Separator (OWS) had been used during the voyage.

Further investigation revealed that the crew had discharged oily waste directly into the sea while in international waters. The discharge was illegal, even though it occurred outside territorial waters, because MARPOL applies worldwide. The Master claimed he was unaware of the illegal discharge, but the engine room log showed that the Chief Engineer had ordered the discharge without recording it properly. The company owning *MV Blue Ocean* was fined €200,000, and the ship was detained until a full audit of environmental procedures was completed.

This incident highlights the importance of accurate records and crew awareness of MARPOL regulations. It also shows that violations, even in open sea, can be prosecuted if discovered in port.

1. Why was *MV Blue Ocean* inspected?

- A) It had entered a no-entry zone.
- B) It was reported by another ship.
- C) It was selected for a Port State Control inspection.
- D) It requested emergency assistance.

2. What inconsistency was found during the inspection?

- A) The garbage disposal system was faulty.
- B) The OWS had not been installed.
- C) The Oil Record Book did not match actual operations.
- D) The ballast water treatment report was missing.

3. Why was the discharge of oily waste illegal?

- A) It occurred inside a SECA area.
- B) The crew had not reported the discharge to the IMO.
- C) It happened in a territorial sea.
- D) Required procedures under MARPOL were not followed.

4. Who was responsible for ordering the discharge?

- A) The Chief Officer
- B) The Master
- C) The Chief Engineer
- D) The Port State Control inspector

5. What action was taken after the violation was discovered?

- A) The ship was allowed to continue its voyage in open sea without penalty.
- B) A financial penalty was imposed and the vessel was held in port.
- C) The ship was blacklisted from international waters.
- D) Crew awareness training on MARPOL regulations was given.

EXERCISE 2 – ABBREVIATIONS (1 point) What do the following abbreviations stand for?

- SECA
- PSSA

- VRP
- AMVER
- TML

EXERCISE 3 – COMPLETE THE SENTENCES USING THE FIRST LETTERS AS CLUES (1 point)

- To reduce CO2 emissions, ships are becoming more energy **e**..... through switching to **a**..... fuels.
- **L**..... is a dangerous condition when certain solid cargoes act like liquids due to ship motion. These cargoes, such as mineral **c**..... and processed ores, may have a high **m**..... content.
- Group B cargoes under the IMSBC Code pose chemical **h**....., such as explosion or toxic gas release. These cargoes must be properly **s**..... if incompatible. Group C cargoes, like sand or fine particles, may cause **r**..... problems when inhaled. Iron **o**..... is also Group C – its high density can overstress the **t**..... unless properly distributed.

EXERCISE 4 – FILL IN THE GAPS USING THE WORDS BELOW (4 points).

shipping, omission, contaminated, disposal, harmonized, handover, regulatory, eliminate, status, relieving, adverse, notice, substances, recover, classifying, aviation, re-ignition, divert, bypassing, directives

- Crew found the Oily Water Separator may face prosecution.
- Shipping is considered a greener option than
- EU on ship emissions are followed when the ship visits a European port.
- Vessels may be instructed to towards a distress site when nearby.
- After a fire, always check for to prevent another outbreak.
- The IMDG Code provides a framework for and transporting dangerous goods using UN Numbers and Proper Names.
- clothing must be removed after contact with dangerous
- To prevent continuing navigational mistakes, the officer should check the current of navigational equipment when taking over the watch.
- Before making any major manoeuvres, the bridge should give clear advanced to the engine room. The engines are always at the of the OOW.
- In SAR situations, officers must be trained to survivors even in weather conditions.
- Paris MoU works to unsafe shipping through a port state control system.
- Watch must be handled carefully to ensure no critical goes unnoticed.

EXERCISE 5 – SHORT ANSWERS (3 points)

- What does each MARPOL Annex regulate?
- What is covered under each IMDG Class (1 to 9)?