

FINAL EXAM
English-II (DENG II & MENG II)
Spring 2024-25

Points of attention:

- For each question, the maximum earned points are specified in the question.
- Write clearly! Answers that are not readable are not marked and do not earn marks!
- All answers should be written in English using **blue or black pens** only.
- When finished, submit and sign the question paper to the invigilator.
- Any cheating/copying will result in examination failure.

Exam Duration: 2 hours 15 minutes
Instructor's Name: Anil Kumar
Exam Date: 16/06/2025
Program: DO/ME

	45
	10

Student Information

Name:

ID:

Signature:

Invigilator

Initials:

Student ID checked

Time received:

READING**[20 Marks]****Read the article and answer the questions that follow.****Safety on Board Ships**

Safety is the foundation of maritime operations. The sea can be unpredictable, and ships work in environments where even a small mistake can lead to serious consequences. For this reason, safety at sea is controlled by strict international rules, technical procedures, and a strong safety culture that every crew member — from cadets to captains — must follow.

At the center of maritime safety is the International Safety Management (ISM) Code, which is part of the SOLAS Convention (Safety of Life at Sea). The ISM Code requires every ship to follow a Safety Management System (SMS). This system includes company safety rules, emergency procedures, training requirements, and maintenance routines. The SMS helps ensure the ship is operated safely and that risks are managed in advance.

Before joining a ship, all crew members must complete Basic Safety Training, according to the STCW Convention (Standards of Training, Certification, and Watchkeeping). This training covers fire prevention and firefighting, survival at sea, first aid, and personal safety. Cadets must also pass both theory and practical parts of the training.

Once onboard, all crew must complete Safety Familiarisation. This includes learning about the ship's safety equipment and procedures: where the **muster stations** are, how to use lifesaving equipment, and how fire detection systems work. Wearing the correct Personal Protective Equipment (PPE) — such as safety helmets, gloves, boiler suits, and ear defenders — is required in certain areas like enclosed spaces and engine rooms.

Ships must hold regular safety drills. According to SOLAS Chapter III, each ship must do at least one abandon ship drill and one fire drill every month. During an abandon ship drill, crew members go to the muster station, wearing lifejackets and carrying **immersion suits** in case of exposure and hypothermia. They then practice how to board lifeboats or life rafts. These drills help the crew to evacuate quickly and safely during real emergencies.

Fire drills are just as important. The engine room is especially dangerous because of flammable liquids and high temperatures. Marine engineers must check for fuel leaks, make sure the ventilation systems work, and maintain fixed fire systems like CO₂ flooding systems. Deck officers check the fire control plan, making sure all fire equipment — such as extinguishers, hoses, and emergency escape breathing devices (EEBDs) — is ready for use.

A **permit-to-work** is required when performing dangerous jobs like welding (hot work), working at height, or entering enclosed spaces. A responsible officer must approve the permit after a risk assessment. Gas detectors, proper ventilation, and standby crew must be used to avoid accidents caused by toxic gases or lack of oxygen.

Deck officers are also responsible for navigational safety. According to the COLREGs (International Regulations for Preventing Collisions at Sea), they must keep a proper lookout, use radar and the Automatic Identification System (AIS), and follow safe speed rules. They must also plan each voyage and check weather updates using NAVTEX to avoid storms or crowded sea areas.

In the engine room, safety depends on good watchkeeping routines, checking engine systems regularly, and fixing problems in time. Important equipment includes the steering gear, lubrication systems, and bilge pumps. Any problems must be reported through **non-conformity reports** (NCs), as required by the ISM Code.

Human error is still one of the biggest causes of maritime accidents. That's why building a strong safety culture is so important. This means reporting near misses, having safety talks or **toolbox talks** before tasks, and communicating clearly between departments. A good safety culture is not only about following the rules — it's about understanding why they are important.

In conclusion, safety on ships is not only about individual care. It is part of a well-organized system based on international laws, technical procedures, and teamwork. For Deck Officers and Marine Engineers, knowing and applying these safety rules is not a choice — it is a professional duty. A safe ship is not just efficient and legal — it is a place where everyone protects each other.

(OpenAI, 2025)

Question 1. Circle the correct answer.

(6 marks)

1. What is the main purpose of the ISM Code on ships?
 - a. To manage ship schedules
 - b. To regulate international trade
 - c. To ensure safety and risk management

2. Which convention includes mandatory Basic Safety Training for seafarers?
 - a. MARPOL
 - b. STCW
 - c. ISM

3. Which of the following is **NOT** typically included in Basic Safety Training?
 - a. Personal survival techniques
 - b. Cargo operations
 - c. Fire prevention and firefighting

4. What is required before performing high-risk tasks like hot work or working aloft?
 - a. A non-conformity report
 - b. A safety certificate
 - c. A permit-to-work

5. The role of Deck Officers in navigational safety includes _____.
 - a. repairing main engines
 - b. using radar and AIS for lookout
 - c. conducting oil checks

6. Which statement best reflects the writer's opinion on safety culture?
 - a. Safety rules are too strict for daily operations.
 - b. Safety culture means completing drills quickly.
 - c. Safety culture is about understanding and applying safety principles.

Question 2. Circle the best explanation for the following terms from the text.

(5 marks)

1. Muster station
 - a. Place where the crew eats
 - b. A training room
 - c. Emergency assembly point on board

2. Immersion suit
 - a. A firefighting uniform
 - b. A protective suit for cold water survival
 - c. A waterproof navigation chart

3. Permit-to-work
 - a. A seafarer's license to join a ship
 - b. A permission to do dangerous jobs
 - c. An immigration paper for foreign ports

4. Non-conformity report (NC)
 - a. A written complaint against a crewmate
 - b. A report of poor hygiene in the galley
 - c. A record of an action not following safety procedures

- 5. Toolbox talk
 - a. A safety briefing before carrying out a job
 - b. A crew meeting about ship’s tools
 - c. A lecture on navigation

Question 3. Read the statements. Write T if the statement is True or F if the statement is False. Write NI if there is No Information about the statement in the text.

(5 marks)

Statement	T / F / NI
1. The SOLAS Convention requires two ‘abandon ship’ drills per month.	
2. PPE is unnecessary in enclosed spaces if no dangerous gases are present.	
3. COLREGs require ships to maintain a proper lookout.	
4. Deck officers are responsible for maintaining lifeboats.	
5. A good safety culture means understanding the purpose of safety rules.	

Question 4. Answer the following questions in your own words. Write two to three sentences.

(4 marks)

- 1. Human error is said to be one of the main causes of maritime accidents. Do you agree with this statement? Why or why not?

2. How might poor communication between the deck and engine departments affect safety on board?

Marking Criteria

Score	Criteria
2	Complete and clear answer. Shows good understanding of the passage. Uses own words with relevant details or examples. Grammar and vocabulary are mostly correct.
1	Partially correct answer. Shows some understanding but may miss key details or include vague ideas. Minor grammar or clarity issues.
0	Incorrect, irrelevant, or unclear answer. Does not show understanding of the passage or does not answer the question. Language may be confusing or inaccurate.

LANGUAGE

[20 Marks]

Question 1. Circle the correct answer.

(6 marks)

- Unless the engine is properly maintained, it _____ during long voyages.
a. would fail b. will fail c. would have failed
- When the temperature rises above safety limits, the system automatically _____ down.
a. shuts b. would shut c. would have shut
- If the navigation lights had been switched on, the other vessel _____ us in time.
a. would have seen b. will see c. would see
- When the chief engineer inspects the machinery, he always _____ detailed notes.
a. takes b. would take c. would have taken
- If the officer had followed protocol, the incident _____ avoided.
a. will be b. would be c. would have been
- The team is expected _____ later today.
a. arriving b. to have arrived c. to arrive

Question 2. Complete the following sentences with the correct form of the verbs in brackets. (5 marks)

1. I love Dubai. It is an amazing city. I just wish it _____ (not / be) so expensive.
2. I miss my parents a lot, especially after a long day at sea. If only they _____ (live) closer to me.
3. People often accuse photographers of _____ (be) unethical when they take pictures without others' permission.
4. I didn't check the oil level this morning. I wish I _____ (remember) to do it.
5. The accident is thought to _____ (cause) by bad weather.

Question 3. Complete the following text using the words in the box. There are two extra words. (5 marks)

consult	persuade	congratulate	encourage	criticize	accused
goal	suggest	complain	deny	report	apologise

I had a chance to go for my onboard sea training last year. During the first week of the training, our instructor reminded us that having a clear **1.** _____ was essential for success in the maritime industry. He advised us to **2.** _____ experienced officers whenever we felt unsure about procedures.

One morning, a misunderstanding occurred when a cadet was late to a safety drill. The chief officer **3.** _____ him of ignoring the schedule, but the cadet quickly spoke up to **4.** _____ the allegation. Later, he decided to **5.** _____ to the officer for not informing him about a delay in his cabin.

Another cadet began to **6.** _____ about the food served in the mess hall, saying it lacked variety. Instead of reacting harshly, the kitchen supervisor took it as constructive feedback and didn't **7.** _____ the cadet.

Meanwhile, the instructor continued to **8.** _____ us to support each other, especially during night shifts and emergency drills. He also managed to **9.** _____ one nervous trainee to take the lead in a fire drill — and when the drill ended successfully, he made sure to **10.** _____ her in front of the whole team.

MLO and Bloom's Level of Complexity

Q #	MLO Addressed	Complexity Level	Mark	Remark
RQ. 1	2	Understanding/ Analysing	6	
RQ. 2	2	Understanding/ Analysing	5	
RQ. 3	3	Analysing	5	
RQ. 4	4	Analysing/Creating	4	
LQ. 1	5	Understanding/ Analysing	5	
LQ. 2	3	Analysing/Evaluating	6	
LQ. 3	4	Evaluating	5	
LQ. 4	5	Creating	4	
WQ1	3	Analysing/ Evaluating	5	

References:

ChatGPT, (2025). *Safety on board ships*. [online] OpenAI. Available at: <https://chat.openai.com> [Accessed 21 May 2025].

Dummett, P., et al. (2019). *Life: Student's Book: Upper Intermediate*. 2nd ed. National Geographic Learning.