

**Seagull CES
Test
Reviewer for
Personal
Safety Onboard**

Accidents happen for a reason. Based on what you have seen in this module, what would you say is the cause of most accidents at sea?

- The actions that people take, the so-called "Human element".
- Faulty procedures.
- We cannot avoid danger at sea.
- Lack of training.

According to most authorities, what is the cause of most accidents at sea?

- The human element.
- Lack of training.
- Flaws of convenience.
- Reduction in manning levels.

According to the International Chamber of Shipping, what are the THREE key components to developing an effective safety culture? Select the THREE correct answers:

- Commitment from top management.
- Measuring current performance and behavior.
- Modifying behavior.
- Finding out who is to blame for accidents.

According to this module, where does the ship's safety culture begin?

- The safety and familiarization tour when joining the ship.
- With the ship's SMS.
- With the correct procedures being written.
- With regular Safety Management Team meetings.

According to this module, why is the Galley a potentially dangerous place?

- Because there is a greater risk of slips, trips and falls, and there are many other additional hazards.
- Because galley staff do not usually wear the correct PPE.
- Because galley staff are less aware of safety.
- Because galley staff are not trained about safety in the same way as deck and engine room staff.

Anyone joining a vessel that they are not familiar with should be given a safety equipment and familiarization tour. According to this module, where does this requirement come from?

- The *ISM* Code and *STCW*.
- SIRE* and *OCIMF* requirements.
- The International Chamber of Shipping (ICS).
- MLC* guidelines.

Anyone joining a vessel that they are not familiar with should be given a safety equipment and familiarization tour. Which of the following should this include? Select any answers that you think apply:

- Alarm signals and Muster stations.
- Firefighting equipment.
- Life-saving appliances.
- Any security duties that they have.

How can accidents still happen, even when the correct procedures are followed?

- If there are any "holes" or weaknesses in procedures, accidents can still happen in some circumstances.
- Accidents can never happen if all the procedures are followed.
- There are often a lot of very poor procedures around.
- It is not worth trusting in procedures, you should always decide what is best yourself.

If you need to use a chemical cleaning agent, where can you find complete information about any potential hazards and precautions?

- The Safety Data Sheet for the product.
- On the label of the product.
- In the ship's *SMS* procedures.
- No special precautions are needed if the correct *PPE* is worn.

In a lockout-tagout system, what is the main purpose of the lock and tag?

- To prevent anyone else making equipment you are working on dangerous by trying to re-start or re-energise it.
- To hold valves in the closed position, or isolators and switches in the open position.
- So that the duty officer knows you are working on equipment.
- To give you permission to work on equipment.

What operations does the *ISM* Code cover?

- Operations which could affect safety or cause pollution. ✓
- Only operations that affect safety.
- Only operations conducted at the management level.
- Operations by ship management companies.

When working on electrical equipment, we need to have it isolated. What does this mean?

- We have created a physical separation between the electricity supply and the item to be worked on. ✓
- The equipment is switched off.
- The equipment has a tag on it, where possible.
- We have roped off the area around the equipment.

Which of the following are evidence of a POOR safety culture onboard a ship? Select any options that you think apply:

- People not paying attention to safety briefings. ✓
- No security procedures at the gangway. ✓
- Wearing sports shoes in a recreational area of the accommodation.
- Other people wear *PPE* such as hard hats, when you cannot see any risks.

Why do people need familiarization training every time they join a new ship?

- Because the content of familiarization training will change depending on the type of ship and their job on board. ✓
- Because they are liable to have forgotten how to launch lifeboats and operate rescue equipment.
- Because it is checked during *SIRE* inspections.
- If they are experienced seafarers, they do not need such a tour.

Why should “near miss incidents” be reported?

- To avoid accidents and injuries in the future. ✓
- To comply with the regulations.
- To find the person who was to blame.
- It is best not to report them; it makes the company look like they are having too many incidents.