GUÍA DE ESTUDIO - JEFE DE MAQUINAS					
Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
1	What is the ISM or International Safety Management Code?	An international management code for the safe operation of ships and for pollution prevention as adopted by the IMO.	The International Ship Management Association's code for navigational safety.	The international code for accident prevention and safe working practices.	The international code for transportation of cargoes safely on board ships, as regulated by Marpol Annex III.
2	Under the ISM Code, what is understood by the Shipping Company or "The Company"?	The Owner	The Manager	The Bareboat Charterer	Could be any of the other options.
3	What is meant by a "Safety Management System"?	A system which eliminates all causes for accidents or near misses on board ship.	The implementation on board ship of emergency response training by documented training methods.	A documented shipboard system which lists each and every known shipboard hazard to safety, health and the environment.	A structured and documented system enabling personnel on board to implement the company safety and environment protection policy.
4	Under the ISM code, what is meant by a non-conformity?	Lack of comfort leading to health risks.	Not conforming with safe working practices which may lead to accidents.	A situation which indicates the non-fulfillment of a specific requirement.	A situation where safety awareness or safety equipment is lacking.

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		ISM CODE			
5	What is meant by a major non-conformity under the ISM code?	A fire or explosion hazard or any hazard which poses a threat to life.	A serious threat to the environment due to the discharge of oil, chemicals or toxic substances from the ship.	A total lack of discipline on board whereby the authority of the master is diminished.	A deviation from the ISM code which poses a serious threat to safety of the ship or personnel or to the environment.
6	The safety management objectives of the Company should, among other things, include	continuous improvement of safety management skills of personnel including preparing for emergencies related to safety and environmental protection.	hiring of outside training companies to conduct onboard safety training of its shipboard personnel.	holding life boat drills on alternate lifeboats where boats are lowered into the water every week.	conducting a campaign on board against smoking and introduce smoke free areas on board.
7	The safety management objectives of the Company should, among other things, provide for	shipboard trainers hired from outside the Company who have the required qualifications.	safety working shoes, winter underwear, safety torches and parkas.	safe practices in ship operation and a safe working environment.	supply of all safety equipment within one month of requisition date.

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8	Safety management objectives of the Company should, among other things, establish	a dictatorial regime on board.	a cooperative and informative atmosphere on board.	sources of information concerning operational pollution prevention for joint departmental use and consultation in case of emergency.	safeguards against all identified risks.
9	The SMS (Safety Management System) should ensure, among other things, that applicable codes, guidelines and standards recommended by ..... are taken into account.	the IMO, and Flag-State administrations	Classification Societies	maritime industry organisations	All of the other options.
10	The Safety Management System should ensure in the first place....	that the life saving appliances are well maintained on board.	compliance with mandatory Rules and Regulations.	that all Marpol requirements are complied with.	that Boat and Emergency Station Bills are posted.
11	The ISM code aims to ensure that safe practices are taken into account in ship operation through	written procedures and work instructions.	training by qualified instructors.	videos and books.	regular on board inspections by the Company's shore based personnel.
12	The ISM code aims to ensure that safe practices are taken into account in ship operation through written procedures. These requirements include the following information:-	the defined levels of authority and lines of communication between and amongst shore and shipboard personnel.	the procedures for reporting accidents and non-conformities with the provisions of the Code.	the provisions to prepare for and respond to emergency situations and procedures for internal audits and management review.	All of the other options.

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	ISM CODE				
13	The functional requirement for a Safety Management System is to develop, implement and maintain a system which includes the following :-	1) maintain a correspondence system ship/shore 2) issue the required Letters of Instruction (Fleet Letters) to the ship.	1) a safety and environmental protection policy 2) instructions and procedures to ensure safe operations and protection of the environment.	1) safe navigation and Rules of the Road 2) instructions to masters and chief engineers 3) office staff home telephone numbers.	1) contact addresses and telephone numbers of Port-State Control of countries visited 2) contact addresses of Flag State authorities.
14	Under ISM, the Company should establish ..... to describe how the objectives of the ISM code will be achieved.	a safety and environmental policy	company regulations	company newsletters	circulation of informative guidelines
15	Under the ISM code the Company must ensure that the Safety and Environmental Policy is	known and implemented by all masters and chief engineers.	known by all ships officers.	known and implemented by all Officers and members of the ships crew.	known and maintained at all levels of the organisation both ship based as well as shore based.
16	The safety objectives and requirements of a Company may be ..... standards required by the ISM code.	set above	deviating from	a substitute for	set below
17	A Company's safety management objectives and requirements, which are set above the standards of the ISM code, should be	totally disregarded since not enforceable.	encouraged and supported.	erased as far as excessive standards are concerned.	discouraged.
18	It is the responsibility of the Company to define and document the company's ....., which forms an integral part of the Safety Management System.	trading policy objectives	legal policy objectives	ethics and environment objectives	safety management objectives

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19	Under ISM, the holder of the DOC or Document of Compliance is the company which..... the ship.	owns	has chartered	has mortgaged	has assumed responsibility for the operation of
20	Under ISM, can a company contract with third parties to manage specific ship related activities such as manning, technical support or maintenance?	Yes, it is allowed.	No, it is not longer allowed.	Yes, only for manning.	Yes, only for technical support and manning, not for maintenance.
21	Under ISM, if the Company has subcontracting arrangements for manning, technical support or maintenance, how many Documents of Compliance are to be issued?	Only one DOC can be issued to the Company.	One DOC is issued to the Company and one for each subcontractor.	One DOC is issued to the company and one DOC is issued to the manning company only.	One DOC is issued to the Company and one DOC is required for the maintenance as well as for the technical support company, not for manning.
22	Under ISM, any responsibility imposed on the Company by the ISM Code which is subcontracted.....	becomes the responsibility of that subcontractor.	remains the responsibility of the Company.	becomes the joint responsibility of the Company and the subcontractor.	is to be defined contractual as to who has the responsibility beforehand.
23	Under ISM, during assessment for issue and compliance with a DOC the auditor must be satisfied that the company is in control of.....	the subcontractors' insurance system.	all activities concerning the Safety Management System which have been subcontracted.	the subcontractors' personnel and resources.	the financial portfolio of the subcontractors.

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	ISM CODE				
24	Under ISM, the company should define and document the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention. How?	By wall posters in the accommodation of the affected ships.	By notice sheets to be posted on the notice boards in the Crews and Officers Messroom.	By legal notices in the media, defining the Company Board responsibility and command flow chart.	By charts and/or job descriptions to identify positions related to safety and pollution prevention activities for each functional area.
25	Under ISM, what is the role of the Designated Person as defined by the ISM Code?	To inspect the ship at least once every six months and to report all matters concerning safety and environmental protection to the management.	To write the safety manuals and to follow up on all safety related requisitions requested by the ship.	To ensure the safe operation of each ship and to provide a link between the company and those on board.	To monitor and if necessary to build up better safety relationships between the Authorities and the ship's staff.
26	Under ISM, what kind of support is to be provided to the Designated Person in order to carry out his functions?	An executive salary and a company car	Adequate resources and shore based support	Freedom to travel worldwide at will	All of the other options.
27	Under ISM, the responsibility and authority of the Designated Person should include.....	being a member of the Board of the Company.	having overall control over all company departmental heads.	monitoring the safety and pollution prevention aspects of the operation of each ship.	final control over all shipboard operations and maintenance activities.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
28	Under ISM, what qualifications are required by the Designated Person?	A university degree	Twenty years seagoing experience	A master's certificate	Appropriate knowledge and experience associated with verification and control of safety and pollution prevention requirements of the ISM code
29	Under ISM, is shipboard presence required by the Designated Person?	Frequent lengthy stays on board are required	Every 2 to 3 months	As may be necessary	Is not required at all
30	Under ISM, who is responsible for implementing the Company's Safety and Environmental Policy on board?	The Designated Person	The Master	The senior Officers	The entire crew
31	Under ISM, which methods can the Master use to implement the Company's Safety and Environmental policy?	Implementation of all existing IMO and Marpol rules	At his own discretion taking into account the trading pattern and the workload on the ship, as well as weather conditions	As defined and documented by the Company	He should discuss the methods to be used with the senior officers and the shipboard safety committee
32	Under ISM, how could it be assessed whether or not the Master has effectively implemented the Safety and Environmental Protection policy as defined by the Company?	By the state of cleanliness on board	By judging the morale of the officers and crew on board	Through interviewing officers and crew	By looking at the lifeboats, fire fighting equipment and at the oily water separator

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
33	Under ISM, what methods should be used to motivate the crew to observe the Safety and Environmental protection policy?	Ensure that the crew understand how they will personally benefit from the implementation as well as encouraging perception of ownership.	Ensure that the crew understands the dangers present on board and the heavy fines to be paid for pollution.	Ensure that the crew understands that they will be dismissed and will have to pay their own air fare if they do not observe the policy.	Ensure that copies of the Company's policy are given to all shipboard personnel.
34	Under ISM, the Master must implement the Company's Safety and Environmental policy and should issue appropriate orders and instructions in a clear and simple manner. How should this to be done?	By calling the ship's complement together and give short orders in clear English.	By telling each and every crew member what to do exactly in a clear voice.	By Standing Orders, Bridge night order book, as examples.	Tell what is expected in a casual and amicable way during social gatherings to officers and crew.
35	It is the Master's responsibility to verify that the specific requirements (procedures and instructions) regarding the Safety Management System are observed. Who should actually verify this on board?	The Master	The Master and Officers	The Designated Person.	The Chief Engineer
36	What are the best means of verifying that specified requirements (procedures and instructions) regarding the Safety Management System are observed?	By inspecting the Deck and Engine work book daily by the Master.	By computerising all specified requirements and have an officer assigned as input controller.	By use of a check list for verification of actions/activities of crew members.	By dividing the responsibility amongst officers who have to keep their own Safety Work Book.

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	ISM CODE				
37	It is the Master's responsibility to review the Safety Management System and report its deficiencies to	the Classification Society.	the Port State control of the next port of call.	the Flag State authorities.	the shore based management.
38	The Master's review reporting on the Safety Management system should include any deficiencies and may include.....	proposals for corrective action and recommendations for improving the SMS.	a list of unsatisfactory crew members who are not to be rehired by the Company.	a list of keen and safety and environmental aware crew members who are to be promoted.	the officer's and crew's appraisal reports.
39	Whenever the Master, in his role as the responsible person for on-board safety, finds a deficiency in the Safety Management system relevant to the ships operation, he should....	make note in the log book of this deficiency.	inform the P & I club.	correct the deficiency and make note of the correction applied in the official log book.	inform the Company.
40	When should the Master review the Safety Management System and report to the Company?	The Company should set a standard interval for such reviews	Prior to change of command	Whenever there is a deficiency noted on board	Prior to the arrival of the external auditor every year
41	Should the Master's authority be emphasized in the Safety Management system?	The overriding responsibility of the Master is self evident and need not to be repeated in the SMS.	The Company should ensure that the SMS operating on board the ship contains a clear statement emphasizing the Master's authority.	The Master is to be mentioned as the juridical person in command of the vessel.	The Master is to be mentioned as the Responsible Person in charge of implementing the SMS.

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42	Under ISM, the overriding authority of the Master applies....	in emergency and extreme circumstances.	in normal circumstances.	in case of oil spill clean-ups.	in both normal and extreme circumstances.
43	It should be checked that the Company has documented that the Master has overriding responsibility and authority as required.....	by the International Association of Classification Societies.	by the Company's Main Policy Objective.	by the SOLAS Convention.	by the Shipowner's Trust Fund.
44	Verification of the Master's qualifications should be done firstly by....	medical examination.	drug and alcohol test.	interview of the candidate with emphasis on safety and environmental awareness.	confirmation of the validity of his certificates in compliance with the STCW convention.
45	The Company should ensure that the Master is informed of all requirements relating to safety and environmental protection by.....	reminding him time to time.	having the Designated Person sent on board at specified intervals.	including such requirements in operating instructions.	having the Superintendents prepare monthly information sheets.
46	The Master is to be fully conversant with the Company's SMS and should be informed of all requirements through formal meetings with the.....	shore management.	Port state inspectors.	senior Classification Society surveyors.	P & I club representatives.
47	The Master must be given the necessary support so that he can perform his duties safely. If the Master reports deficiencies in the SMS, the company should.....	make financial assistance available to the Master to correct the deficiencies.	call in outside contractors to look at these deficiencies and rectify/repair the same.	reward the Master for his diligence.	respond to identified deficiencies in the SMS.

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	ISM CODE				
48	The Company should ensure that each ship is manned with ..... seafarers in accordance with national and international requirements.	safety conscious and diligent	intelligent and healthy	drug and alcohol abstaining	qualified, certified and medically fit
49	Manning requirements and qualifications are part of ..... with which the Company should be familiar.	the shipping business	the manpower industry	National and International requirements	crew management responsibilities
50	The Company should establish procedures to ensure that personnel transferred to new assignments related to safety and environment protection are given familiarisation training. What are defined as new assignments?	Another ship	Promotion	A different job	All of the other options
51	Instructions which are essential must be identified, documented and given to newly assigned personnel prior to sailing. What are "essential instructions"?	Those that clearly define the crew members role within the SMS and insure that they are prepared prior taking up their duties on board	SMS manual extracts, the safety manual to be read by each incoming crewmember	The role in the shipboard organisation, dayworker or watchkeeper, which watch assigned to.	Allotting crew cabin, linen, towels, instruction as to use of messrooms and bathrooms
52	Familiarisation for personnel transferred or on new assignments could be accomplished by.....	on board training in a supernumerary capacity.	observing overlap while vessel in port.	visual aids such as manuals, operating instructions and videos.	All of the other options.

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53	The choice and level of detail to assist familiarisation to new or newly assigned crewmembers will depend upon	the rank of the newly assigned crewmember.	the intelligence quotient of the newly assigned crewmember.	the individual experience with the new assignment and the job responsibilities.	the age of the seaman and the number of years worked at sea.
54	If individuals require essential familiarisation prior to sailing....	it will be the Master's duty to assess as such and initiate a training program.	then the company should identify such requirements and develop an appropriate plan.	they cannot take shipboard duty at all until they prove themselves qualified for the job.	they should serve a full contract of at least ten months in a lower rank prior to take up the new position.
55	The Company should ensure that all personnel involved in the SMS have an adequate understanding of relevant rules, regulations, codes and guidelines. How could such information be communicated?	Through written instructions.	Described in the job responsibilities.	Formal discussions with company representatives.	All of the other options.
56	The Company should identify the individual(s) having the responsibility to define training needs appropriate to specific tasks, taking into account....	previous training, experience and required proficiency in operation of the ship.	familiarity with new equipment, familiarity with equipment when transferred to different type vessel.	drills for emergencies, results of internal auditing.	All of the other options.

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57	The Company should establish procedures for the ship's personnel to receive relevant information on the SMS and the amount of documentation should be determined by.....	the size of the Company.	the requirements of the Charterers.	whatever is necessary to ensure that all appropriate shipboard personnel understand their respective roles.	the type of vessel and the trading pattern.
58	Under SMS, sufficient instructions in a suitable language need to be verified, as well as ensuring an understanding of them by the crew. How can this be verified?	The crew is to be recruited in English speaking countries or will have to pass and examination.	Videos on the correct pronunciation of English need to be available on board.	The crew must be proficient in their own national language and have basic understanding of the language in use on board.	By witnessing an exercise.
59	Concerning the ability of the ship's personnel to communicate effectively in the execution of their duties related to the SMS, documented evidence must be available.....	on the procedures required for effective communication and what verification is carried out on board.	on the educational level of each crewmember.	on the medical examination of each crewmember.	on the ability of each crewmember to read and write in English.
60	When developing plans and instructions for key shipboard operations with safety and pollution prevention as primary objectives, the focus is on.....	economy.	finance.	prevention.	response to accidents.
61	Procedures for key shipboard operations should have safety and pollution prevention as primary objectives and should include, among other things.....	methods to lower the lifeboats.	measures to mitigate identified risks.	efficiency of the propulsion machinery.	accuracy of the trim and stability calculations.

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	ISM CODE				
62	Concerning developing plans and instructions for key shipboard operations, it is expected that the Company has identified risks associated with.....	the shipping industry's cost structure.	the carriage of liquid oil cargoes in bulk.	the particular type of vessel and it's trade.	drugs and alcohol misuse.
63	Which of the following tasks and occurrences can be excluded as possible risks to the safety of the ship and pollution of the environment?	Cargo shifting, collision, explosion	Fire, flooding, grounding	Inerting, tank cleaning, gas freeing	Heavy weather damage, loss of propulsion, loss of steering
64	The Company should establish procedures to identify, describe and respond to .....emergency shipboard operations.	potential	theoretical	assumed	occuring
65	A company is expected to have documented emergency procedures applicable for use onboard the particular type ship being operated, including the duties and responsibilities of the crewmembers and.....	the methods of rescue available.	shipboard communication methods available.	the methods of reporting casualties to the Authorities.	the ways of combating a worst case scenario.
66	In addition to routine drills prescribed in International and National regulations, drills should also include.....	emergency situations such as identified potential emergency shipboard situations.	fire drills in port.	boat drills at sea.	diving exercises under the ship.
67	The scope of drills should exercise the company's ashore and on board personnel and develop familiarity with a particular emergency. Documented evidence of drills should exist which demonstrate.....	that all the kinds of drills were carried out.	that the ships staff has followed the correct procedures in notifying the shore staff.	that the Company has been able to respond effectively.	that all shore staff, office staff and subcontractors, manning agents and repair outfits were effectively involved .

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	ISM CODE				
68	The Company should have available shoreside organisational structure, resources means and procedures for communications and equipment for responding to a shipboard emergency. This means that.....	a very large communications network is required.	the Company needs offices spread out over the globe.	a 24-hour contact has to be available.	the office is to be staffed by Emergency Response Teams 24 hours a day.
69	The SMS should include procedures ensuring that ..... are reported to the company, investigated and analysed with the objective of improving safety and pollution prevention?	illness and injury	cargo operations and ballast operations	non-conformities, accidents and hazardous situations	crew changes
70	The Company should have ..... for responding to non-conformities identified from internal audits and during routine operation of the ship.	printed labels	inventory cards	a toll free telephone number	procedures
71	The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with....	the cooperation of the Master.	the approval of the London Salvage Association.	any additional requirements which may be established by the Company.	the by-laws of the relevant P & I club.
72	Objective evidence is required to confirm conformance with established maintenance requirements, inclusive.....	of a computerised planned maintenance system.	of a computerised maintenance program for diesel engines.	of documented procedures and instructions for the onboard work routines and verification of their implementation by the appropriate personnel.	of keeping work record books and inventories of deck and engine departments up to date.
73	Under the SMS, as part of shipboard responsibilities, there should be routine inspections of.....	all machinery and ships equipment in use.	the accommodation.	machinery, ships equipment and structural integrity of the ship.	all crews belongings, luggage and items stowed in crew cabins.

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	ISM CODE				
74	Shipboard personnel, as part of day to day operation of the ship, should be expected to correct non-conformities whenever possible. In this respect, what are "Non-Conformities"?	Damage.	Defects, malfunctioning.	Deficiencies.	Any one the other options.
75	The Company should have procedures established for corrective action. Corrective actions involve solutions which.....	guarantyee that there is no recurrence of a non-conformity.	may reduce or prevent occurrence of a non-conformity.	investigate who was at fault and put the blame on the person(s) involved.	punish the persons guilty of neglect without taking any other action afterwards.
76	The Company should establish procedures under SMS to identify equipment and technical systems of which the sudden failure may result in hazardous operations. Once identified.....	a rigid maintenance program is to be established for this equipment.	tests and other procedures should be established to ensure reliability.	it must be ensured that each and every component of these systems and equipment is carried as spare on board.	these items are checked at least once a week by the Master.
77	The testing and maintenance of stand by equipment and inactive systems associated with alternatives should be part of the Company's maintenance plan. Example of tests are.....	operation of alarms and emergency shut-downs.	pre-arrival and pre-departure tests.	emergency and safety equipments tests (eg EPIRB, VHF, CO2 detectors).	Any or all of the other options.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
		ISM CODE			
78	The Company should establish and maintain procedures to control all documents which are relevant to the SMS. The Company should ensure that: 1) ..... 2) ..... 3)	1) Valid documents are available 2) Changes to documents are reviewed and approved by authorised personnel 3) Obsolete documents are removed promptly	1) Documents are in the Master's safekeeping only 2) Documents are authorised by the Classification Society 3) Documents are authorised by P & I Club.	1) Documents are kept confidential by the Master 2) the Master reviews the documents 3) the Master implements the contents of documents.	1) Documents are approved by authorised personnel 2) Documents are to be reviewed by the Master 3) Documents are to be kept safe.
79	The documents used to describe and implement the SMS may be referred to as the.....	Ship Management Manual.	Safety Management Manual.	Shipboard Instruction Manual.	Ship Maintenance Manual.
80	The Company should carry out ..... to verify whether safety and pollution prevention activities comply with the Shipboard Management System.	inspections by third party consultants	external safety audits	drydock Inspections	internal safety audits
81	SMS Management reviews should be initiated at least by.....	recommendations based on statutory/classification surveys and outdated SMS in the light of new rules/ regulations brought in force.	analysis and investigation of accidents, results obtained due implementation of SMS.	changes in the market strategy, social and environmental conditions.	Any of the other options.
82	Personnel carrying out audits should be ..... the areas being audited.	experts in	familiarised with	independent of	very conversant

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	ISM CODE				
83	A ..... should be issued for every Company complying with the requirements of the ISM code by the Administration, or by the Organisation recognised by the Administration .	Safety Management Certificate	Document of Compliance	International Shipmanagement Certificate	Safety and Environmental Protection Certificate
84	When verified that the Company and its shipboard management operate in accordance with the approved SMS, a ..... should be issued to the ship by the Administration or organisation recognised by it.	Document of Compliance	Safety Management Certificate	Credibility Certificate	Certificate of Responsibility
85	The management personnel responsible for the area audited should take:	Timely corrective action on deficiencies found.	Corrective action on deficiencies found within one year.	Corrective action on deficiencies without any time limit.	None
86	Under the ISM Code the owner must:	Report the full name and details of the Company.	Operate the ships themselves.	Not charter the ship.	None
87	The ISM Code is expressed in broad terms because:	It can have a wide spread application.	It can have a narrow application.	It can have a restricted application.	All of these options.
88	On compliance with the ISM Code, a DOC is issued to:	The Company.	The Manning agent.	The Ship.	The Operator.
89	'Company' means an entity who has agreed to:	Take over all duties and responsibilities imposed by the ISM Code.	Take over all duties and responsibilities imposed only by the MARPOL Convention.	Take over all duties and responsibilities imposed by the STCW Convention.	None
90	In the ISM Code the reference to 'Convention' means:	SOLAS Convention.	MARPOL Convention.	LOADLINE Convention.	All of these options.

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91	What determines the end result in the matter of safety and pollution prevention?	Commitment, competency, attitudes and motivation of individuals at all levels.	Commitment only from the top management.	Only the competency of the seafarers.	Only the motivation created by the Master.
92	The Company is required to designate a person:	All of these options.	To ensure the safe operation of each ship.	To provide a direct link between the Company and those on board.	Who has direct access to the highest level of management.
93	To which of the following ship types does the ISM Code not apply?	All of these options	Warships	Fishing boats	Non-propelled barges
94	The audits and possible corrective actions should be carried out:	In accordance with the documented procedures.	As per the advice of the auditor.	As per the advice of the shipchandler.	As per the suggestion of the ship's agent.
95	The results of the audits and reviews should be brought to the attention of:	All personnel having responsibility for the area involved.	The top management only.	The Master only.	The designated Person only.
96	The Company should define and document, stating the responsibility, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting:	Safety and pollution prevention.	Only the maintenance of the ship.	Only the operations of the ship.	Only the navigation of the ship.
97	For key shipboard operations concerning the safety of the ship and pollution prevention, the Company should establish:	All of these options.	Procedures for the preparation of plans, as appropriate.	Procedures for the preparation of instructions, as appropriate.	Procedures for the preparation of checklists, as appropriate.

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	ISM CODE				
98	An interim SMC may be issued on the delivery of a ship and when a company takes responsibility for a ship that is new to their fleet. What is the validity of such an interim SMC?	Six months	One year	Three months	One month
99	The Company should establish that the master has overriding authority:	For all of these options.	To make decisions with respect to safety of the ship.	To make decisions with respect to pollution prevention.	To request the Company's assistance as may be deemed necessary.
100	On compliance with the ISM Code, a SMC is issued to:	The Ship.	The Company.	The Manning agent.	The Operator.
101	The cornerstone of good safety management is:	Commitment from the top management.	Commitment only from the vendors.	Commitment only from the third party.	Commitment only from the subordinates.
102	What is the window for the intermediate verification audit of a ship for the SMC?	+/- 6 months	+/- 1 month	+/- 3 months	No window
103	What is the threshold of Gross Tonnage that requires a ship to comply with the ISM Code?	500 GT	400 GT	1000 GT	1600 GT
104	The purpose of the ISM Code is to provide:	An international standard for the safe management and operation of ships and for pollution prevention.	Varying standards of safety.	Varying standards of pollution prevention.	None
105	What is the validity of a short-term SMC?	5 months.	6 months.	3 months.	9 months.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
106	"Continuous survey" by a classification society means that...	a vessel's hull and machinery will be completely inspected over a 10 year cycle.	a vessel's hull and machinery will be completely inspected every 2 years.	a vessel's hull and machinery will be completely inspected at "special survey" every 4 years.	a vessel's hull and machinery will be completely inspected over a 5 year cycle.
107	Who is responsible for ensuring that the ship's personnel are able to communicate effectively in the execution of their duties related to the SMS?	The Company.	The ship's agent.	The Charterer.	None of the above.
108	A programme for drills and exercises to prepare for emergency actions should be established by:	The Company	The Port State Control Officer	The Classification Society surveyor.	None of the other options.
109	Who is responsible for establishing and maintaining procedures for identifying any training which may be required in support of the SMS and ensures that such training is provided for all personnnel concerned?	The Company.	The Master.	The Charterer.	The Manning agent.
110	What is the window for the annual periodical audit of a company for the DOC?	+/- 3 months	+/- 1 month	+/- 6 months	No window
111	To ensure that the Company meets its requirements regarding maintenance of the ship and equipment, it should ensure that:	All of these options.	Vessel inspections are held at appropriate intervals.	Any non-conformity is reported, with its possible cause, of known and appropriate corrective action is taken.	Records of these activities are maintained.
112	It is an ISM requirement that all relevant documents:	Should be carried on board.	Should be partly retained in the Company's office.	Should be partly retained in the manning office.	Should be partly retained in the ship's agent's office.
113	Who should should periodically evaluate the efficiency of and, (when needed) review the SMS?	The Company	The auditor	The Flag State officer.	The Port State officer.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
114	The Company should establish procedures by which the ship's personnel receive relevant information on the SMS:	In a working language or languages understood by the ship's personnel.	In a language understood by only a few of the ship's personnel.	In a working language of the flag state.	In a working language of the port state.
115	The SMS should provide for measures ensuring that the Company's organisation can respond at any time to:	All of these options.	At any time to hazardous situations involving its ships	At any time to accidents involving its ships.	At any time to emergency situations involving its ships.
116	What is a "short-term" Safety Management Certificate?	A certificate issued following completion of an audit by the auditor.	A certificate issued for a new ship on delivery by Head Office.	A certificate issued for an existing ship under new management by Head Office.	None
117	The various tasks involved in key shipboard operations should be defined and assigned to qualified personnel by:	The Company.	The Port State Control Officer.	The Classification surveyor.	None of the other options.
118	To carry out their functions, the Company is responsible for ensuring that the designated person is provided with:	Adequate resources and shore-based support.	Adequate manpower.	Adequate computers only.	Adequate personal secretaries only.
119	What is meant by 'Objective Evidence'?	All of these options.	Quantitative or qualitative information which can be verified.	Records or statements pertaining to the SMS which can be verified	Observation, measurements or test records which can be verified.
120	What is meant by the term 'Administration'?	The Flag State.	The Port State.	The Company's administration office.	The Ship's office.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
121	What is the primary legislation on which all other legislation concerning the operation of the ISM Code is based?	SOLAS Chapter IX - Management for the Safe Operation of Ships.	IMO Resolution A.741(18) - International Management Code for the Safe Operation of Ships and for Pollution Prevention.	IMO Resolution A.739(18) - Guidelines for the Authorisation of Organisations acting on behalf of Administrations.	IMO Resolution A.913(22) - Guidelines for the Implementation of the ISM Code by Administrations.
122	The Company should establish and maintain procedures in its SMS to	All of these options.	Identify equipment and technical systems the sudden operational failure of which may result in hazardous situations.	Regular test ship's stand by arrangements and equipment or technical systems that are not in continuous use.	Control all documents and data which are relevant to the SMS.
123	The objective of the ISM Code is to ensure:	All of these options.	Safety at Sea.	Prevention of human injury or loss of life.	Avoidance of damage to property and environment in particular the marine environment.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
124	The Master is responsible:	For all of these options.	For motivating the crew in observation of the safety and environmental policy.	For issuing appropriate orders and instructions in a clear and simple manner.	For verifying that specified requirements are observed.
125	What is meant by 'Observation'?	A statement of fact made during the SMS audit and substantiated by objective evidence.	A statement made on the basis of assumption by the auditor.	A statement made on the basis of assumption by the Superintendent.	None
126	The Code requires that safeguards are established against all identified risks. How would you go about identifying the risks associated with the operation of your ship?	Carry out a form of risk assessment.	Ask the safety officer for his/her views.	Rely on instinct and past experience.	Let the marine superintendent decide.
127	What is the minimum number of manuals required to complete a Safety Management System?	One safety management manual.	None are required.	As many volumes as needed to ensure that the requirements are met.	One manual is required for each operational process.
128	What are the language requirements of the ISM Code?	Knowledge of the English language with emphasis on maritime terms.	Procedures written in a working language or languages understood by the crew.	Compulsory language lessons for all crewmembers.	A language requirement for crew members is not mentioned in the ISM Code.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
	ISM CODE				
129	What is the advantage of fostering a "no-blame" culture?	It guarantees that the number of accidents will be reduced and in some cases eliminated altogether.	With a no-blame culture accidents and dangerous occurrences will be swept under the carpet.	A "no-blame" culture will encourage the reporting of non-conformities which can help improve the safety management system.	In a no-blame culture it is not necessary to report near misses.
130	What is"non-conformity"?	A "non-conformity" describes the Safety Management System.	A "non-conformity" is a report criticising the excessive use of forms and paperwork.	A "non-conformity" describes the non-fulfilment of charter party requirements.	A "nonconformity" is an observed situation where objective evidence indicates the non-fulfilment of a specified requirement.
131	What is the purpose of appointing a Designated Person(s)?	To provide a link between the highest level of management ashore and those on board.	To write and maintain the Safety Management System.	To establish the person responsible for any non-conformity with the Safety Management System.	To motivate the crew in the observation of the company's policies.
132	What is the meaning of the word "observation" as used in the ISM Code?	It is a formal report made by the safety officer during the monthly onboard safety meeting.	It is the ship's position line as calculated by the navigator at noon.	It is the master's report to the Designated Person.	It is a statement of fact made during a safety management audit and substantiated by objective evidence.

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Q. Number	**Question**	**A**	**B**	**C**	**D**
		ISM CODE			
133	The Safety Management System (SMS) needs to be a dynamic system. Why is this true?	A dynamic system allows for adjustments and corrections when the ship's operational and/or crew needs and circumstances change.	In a dynamic system procedures remain fixed so that all concerned know what to expect and what is required.	A dynamic system encourages legislative changes.	A dynamic system avoids the need for check lists and reports.
134	An Interim Safety Management Certificate (SMC) may be issued when a company takes over the management of a ship which is new to the company. For what period of time is such an Interim Safety Management Certificate valid?	One year.	Three months.	Six months.	One month.
135	What procedures should be in place to deal with new personnel and personnel transferred to new assignments related to safety and protection of the environment on board your ship?	They should have at least five years experience in the job before being assigned safety related duties as defined in the STCW convention.	Safety related and environmental protection related duties must only be given to qualified watch keeping officers.	They must be given proper familiarisation with their duties.	They must be in possession of a valid first aid certificate.

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ISM CODE	
ANSWERS	
1	A
2	D
3	D
4	C
5	D
6	A
7	C
8	D
9	D
10	B
11	A
12	D
13	B
14	A
15	D
16	A
17	B
18	D
19	D
20	A
21	A
22	B
23	B
24	D
25	C
26	B
27	C
28	D
29	C
30	B
31	C

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ISM CODE	
ANSWERS	
32	C
33	A
34	C
35	B
36	C
37	D
38	A
39	D
40	A
41	B
42	D
43	B
44	D
45	C
46	A
47	D
48	D
49	C
50	D
51	A
52	D
53	C
54	B
55	D
56	D
57	C
58	D
59	A
60	C
61	B
62	C

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ISM CODE	
ANSWERS	
63	C
64	A
65	B
66	A
67	C
68	C
69	C
70	D
71	C
72	C
73	C
74	D
75	B
76	B
77	D
78	A
79	B
80	D
81	D
82	C
83	B
84	B
85	A
86	A
87	A
88	A
89	A
90	A
91	A
92	A
93	A

GUÍA DE ESTUDIO JEFE DE MAQUINAS	
ISM CODE	
ANSWERS	
94	A
95	A
96	A
97	A
98	A
99	A
100	A
101	A
102	A
103	A
104	A
105	A
106	D
107	A
108	A
109	A
110	A
111	A
112	A
113	A
114	A
115	A
116	A
117	A
118	A
119	A
120	A
121	A
122	A
123	A
124	A

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ISM CODE	
ANSWERS	
125	A
126	A
127	C
128	B
129	C
130	D
131	A
132	D
133	A
134	C
135	C

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ISM CODE
ANSWERS