



UNIVERSITI KUALA LUMPUR
MALAYSIAN INSTITUTE OF MARINE ENGINEERING TECHNOLOGY

FINAL EXAMINATION
JANUARY 2016 SEMESTER

COURSE CODE : LOB 30103
COURSE NAME : SHIP OPERATION LEGISLATION
PROGRAMME NAME : BACHELOR OF MARITIME OPERATION
DATE : 27 MEI 2016
TIME : 08.00 AM – 11.00 AM
DURATION : 3 HOURS

INSTRUCTIONS TO CANDIDATES

1. Please **CAREFULLY** read the instructions given in the question paper.
2. This question paper has information printed on both sides of the paper.
3. This question paper consists of **TWO (2)** sections; Section A and Section B.
4. Answer **ALL** questions in Section A. For Section B, answer **THREE (3)** questions **WITH AT LEAST ONE (1)** question from question 4 or question 5.
5. Please write your answers on the answer booklet provided.
6. Answer all questions in English language **ONLY**.

THERE ARE 4 PAGES OF QUESTIONS, INCLUDING THIS PAGE.

SECTION A (Total: 40 marks)

INSTRUCTION: Answer ALL questions.
Please use the answer booklet provided.

Question 1

As the highest ranking Deck Officer, the Chief Officer will have the ultimate responsibility for the handling of cargo and the efficient running of the ship. On the other hand, Engineering Officers are responsible for propulsion and other ship systems such as electrical power generation plant, lighting, fuel oil, lubrication, water distillation and separation, air conditioning, refrigeration and water systems on board the vessel. Basically, all of the seafarers have to be certified by examination after completing the appropriate qualifying sea time, this team keeps the ship navigate in secure in business. Consequently, list the general qualifications for the seafarers below:

- (a) Deck Officer (5 marks)
- (b) Engineering Officers (5 marks)
- (c) Electro-technical Officer (ETO) (5 marks)
- (d) Deck Rating / Able Seaman / Efficient Deckhand (5 marks)

Question 2

- (a) Explain the roles of Cabotage policy in Malaysia for economics benefits to Malaysian ship owner. (10 marks)
- (b) Based on the Chapter IX of the International Convention for the Safety of Life at Sea (SOLAS) generalizes the main duties of International Safety Management (ISM) Code regard to it implementation in the Malaysia. (10 marks)

SECTION B (Total: 60 marks)

INSTRUCTION: Answer 3(Three) questions only.

Please use the answer booklet provided.

Question 3

- (a) Due to advances in marine technology during the 20th century, the engineering department aboard merchant ships is considered equally important as the deck department. Explain the ranking of the crews for the engineering department regard to 400 meters length of oil tanker. (10 marks)
- (b) Discuss the implementations of the Merchant shipping Ordinance 1952 in Malaysia. (10 marks)

Question 4

- (a) The International Convention for the Safety of Life at Sea (SOLAS) is an international maritime safety treaty. It ensures that ships flagged by signatory States comply with minimum safety standards in construction, equipment and operation. Explain the contents in the SOLAS with regard to the **Chapter XII : Additional Safety Measures For Bulk Carriers**. (10 marks)
- (b) On 1 January 1980, the Malaysian Government had introduced the country Cabotage Policy, which reserves domestic shipping to Malaysian registered vessels. To implement the policy, the Merchant Shipping Ordinance 1952 was amended to introduce Part IIB and the establishment of the Domestic Shipping and Licensing Board (DLSB). Discuss the Domestic Shipping Licensing Board. (10 marks)

Question 5

- (a) The flag state has the authority and responsibility to enforce regulations over vessels registered under its flag. On the other hand Port State Control is the inspection of foreign ships in other national ports by PSC officers (inspectors). Examine the comparison between Flag state control and Port State control.
(10 marks)
- (b) Describes the Port State roles in implementing the various IMO conventions.
(10 marks)

Question 6

- (a) Every boat owner should be aware that the rules surrounding towing and salvage situations fill many volumes of maritime law and span centuries of seafaring history and tradition. Discuss the comparison between salvage and towage.
(10 marks)
- (b) Ship registration is the process by which a ship is documented and given the nationality of the country to which the ship has been documented. It is for the sole purpose of Identity and proof of ownership in International waters. Explain the main purposes of the ship registration.
(10 marks)

END OF QUESTION

