



**UNIVERSITI KUALA LUMPUR**  
**Malaysian Institute of Marine Engineering Technology**

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**FINAL EXAMINATION**  
**FEBRUARY 2025 SEMESTER SESSION**

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<b>SUBJECT CODE</b>	<b>: LMD14502 / LED12402</b>
<b>SUBJECT TITLE</b>	<b>: MARITIME COMMUNICATION ENGLISH</b>
<b>PROGRAMME NAME</b> (FOR MPU: PROGRAMME LEVEL)	<b>: DET IN MARINE ENGINEERING &amp; DET IN ELECTRICAL AND ELECTRONICS (MARINE)</b>
<b>TIME / DURATION</b>	<b>: 09.00 AM – 11.30 AM (2 HOURS 30 MINUTES)</b>
<b>DATE</b>	<b>: 21 JUNE 2025</b>

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**INSTRUCTIONS TO CANDIDATES**

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1. Please read **CAREFULLY** 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 all sections.
5. Please write your answers in this question paper.
6. Answer **ALL** questions in English language **ONLY**.

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**THERE ARE 5 PAGES OF QUESTIONS, EXCLUDING THIS PAGE.**

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**SECTION A (Total: 50 marks)**

**Instruction:**

**A. Produce Step 1 message for the given information, in full spelling. (20 marks)**

1. 309 168 000 - MV French Maiden – BPT8, in position 47° 34.4' N 004° 32.9' W, has transmitted a DSC urgency-alert. She has lost her propeller, and she requests for tug assistance.
2. 636 016 238 - MV Arctic Line – KR5J, in position 27° 28.1' N 005°48.6' W, had an explosion on board. She has had a heavy leakage she is listing. Now, she transmits a distress message on VHF. She requires immediate assistance.

1.	
2.	

**B. Based on the given situation, write the complete message, in full Phonetic Alphabets and Figure Code. Provide your answer on the space given. (30 marks)**

MV Queen Mary (call sign TP4V, MMSI No. 235 675 211) is on fire. Her position is 60° 21' N, 043° 71.2' E. Fire is detected in the superstructure. Fire cannot be extinguished by vessel's own equipment. There is danger that the vessel will explode. Crew consists of 19 members, 4 of whom were injured and 2 were missing.

MV Atlantica (call sign GCK7) received the distress message and able to assist. Her position is 61° 45.6' N, 042° 15' E. Her speed is 15 knots and ETA to distress position is 15 minutes.

**1) Initial Distress Call and Message**

**2) Acknowledgement**

**3) Assistance Information Message**

**4) Acknowledge Response**

**SECTION B (Total: 50 marks)**

**INSTRUCTION:**

**A. Fill in the missing phrases in the correct place in the text. (10 marks)**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• a roll call was held</li> <li>• he was dead on arrival</li> <li>• for the storage of dirty linen</li> <li>• found unconscious</li> <li>• tackled the blaze</li> </ul> | <ul style="list-style-type: none"> <li>• filled with smoke</li> <li>• the careless disposal</li> <li>• after a voyage from Japan</li> <li>• make calls</li> <li>• wearing breathing apparatus</li> </ul> |
|--|--|

A refrigerated ship of some 9/742 gross tons arrived in Port Nelson, New Zealand, early one morning (1) \_\_\_\_\_. That night the crew enjoyed an evening in port and some of the local girls attended a party held on board.

Early the following morning, a fire was discovered in the accommodation, which quickly (2) \_\_\_\_\_. The alarm was raised and the ship's crew (3) \_\_\_\_\_ with hoses until the shore fire brigade arrived. (4) \_\_\_\_\_ and all on board were accounted for except for one deckhand. When the firemen arrived, they searched the accommodation, (5) \_\_\_\_\_. The missing man was (6) \_\_\_\_\_ in his cabin. Despite all the efforts to revive him, (7) \_\_\_\_\_ at the hospital.

The fire was put out with no further casualties. The source of fire was traced to an unoccupied cabin used (8) \_\_\_\_\_. The crew used this cabin to (9) \_\_\_\_\_ as a ship-to-shore telephone had been installed there. The fire officer considered that the most probable cause of the fire was (10) \_\_\_\_\_ of matches and cigarette-ends in the cabin.

**B. Fill in the blanks with the words in the box. Change the word form accordingly. (5 marks)**

- |       |      |        |           |       |
|-------|------|--------|-----------|-------|
| start | lose | worsen | break off | drift |
|-------|------|--------|-----------|-------|

**10/10/2008**

MV Fedra, a 35886 GT, 1984 built bulk carrier, (1) \_\_\_\_\_ engine power and (2) \_\_\_\_\_ drifting toward the coast on the east side of Gibraltar. Tugs deployed to the area but unfortunately the stormy weather (3) \_\_\_\_\_ and the ship (4) \_\_\_\_\_ stern first onto the cliffs just below the lighthouse at Europa Point and the swerved alongside the cliffs. The ship (5) \_\_\_\_\_ in two and the crew was rescued after a dramatic helicopter rescue.

**C. Put the sentences below in the correct order under the correct heading to complete two exchanges between the vessel in distress and distress traffic control station (VTS). (10 marks)**

- I require tug assistance.
- What part of your vessel is aground?
- I cannot establish which part is aground. I will jettison cargo to refloat.
- When do you expect to refloat?
- Report damage.
- What kind of assistance required?
- MV Maniana, position 20° 32' N, 040° 15' W. I am aground.
- I have damage below waterline.
- I expect to refloat when draught decreases.
- MV Alegro, position 15° 34' N, 061° 20' W. I have collided with an unknown vessel.

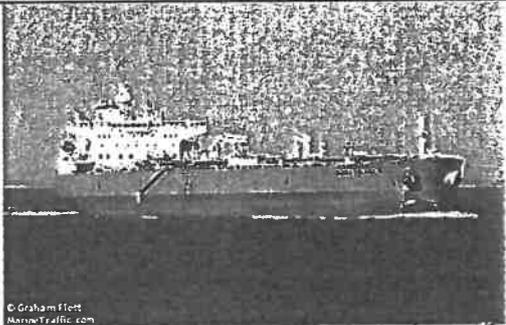
<b>Collision</b>
Vessel: (1)
VTS: (2)
Vessel: (3)
VTS: (4)
Vessel: (5)

<b>Grounding</b>
Vessel: (1)
VTS: (2)
Vessel: (3)
VTS: (4)
Vessel: (5)

**D. Read the information about an accident that happened in Singapore Strait on 25 May 2010 and fill in the report form. (25 marks)**

***Collision in Singapore Strait***

- An oil tanker and a bulk carrier collided in waters between Malaysia and Singapore, spilling an estimated 2,500 tonnes of oil, but traffic in Asia's busiest shipping lane was not affected.
- The Malaysian flagged Aframax class M/T Bunga Kelana 3 [IMO 9178331, built in 1998, DWT 105784] was carrying about 62,000 tonnes of light crude oil. The collision occurred between the tanker and the MV Waily, a bulk carrier registered in St Vincent and the Grenadines [IMO 8221478, built in 1983, DWT 25449], which suffered minor damage. The collision caused a 10-metre gash on the port side of the tanker, the coast guard said. Both vessels are currently anchored away from the incident's site. There were no reports of injuries among the 50 crew members.
- Singapore port authorities said the spill measured about four kilometres by one kilometre and was located six kilometres south of Singapore's south eastern tip at 2:20 pm local time. Singapore and Malaysia activated oil-spill response companies and a clean-up operation involving 20 craft.
- The incident happened in the Traffic Separation Scheme (TSS) of the Singapore Strait, 13 kilometres from the tip of the island nation. Singapore, the world's largest bunkering port and Asia's top oil-trading hub, lies at the south eastern end of the waterway.

INCIDENT DESCRIPTION			
Date:		Location:	
Type of Incident:		Vessels Involved:	
			
Name:	Name:	Name:	
IMO Number:	IMO Number:	IMO Number:	
Flag:	Type:	Flag:	Type:
Cargo:	Built:	Cargo:	Built:
Damage Suffered:	Damage Suffered:	Damage Suffered:	
Current Location:	Current Location:	Current Location:	
<input type="checkbox"/>	Remained at incident site	<input type="checkbox"/>	Remained at incident site
<input type="checkbox"/>	Anchored away from incident site	<input type="checkbox"/>	Anchored away from incident site
<input type="checkbox"/>	Moved to dry dock for repairs	<input type="checkbox"/>	Moved to dry dock for repairs
<b>Incident Severity Rating: (circle as appropriate)</b> Injuries: Yes / No Oil-spill Response: Yes / No IMO Classification: Very Serious Casualty / Serious Casualty			

**END OF EXAMINATION PAPER**

