



UNIVERSITI KUALA LUMPUR
Malaysian Institute of Marine Engineering Technology

FINAL EXAMINATION
OCTOBER 2025 SEMESTER SESSION

SUBJECT CODE	: LOB11103
SUBJECT TITLE	: MARITIME TRANSPORT OPERATIONS
PROGRAMME NAME (FOR MPU: PROGRAMME LEVEL)	: BACHELOR IN MARITIME OPERATIONS (HONOURS)
TIME / DURATION	: 09.00 AM - 12.00 PM (3 HOURS)
DATE	: 24 JANUARY 2026

INSTRUCTIONS TO CANDIDATES

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** question in Section A (Multiple Choice Questions) , and **THREE (3)** questions in Section B (Essay Questions).
5. Please write your Section A answer in OMR paper and Section B answer in booklet provided.
6. Answer **ALL** questions in English language **ONLY**.

THERE ARE 6 PAGES OF QUESTIONS, EXCLUDING THIS PAGE

SECTION A (Total: 40 marks)**INSTRUCTION: Answer all questions.****Please use the objective answer sheet provided.**

1. A ship encounters a crew member behaving violently and threatening others. Based on the Master's responsibilities, described which action is most justified after analysing his legal authority?
 - A. Wait for port authorities to intervene
 - B. Place the person under restraint for safety
 - C. Seek permission from the shipowner
 - D. Appoint another officer to discipline the individual

2. How did the war in the Red Sea impact maritime activities in the region?
 - A. Increased shipping traffic and trade volume
 - B. Enhanced safety measures leading to smoother operations
 - C. Disrupted maritime routes and raised security concerns
 - D. Improved diplomatic relations among coastal nations

3. The INCORRECT statements on Liner shipping is _____.
 - A. the freight rates are fix
 - B. the types of ports depend on cargoes searching
 - C. the types of cargoes are coal, iron ore, corn
 - D. the sailing schedules is unfixed

4. Choose the main factors that contributes to the major cost in shipping business.
 - A. Crew size
 - B. Ocean currents
 - C. Weather patterns
 - D. Historical landmarks

5. One of the job tasks is to manage onboard catering services, housekeeping, and crew welfare. This statement refers to.
 - A. Bosun (Boatswain)
 - B. Second Engineer
 - C. Able Seaman
 - D. Chief Steward

6. The _____ is the name of the contract of employment between shipowner and crew.
- A. Employment agreement
 - B. Articles of shipping
 - C. Crew agreement
 - D. Seafarer contract
7. Which of the following statements best describes the key aspect of the shipping industries?
- A. The shipping industry primarily focuses on air transportation
 - B. The shipping industry involves the movement of goods and cargo via various modes such as sea, land, and air
 - C. The shipping industry is solely responsible for passenger transportation
 - D. The shipping industry primarily deals with the production of maritime equipment
8. The voyage clause in a crew agreement specify the _____.
- A. duration of voyage
 - B. ship's cargo list during voyage
 - C. geographical limits of the voyage
 - D. insurance coverage for cargoes during voyage
9. The Ship Master are responsible to maintain and produce _____ on demand under the Merchant Shipping Act 1970.
- A. Crew list
 - B. Voyage journal
 - C. Ship's insurance papers
 - D. Passenger manifest
10. Why does maritime legislation impose stricter controls on crew employment compared to many shore-based occupations?
- A. Because seamen are employed internationally with high payment salary
 - B. Because voyages involve shared risks requiring enforced duties and restraints
 - C. Because ships are owned by the government agencies
 - D. Because seamen lack bargaining power

11. What must a seaman do if intending to terminate employment for industrial dispute reasons?
- A. Leave immediately
 - B. Inform shipowner in writing
 - C. Give 48 hours' notice to the Master
 - D. Notify port authority
12. Cargo is shipped to a destination port but refused on arrival and returned to the port of loading. Why is the freight charged for the return classified as back freight?
- A. Because the original freight was unpaid
 - B. Because dead freight applies to refused cargo
 - C. Because lump sum freight covers both voyages
 - D. Because the return voyage constitutes a new carriage service
13. Port congestion in major Southeast Asian hubs (such as Port Klang and Singapore) continues to influence operations in 2026. What analysis best explains why congestion increases freight costs and leads to scheduling disruptions?
- A. Because congestion eliminates the need for freight contracts renewal
 - B. Because congestion encourages carriers to skip major markets entirely
 - C. Because congestion delays vessel turnaround & increases operational costs
 - D. Because carriers charge fuel surcharges exclusively on port calls
14. If a country increases steel production rapidly, which shipping market is most likely to experience immediate demand growth, and why?
- A. Tanker market, due to higher fuel use worldwide
 - B. Container market, due to finished goods exports
 - C. Dry bulk market, due to increased iron ore and coal imports
 - D. LNG market, due to power generation and manufacturing needs
15. Before a new seaman is engaged under a crew agreement, notice must be given to the superintendent or proper officer. This statement refers to how many hours?
- A. 48 hours
 - B. 36 hours
 - C. 12 hours
 - D. 24 hours

16. Which comparison best explains why lump sum freight and dead freight serve different commercial purposes?
- A. Lump sum freight prices vessel availability space, while dead freight compensates for unutilized vessels space
 - B. Lump sum freight compensates for cargo loss, while dead freight compensates for cargo delays
 - C. Lump sum freight is refundable, dead freight is not refundable
 - D. Lump sum freight applies only to liners shipping, dead freight only to tramps shipping
17. The crew list must be updated and any changes notified to a superintendent within how many days?
- A. 1 day
 - B. 2 days
 - C. 5 days
 - D. 7 days
18. A seaman refuses to leave the ship at the end of his contract, citing illness. Which part of the Act gives the employer the framework to address both repatriation and welfare?
- A. Merchant Shipping Act 1976
 - B. Merchant Shipping Act 1977
 - C. Merchant Shipping Act 1978
 - D. Merchant Shipping Act 1979
19. A ship is loaded to its Plimsoll mark and encounters rough seas. Analyse why the Plimsoll mark is critical for the vessel's performance in this situation.
- A. It ensures the ship maintains sufficient freeboard and stability to resist capsizing
 - B. It allows the ship smooth operations during bad weather forecasts
 - C. It determines the speed and the weight of the vessel during sailing time
 - D. It is compulsory to ensure the ballast water loaded to the ballast tank following the Plimsoll Mark
20. If an employer fails to provide accommodation for a seaman left behind abroad what analytical conclusion can be drawn about compliance.
- A. It is a breach of the Merchant Shipping (Repatriation) Regulations
 - B. It is a minor oversight, with no statutory consequence towards the employer
 - C. Only wages are enforceable, accommodation is optional
 - D. The Master and the shipowner are responsible, not the employer

SECTION B (Total: 60 Marks)**Instruction: Answer THREE (3) questions ONLY.****Please use provided answer paper.****Question 1**

The International Convention on Load Lines (ICLL), adopted in 1966 and later amended by the 1988 Protocol, is a fundamental maritime safety instrument established by the International Maritime Organization (IMO). Its primary purpose is to ensure ships maintain adequate freeboard, structural integrity, and buoyancy, thereby reducing the risk of overloading and improving overall seaworthiness. The Convention introduces the well-known Load Line or Plimsoll Mark, which indicates the maximum safe draught a vessel may carry under various ocean and seasonal conditions.

- a) Draw a 'Plimsoll Mark' complete with the label.

(5 marks)

- b) Examine the 'Plimsoll Mark' as one method used to ensure the safe operation of a ship.

(15 marks)

Question 2

The manning of ships refers to the arrangement and employment of an adequate number of qualified, competent, and medically fit seafarers on board a vessel to ensure its safe navigation, operation, and maintenance. Proper manning is essential for the safety of life at sea, the security of the ship, and the prevention of marine pollution. International maritime conventions such as SOLAS, STCW, and the Merchant Shipping Act lay down minimum standards for ship manning, including crew qualifications, watchkeeping requirements, and hours of work and rest. Based on these standards, the flag State issues a Minimum Safe Manning Certificate, which specifies the minimum number and ranks of personnel required on board a ship.

- a) Classify FOUR (4) action taken by the shipowner to reduce the operational cost in shipping.

(10 marks)

- b) Examine the crew list under contract of employment.

(10 marks)

Question 3

The freight shipping process can appear complex on the surface, especially to first time shippers. While we all wish shipping freight could be as simple as sending a message in a bottle, the reality is, there are several regulations and processes in place to ensure valuable freight is safely delivered to its destination.

Justify FOUR (4) types of freight rates applied in international shipping business.

(20 marks)

Question 4

Documentation in maritime operations refers to the systematic recording, management, and verification of all information, procedures, and compliance measures necessary for the safe, efficient, and legal operation of ships and maritime activities. It serves as a critical tool for communication, accountability, safety, and regulatory compliance across the shipping industry. The scope of maritime documentation spans a wide range of activities, including vessel registration, crew certification, cargo handling, navigation logs, safety and emergency procedures, maintenance records, and environmental compliance reports.

- a) Determine FOUR (4) main functions of Bill of Ladings as one of the important documents in shipping.

(10 marks)

- b) Analyse FIVE (5) issues encountered while managing documentations in maritime transport operations.

(10 marks)

END OF EXAMINATION QUESTIONS PAPER