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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – March 2021

Fellowship/Post Graduate Diploma in Shipping Management – Final Year

06 MAR 2021

LAW OF SEA TRANSPORT

Total 100 Marks

Time: 3 Hours.

Attempt any FIVE questions. All questions carry equal marks (20 marks).

Qu.1. Discuss the role of bill of lading in international trade. Your answer should cover the functions of bill of lading and how these functions are important in the international trade.

Qu.2. Explain the salient points of the Multimodal Transportation Act 1993, including the responsibilities of the Multimodal Transport Operator.

Qu.3. Discuss, in detail, the obligations of a carrier under the Hague Visby Rules. Will the carrier be liable if the cargo is damaged due to entry of sea water in cargo hold?

Qu.4. Explain General Average by giving suitable examples of the sacrifices and expenses. Under what situation can a cargo owner refuse to contribute for GA?

Qu. 5. Write short notes on any FOUR of the following:

- (a) Admiralty Jurisdiction
- (b) Deviation
- (c) Role of IMB
- (d) Importance of Customs Act in shipping
- (e) OPA 1990

Qu.6. Why is it necessary for a ship to be registered in a country? Explain the importance of the Merchant Shipping Act 1958.

Qu.7. Explain oil pollution liability. Briefly describe various international conventions related to this issue. Can they be applicable if there is no real pollution?

Qu.8. What is the fundamental difference between a contract of voyage charter and a contract of time charter? Explain by comparing the two on the basis of some important issues.

Qu.9. Answer any TWO of the following:

- (a) Difference between a liner bill of lading and charterers' bill of lading.
- (b) Difference between maritime claim and maritime lien.
- (c) Difference between SCOPIC and Art 14 of the Salvage Convention 1989.

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Part A - AM
Part B - 75

**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper - March 2021

Fellowship / Post Graduate Diploma in Shipping management - Final year

Part - I Shipping Economics
(Old Syllabus)

07 MAR 2021
Date: 07-03-2021

(50 Marks)

Answer to questions Part I and Part II should be written in separate Answer books.

All questions are compulsory. All questions carry 10 marks each.

- Q1) Differentiate -
- a) FOB and CIF
 - b) Tonnage tax and corporate tax system
 - c) CAPEX and OPEX
- Q2) Write a brief on "The Recycling of Ships Bill, 2019"
- Q3) Enlist major clauses in Norwegian SALEFORM 2012.
- Q4) Define ALL of the following:
- a) Gross Domestic Product
 - b) Opportunity Cost
 - c) Balance of Payments
 - d) Shipping cycles.
- Q5) Identify and comment on the demand factors that influence a lay-up decision and on the costs incurred when a ship is laid up.

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NAROTTAM MORARJEE INSTITUTE OF SHIPPING

Mumbai

Examination Paper – March 2021

FELLOWSHIP
Associateship/Post Graduate Diploma In Shipping Management & Logistics – Second Year

07 MAR 2021

PART II – Shipping Finance

.03.2021

50
Total 25 marks

Question No. 1 is compulsory. Answer any 4 questions from the rest.
A total of five questions are to be answered.

1. What is a Letter of Credit? Give a detailed explanation on Letters of Credit.
2. "Financing of Ships is essential as it is a very capital-intensive industry" Discuss this statement and explain the various sources of shipping finance.
3. "Shipping sector is an important segment of international markets". Explain this statement and bring out the special features of international markets.
4. Write short notes on any two:
 - a. Central Banks
 - b. Authorized dealers of foreign exchange
 - c. FEMA
5. Why are funds required by a shipping company.
6. Write a note on "Purchase of Secondhand vessels".
7. Explain the merits and demerits of Gold Standard System.

**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – March 2021

Fellowship/Post Graduate Diploma in Shipping Management – Final Year

RISK MANAGEMENT & MARINE INSURANCE

13 MAR 2021

Total 100 Marks

Time: 3 Hours.

Attempt question 1 and any other FOUR questions.

Total FIVE questions have to be attempted.

All questions carry equal marks (20 marks).

Qu.1. Answer the following in at least FIVE lines. Marks will be awarded on the basis of the clarity of thought and reasoning: [5*4]

- (a) A large bulk carrier is in ballast and has engine breakdown during a voyage when the ship is passing near an island. The Master drops an anchor so that the drifting ship does not run aground. The vessel is saved and in the meanwhile the engine starts and the ship continues on its original voyage. In this process the ship lost the anchor and the chain. Can general average be claimed?
- (b) A ship had a fire due to the negligence of the engineer of the vessel which resulted to the damage to the ship. Can the ship owner claim for this damage from its Hull and Machinery insurance?
- (c) A stevedore died on board a vessel while engaged in discharging general cargo. The family claims from the ship owner. Can the company recover this claim from its H&M insurance?
- (d) Reliable Road Transport is a large international road transport company moving containers. Can it have liabilities and therefore join a P and I club to insure the same?
- (e) A shipper hands over the container to the ship owner for transportation to a specified place for delivery to the consignee and also pays the required freight. Can the Shipper insure the freight paid?

Qu.2.

- (a) Explain the concept of mutual insurance? [4]
- (b) Explain, with examples, the difference between contractual liabilities and the liabilities under tort. [8]
- (c) A ship owner has purchased an oil tanker and wants to insure its liabilities. Explain five such liabilities which may be insured. Liabilities should not be of similar types. [8]

Qu.3.

- (a) What is the difference between actual and constructive total loss? Explain with suitable examples. [10]
- (b) What factors influence the fixation of premium in a hull and machinery policy? [10]

Qu.4.

- a) Explain the importance of York Antwerp Rules. [5]
- b) A ship is valued at 10 million \$ and carried one cargo consignment valued at fifteen million \$. During the voyage the ship suffered fire damage to the ship worth 500,000 \$. The cargo worth 900,000 \$ was also damaged in fire. A bulkhead had to be cut to reach the fire with

an estimated cost of repairs to be \$ 100,000. Cargo worth \$ 1,500,000 got damaged while fighting the fire. Charges for firefighting tugs were \$ 500,000. The voyage was saved and completed. Calculate

- i. Total amount of GA [3]
- ii. Both contributing values [6]
- iii. Amount of GA contributed by both interests. [6]

Qu. 5. Write short notes on any FOUR of the following:

- (a) Floating policy
- (b) Assignment
- (c) Perils of the sea
- (d) Fixed premium clubs
- (e) Omnibus rule

Qu.6.

- (a) What is the difference between marine and other insurances?
- (b) Principle of subrogation follows the principle of indemnity – discuss.

Qu.7.

- (a) What is the meaning of the collision liability of a ship? [5]
- (b) Ship A collided with ship B and both ships are damaged. Following are the details:

	A	B
Insured value	2,000,000	5,000,000
Damage to ship	500,000	3,000,000
Deductible under hull policy	80,000	150,000
Deductible under P&I policy	10,000	20,000
Blame	70%	30%

Calculate:

- i. Collision liabilities of both ships [2]
- ii. Liabilities of hull underwriters of A and B. [5]
- iii. Liabilities of P&I Clubs of A and B. [5]
- iv. Amount that will have to be paid by the two owners. [3]

Qu.8.

- (a) Institute Cargo Clauses (A) is referred as an 'all risk' cover policy – explain this statement. Are there any losses/ damages that will not be covered under these clauses? [10]
- (b) Clarify if the shipper or the consignee has insurable interest in the insurance of cargo? [5]
- (c) Explain forwarding clause in cargo insurance [5]

Qu.9.

- (a) Explain the difference between pure and contractual salvages. Who pays for the salvage? [10]
- (b) What is SCOPIC and why is it required? [10]

14 MAR 2021

NOTE: Answer any FIVE Questions. All questions carry equal marks

1. With an illustration, Describe a Transshipment HUB and explain FIVE reasons of having a TRANSSHIPMENT HUB.
2. Explain the following with reference to a CONTAINER TERMINAL.
(a) Container Yard (b) Rubber Tyre Gantry Cranes
(c) INTER TERMINAL TRANSFER (d) Straddle Carriers

(5 x 4 = 20 Mar
3. Explain FIXED BERTHING WINDOWS at a INTERNATIONAL CONTAINER TERMINAL. List the factors to be taken into account prior the Berthing window is allocated to the vessel operator.
4. Explain the following with reference to IMDG Code in detail.
(a) Dangerous Cargo Manifest (b) Multi-modal Dangerous Goods Form (Shippers Declaration)
(c) Document of Compliance (d) Material Safety Data Sheet

(5 x 4 = 20 Mar
5. List Five types of cargo stuffed in containers. Explain the various precautions the Merchant should exercise during stuffing of cargo in Containers.
6. EXPLAIN the MAIN PRINCIPLE used in Liner ship cargo planning. List down the main precautions taken while planning containerized cargo on a ship.
7. Explain the Term FCL & LCL (FULL Container LOAD) & (LESS than Container LOAD). With examples explain in brief the following:
 - a. FCL – FCL
 - b. FCL – LCL
 - c. LCL – FCL
 - d. LCL – LCL.
8. Explain in detail types of CONTAINER LEASING ARRANGEMENTS. Describe IICL (International Institute of Container Lessors) and its ROLE.

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – March 2021

Fellowship / Post Graduate Diploma in Shipping Management & Logistics – Final ye

LOGISTICS MANAGEMENT

20.03.2021

Total 100 Marks

Time: 3 Hours.

Question 1 is compulsory. Attempt any other ~~Five~~^{Four} Questions

1. "Logistics Management is a component in the management of supply chain" Explain this statement.
2. Explain the role of Supply Chain Software in logistics.
3. Explain Distribution Management. What are the advantages of Distribution Management strategy?
4. What are the types of inventory in Inventory Management? Explain.
5. What are the advantages and disadvantages of road transport?
6. Write short notes on:
 - a. Explain air transport.
 - b. Discuss LCL cargoes
7. Explain the industries where material handling is used? Explain in detail the reasons why these industries require material handling in the first place.
8. What is warehousing? Why is it used?
9. Explain the nature and importance of warehousing?

**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper - March 2021

Fellowship / Post Graduate Diploma in Shipping Management - Final year
CHARTERING
(OLD and NEW Syllabus)

Date: 21-03-2021

(100 Marks)

NOTE: All Questions are compulsory.
Q7 and Q8 will carry 20 marks
All other questions carry 10 marks.
Please read the questions carefully before answering

Q1) Write short notes (5 marks each) -

- a) Shipping Pools
- b) LOI

Q2) Give full forms for following abbreviations (and give explanation for each in two / three sentences -

- a) WSNP
- b) WIPON
- c) NAABSA
- d) ATDNHINC
- e) IWL

Q3) Explain following chartering terms-

- a) Beaufort Scale
- b) P&I bunkering clause
- c) Indefinite Laytime
- d) WSHTC
- e) Laycan

Q4) Enlist major clauses appearing in the following charter-party form
SHELLTIME4

Q5) MV Bixxot, a bulk carrier vessel was fixed on time charter basis for 3 months +/- 15 days CHOITION at a dally charter-hire rate of us\$. 12000/- pdpr. The vessel was delivered on 30 June 2020 at 1000 hrs and re-delivered on 8 October 2020 / 1400 hrs.

During the charter-period, following interruptions were reported -

- i) 30 July 0800 hrs to 31 July 1300 hrs for main-engine break down
- ii) 8 August 0600 hrs to 8 August 1600 hrs for crew change
- iii) On 15 August at port of Kochi due to non-availability on stevedores cargo operation was stopped for one full day

iv) On 4 October cargo operation was stopped at Mormugao from 0800 hrs to 1800 hours due to rains

Owners have agreed to charterers under-performance claim of US\$ 40,000/- for excess bunker consumption. During the on-hire period, owners received a sum of US\$ 850,000.

Analyse the list of interruptions and confirm as to whether vessel has to be treated as off-hire if the base charter-party is NYPE. Also draw out a charter-hire statement for the period and determine what is the balance amount payable by charterers to owners or vice-versa.

Q6) Calculate Net Freight

Dead-weight : 311283 MT
Voyage : Mina Al Fahl (load) to Zhoushan (disport)
Cargo quantity: 260000 MTS
Freight rate: WS 45
Total Comm: 5 %

As per world scale, details are as below -

Rate	Mileage
USD.22.02 pmt	10614 NM

VRD deduction of USD 0.12 is to be made to the flat rate.

Q7) Vessel is currently completing discharge at Fremantle, Western Australia and is fixed to load Port Giles, South Australia for discharge at Yokohama in Japan.

SDWT 75,400 MT on 14.20 M
Cubic Grain 87,849 M3
Constant incl FW 740 MT
Loaded speed 13 KTS on 32 MT FO per day Ballast speed 13 KTS on 29 MT FO per day Port consumption 4 MT FO per day

Cargo 60,000 MT grain 10% MOLOO (SF 1.35) Port Giles - Yokohama
Max DWAT at Load port 70,000 MT, no draft restrictions at load, discharge or bunker ports. 10,000 MT SSHEX at Load/12,000 MT SSHINC at Discharge.
Freight \$20 FIOST per Metric Tonne
Commission 5%.

Distances

Fremantle to Port Giles 1320 NM Port Giles to Yokohama 5270 NM

Bunker Prices

VLSFO \$590 pmt

Port charges

Port Giles \$70,000 Yokohama \$85,000

QA. What quantity of cargo can be loaded? (Show your working)

QB. Calculate the Time charter yield for the voyage. (Show your workings)

Q8) SOF of Panamax bulker loaded 45000 MTS of fertilizer from Sur is as follows

Arrived (Friday) 21/2/2020 at 1400 hrs
Anchored 21/2/2020 at 1400 hrs
Free Pratique granted 21/2/2020 at 1430 hrs
Customs cleared 21/2/2020 at 1430 hrs
NOR tendered 21/2/2020 at 1440 hrs
POB 21/2/2020 at 1530 hrs
Anchor Aweigh 21/2/2020 at 1550 hrs
First line ashore 21/2/2020 at 1750 hrs
All Fast 21/2/2020 at 1830 hrs
Vessel undertook repairs for one crane from 1845 to 2200 hrs
Re-tendered NOR at 2200 hrs at berth
Loading commenced 22/2/2020 at 0645 hrs
Loading Completed (Sunday) 1/3/2020 at 1700 hrs
Docs on Board 1/3/2020 at 1800 hrs
DLOSP (Monday) 2/3/2020 at 0625 hrs
Sailed / RFA 2/3/2020 at 0800 hrs

Interruptions -

23/2/2020 no loading from 1000 hrs to 1430 hours due to bad weather
25/2/2020 loading interrupted
27/2/2020

Charter-party terms are as below -

- Load rate : Load rate 15000 MT PWWD SHEX EIU
- NOR to be tendered if vessel in free pratique and customs cleared
- Turn time 6 hours unless sooner commenced
- First shifting not to count
- Demurrage - USD.11000 PDPR
- Despatch half the demurrage rate on working time saved
- Running days of 24 consecutive hours is used

.Calculate laytime taken, demurrage or despatch .

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