11-7-22 Attempt any FIVE questions. All questions carry equal marks (20 marks). Write answers in black ink so that uploaded scan is legible. Explain general rule under contracts of carriage with regards to deviation along with its exceptions? As per Article X of Hague Visby rules it will apply to what all type of carriage? Compare Hague 20 & Hague-Visby Rules 1968 Explain the salient points of the Multimodal Transportation Act 1993, including the responsibilities of the Multimodal Transport Operator. Answer any FOUR of the following: a) 20 Difference between Charter party & Bill of Lading. B) b) Difference between maritime claim and maritime lien. C) Difference between SCOPIC and Art 14 of the Salvage Convention 1989. D) US Oil Pollution Act 1990 E) e)MARPOL P)Explain concept of absolute seaworthiness & obligation of ship owner to provide seaworthy ship. What is COA? Explain Demise charter and its characteristics. What are the fundamental 20 difference between demise charterparty & Non-demise charterparty? Explain maritime claim & order of priority of maritime claims. 20 What is Imported & smuggled Goods? Explain if smuggled goods can be treated par with 20 imported goods for the purpose of granting the benefit of the exemption notification? 8 What is Salvage & its principles? 20 What is General Average and what will be the basis of General average adjustment? Further 20 explain when York Antwerp rules shall apply & when not? What is towage and its implied terms? When towage becomes salayge? 20

NAROTTAM MORARJEE INSTITUTE OF SHIPPING MUMBAI

Examination Paper - March 2022

Fellowship / Post Graduate Diploma in Shipping management - Final year

CHARTERING

Date:

(100 Marks)

NOTE: Question 7 & 8 are compulsory and carry 20 marks each. Answer any four from the rest and these carry 15 marks each

- For ALL of the following abbreviations, write out the full term and explain its meaning and implication when used in a voyage charter fixture: Q1)
 - ATDNSHINC i.
 - WIFPON ii.
 - NAABSA iii.
 - FIOST iv.
 - MOLCHOPT
- Answer briefly 02)
 - Explain what is meant by "On Subjects"
 - What is meaning of the term "Before Breaking Bulk" a) b)
 - What are Shipping Pools c)
 - What is Conoco Weather clause d)
- Differentiate-Q3)
 - a) Reversible Laytime and Irreversible Laytime
 - b) VRD and FRD
 - c) Trip Time Charter and Demise Charter
- Answer ALL parts of the question. Q4)
 - a) A VLCC has been fixed to load 280,000 metric tons of Crude Oil at Mina Al Ahmadi for discharge at Cochin.
 - a) Provide a full fixture recap
 - b) Provide main provisions of the fixture.
 - c) Describe possible options for next employment.

(Candidates may draw logical assumptions for answering above question)

- Explain following Chartering terms -Q5)
 - a) Indefinite Laytime
 - b) Ballast Bonus
 - c) LOI
 - d) In Geographical Rotation
 - e) P&I Bunkering Clause

M.V. Kosh, Summer DWT = 48000 mt draft = 12.180 m ssw Tpc = 47 cubic grain capacity = 59250 m3 draft at loadport = 12 m Cubic bale = 56295 m3, constants + bunkers = 1950 mt

Shipowner has the option to load either tapioca chips at \$10 pmt or iron ore at \$6 pmt.

SF of iron ore = 17 and SF of tapioca chips = 84

No draft restrictions at disport

- a) Which cargo will generate more revenue for the shipowner?
- b) Will his decision change if there is no draft restrictions at loadports?
- From the following data of vessel M.T. Carthy prepare voyage estimate and Q7) calculate time charter yield and nop per day.

A) Dead-weight: 99,000 mt

B) Voyage: Labuan - Chennai - Labuan

C) Speed: 13.5 knots (ballast), 13 knots (laden)

Cargo quantity: D)

minimum 80,000 mts +/-5% moloo (vessel to opt plus

option)

E) Freight rate:

ws 130 overage 50%

F) Address commission: 1.25% G) Brokerage:

2.50%

H) Laytime:

72 hours shinc

I) Standing charges usd. 8000 per day

J)

Bunker consumptions basis per day are as follows:-

	Laden	Ballast	Loadport	Disport
VLSFO (mts)	25	23	10	25
MGO(mts)	0.5	0.5	1.0	1.5

As per world scale, the details are as follows -

Distance:

4320 nm

Flat rate: us\$ 11.14 pmt

VRD deduction of USD. 0.22 to apply for loading at Labuan

Other details-

Bunker rates: Vlsfo - usd. 525 pmt

Mgo - usd. 700 pmt

Port charges: Labuan - usd. 35,000

Chennai- usd. 40,000

Q8) From below information, calculate demurrage?

From the following data (SOF of load port), CP terms of MV"Rooster" – loaded B/L 55000 MT of wheat in bulk, calculate lay time used and demurrage/dispatch for load port.

"Load rate 10,000 mt per wwd – shex uu – ("iuatc") – basis 5 hatches x 5 cranes - 6 hr T/T – unless sooner commenced. Vessel to be in free pratique and custom cleared prior NOR. Demmurage - \$ 20,000/- pdpr/half despatch – working time saved

Load port SOF

Wednesday 5th Oct Arrived /09.00 hrs. Wednesday 5th Oct. Anchored /09.30 hrs. Wednesday 5th Oct. F.P. /10.00 hrs Wednesday 5th Oct. Custom boarded /1000 hrs. Wednesday 5th Oct. Custom cleared /1100 hrs. Wednesday 5th Oct NOR /1100 hrs. Wednesday 5th Oct POB /1110 hrs Wednesday 5th Oct All Fast /1650 hrs Wednesday 5th Oct Comm. Loading /1800 hrs Thursday 6th Oct Bad Weather 0600 hrs to 1200 hrs Friday 7th Oct Loading continued 0800 to 1600 hrs (Local Holiday) Saturday 8th Oct Strong winds - no loading between 07.00 to 13.00 hrs Sunday 9th Oct Loading continued only between 08.00 hrs to 14.00 hrs. Monday 10th Oct Two hatches not available for 12 hours on a/c of cranes breakdown. Tuesday 11th Oct Loading completed at 08.30 hrs. Tuesday 11th Oct Documents on board at 10.30 hrs. Tuesday 11th Oct Sailed at 12.30 hrs.

13-7-29

NAROTTAM MORARJEE INSTITUTE OF SHIPPING MUMBAI

Examination Paper - March 2022

Fellowship / Post Graduate Diploma in Shipping Management & Logistics - Final year

LOGISTICS MANAGEMENT

0.03.2022

Total 100 Marks

Time: 3 Hours.

Question 1 is compulsory. Attempt any other FIVE Questions

- 1. Define Logistics. Explain the importance of Logistics in daily life.
- 2. What are the factors that influence transport costs and pricing?
- 3. Write short notes on:
 - a. Material Handling and equipment involved
 - b. Supplier Selection and Evaluation.
- 4. Why is documentation important in international logistics? Bring out the various documents used in international logistics.
- 5. Bring out the importance of Customer Service in logistics management.
- 6. What are the functions of warehousing?
- 7. Discuss Cold Storage Management and its importance in the transportation of perishable goods.
- 8. Explain Third Party Logistics with examples.
- 9. Explain the role of Purchasing in supply chain management.

Narottam Morarjee Institute of Shipping

Liner Trade & Multimodal Transport – JULY 2022

14-7-22

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

 Explain the duties & responsibility of a Liner agent as per SLAA (Standard Liner Agency Agreement).

(20 Marks)

2. Define in detail FIXED BERTHING WINDOW with a figure, List down items taken into consideration while allotting berthing window.

(20 Marks)

3. Define role of Freight Forwarder in Liner Shipping. List down the typical work activities of a freight forwarder.

(20 Marks)

4. Explain the following PLAYERS in Liner shipping.

- (a) Multi-modal Transport Operator
- (b) NVOCC

(c) Cargo Consolidator

(d) Custom Broker

 $(5 \times 4 = 20 \text{ Marks})$

5. Define Cargo Planning in a Containership. List down 10 details while cargo planning is done on a container ship.

(20 Marks)

6. List down 3 types of container leasing agreements. List 5 Leasing companies operating worldwide.

(20 Marks)

7. List the primary functions of ICD/CFS. List down the analysis that needs to be done prior setting up of an ICD/CFS.

(20 Marks)

8. Define IMDG code and List down the 9 Classes of cargo classified inder IMDG code.

(20 Marks)

Subject - RISK MANAGEMENT & MARINE INSURANCE

15-7-2022

Total 100 Marks

Time: 3 Hours.

Instructions: The answers should be brief and to the point. All questions carry 20 marks.

Question No. 1 is compulsory

Answer any other FOUR questions. (Total five questions have to be attempted – any additional questions attempted will not be considered)

Qu. 1

Answer the following questions in at least FIVE lines. Marks will be awarded on the basis of the clarity of thought and reasoning: [20]

- (a) A tanker 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. Can the ship owner claim from insurance for this intentional loss of the anchor? Explain if the answer is yes. [5]
- (b) A ship ran aground and had extensive bottom damage. The ship was insured under ITC (Hulls), 1.10.83 clauses. What could be the proximate cause of the damage which is included in the risks covered so that the ship owner could claim from the insurance company for the damage? You need to select a reason from the 'Risks Covered Clause' of the referred clauses.
- (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) A ship is insured for 12 million \$. An accident resulted in its actual total loss. The ship owner will recover 12 million \$ less depreciation from the H&M insurance company. [5]

Qu. 2

(a) Explain general average.

(b) A general cargo ship valued at 4 million USD encountered serious cargo fire in one of its cargo holds. At the time the vessel had four cargoes A; B; C; and D valued at 1,500,000; 100,000; 500,000 and 100,000 respectively. Cargoes A and C were partially damaged due to fire and the extent of damage was estimated to be for 40,000 and 30,000 respectively. The charges for the firefighting tugs paid by the ship owner were 160,000. While fighting fire cargo A and C were damaged to the extent of 15,000 and 5000 respectively. The damage due to cutting the bulkhead so that the firefighting team could reach the seat of fire was repaired at 10,000. Calculate:

(i) Total amount of GA
(ii) Contributory values of all the properties
[3]

(iii) Amount of GA contributed by each interest [6]

Qu. 3

(a) Briefly explain the risks covered clauses of the three Institute Cargo Clauses, 1.10.82. [12]

(b)	Which additional risks can be covered under ICC (B) and (C) by paying extra premium? [8]
(b)	What is the role of the correspondents of the P&I Clubs? What is the International Group of P&I Clubs and what does it do A ship owner has purchased a new ship and wants to insure the third party liabilities. Explain any five such liabilities, including the mandatory ones, which should be insured. Selected liabilities must be clearly different from each other. [10]
	Explain the principle of subrogation with an example from shipping operation. [10] Explain the differences between marine insurance and other types of insurances? [10]
(b)	Explain constructive total loss with example. What is notice of abandonment and who gives it? What happens after that? What is deductible and how is it used in partial and total loss? [6]
Qu. 7 (a)	What is Collision Liability of a ship owner (not the collision liability clause)? [3]
(b)	Vessels A and B collided and both were damaged. Vessel A was held responsible for 70% and vessel B for 30%. The damage on A and B was 1,200,000 and 3,500,000 respectively. The deductibles for the hull policies are 80,000 and 50,000; as well as for the P&I policies 12,000 and 16,000 respectively.
i i	 i. Calculate the collision liabilities of both ships. [2] ii. Calculate the amount payable under the Hull & Machinery policy of both ships. [4] iii. Calculate the amount payable under the P&I policy of both ships. [4] v. What is the amount that would be borne by the two shipowners? [4] v. Will the amount paid by the hull policy of A would change if its insured value was 2,000,000? [3]
with th	anagement is necessary in today's competitive environment. Explain this statement, along the process in detail with suitable examples. Also explain probability and severity of risks that importance [20]
(a (b (c (d	hort notes on any FOUR [4*5 = 20] (2) Forwarding clause (3) Mutual insurance (4) Indemnity (5) Sue and labour clause (5) Risk transfer

16-7-2022

NAROTTAM MORARIEE INSTITUTE OF SHIPPING MUMBAI

Examination Paper - Wareh 2019

Fellowship/Post Graduate Diploma in Shipping management -Final year

Part - 1 Shipping Economics

Date: 08.03.2019

Total 50 Marks

Time: 1.5 Hours

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

Answer any four questions. All questions carry 12 ½ marks each.

- Under a time charter contract, how are below mentioned costs appartioned between charterers and ship-owners, enumerate with reasons:
 - 1. Port Dues.
 - 2. Supply of fabricants.
 - 3. Supplementary P&I cali.
 - 4. War Risk Insurance Premium.
 - Additional War Risk Premiam.
 - 6. Pitotage Cost.
 - Annual Class survey of ISM system.
 - U. Bunker Survey.
 - 9. Manning Costs.
 - 10. Agency fees.
 - New Gyro System for the vessel.
 - 22. Freshwater consumed for cleaning of cargo holds.
 - 13. Store items viz. navigational charts, additives, etc.
- Identify and explain the factors that influence a layup decision. Also enlist the steps that are to be taken to re-activate a laid-up ship.
- Discuss the salient features and clauses of Norwegian Saleform in respect of sale and purchase of ships.
- 041 Write short notes on following -
 - Ship-breaking industry in India. K.J
 - Investment appraisal in shipping. 6)
- "In the era of globalized trade linkage between economy, trade and shipping transport is getting more prominent' - Elucidate with examples.

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NAROTTAM IMORANIEE INSTITUTE OF SHIPPING

Examination Paper - March 2019 July 2022

Fellowship/Post Graduate Diploma in Shipping Management - Final Year

SHIPPING ECONOMICS & SHIPPING FINANCE PART II - SHIPPING FINANCE

08,03.2019

Total 50 Marks

Time: 1.5 Hours.

NOTE: Answers to questions in Part I and Part II should be written in separate answer books.

Attempt any five questions. Each question carries 10 marks.

- Q1 What is the importance of documents under the Letter of Credit transaction. Explain the various transport documents in detail. (10 marks)
- Q2.A) Explain what is risk and what are important components of the Risk Management Policy [4 marks]
- Q2 B) Explain 3 risks faced by participants in international financial markets and the hedging technique for some. (6 marks)
- Q3 Explain any 5 of the following; (10 marks):
 - 1. Direct rate.
 - 2. Indirect rate.
 - 3. Cross rate.
 - 4. Spot deal.
 - 5. Forward deal.
 - 6. Ready deal.
 - 7. Buying rate.
 - 8. Selling rate.
- Q 4 Explain the importance of Balance of Payment for a country and the various components of the Balance of Payment account of a country with examples. (10 marks)
- Q.5 Equity as a source of financing ship acquisitions in the prevailing market, discuss. (10 marks)
- Q.6.A) Measures taken by government to control the disequilibrium due to Balance of Payment deficit (5 marks)
- Q 6 8) Write short notes on any two: (5 marks):
 - I. INT.
 - II. ADB.
 - III. BIS.
 - iv. Exim Bank.

Contd PTO ...2/-

- Q7A) Write short notes on any two of the following: (6 marks):
 - Sight and acceptance LC.
 - 2. Standby LC.
 - 3. Back to Back LC.
 - 4. Irrevocable LC.
- Q.7.B) Write short notes on any two of the following with respect to letter of Credit: (4 marks)
 - 1. Risk covering documents.
 - 2. Official documents.
 - 3. Regulatory documents.
- Q 8 A) What are the various aspects to be considered by a shipping company before making a ship acquisition decision and why? (5 marks)
- Q 8 B) What are the steps involved in secondhand ship acquisition (5 marks)
- Q9 Explain in detail any two of the following: (10 marks)
 - 1. Lessing finance.
 - 2. Mezzanine financo.
 - 3. Deferred payment guarantee.
 - 4. Consortium finance.

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