

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

- ① What is COA? Explain Time charter in detail and significance of clause paramount.
- ② What is Bill of lading and its functions in international trade? How it is important in the international trade?

20 marks

- ③ Explain scope of application of Hague & Hague-Visby Rules

20 marks

- ④ Explain what do you understand by reasonable deviation and Liberty Clauses?

20 marks

Write short notes on any FOUR of the following :

- a) Maritime Frauds
b) Deviation
c) York-Antwerp Rules
d) Importance of Customs Act in shipping
e) Civil Liability Convention (CLC) - The 1992 International Convention on Civil Liability for Oil Pollution Damages
F) Explain seaworthiness of vessel and why it is important?

20 marks

- ⑥ What are the requirements to get an arrest order issued by the court and procedure for arrest of the vessel in India?

20 marks

- ⑦ Explain provisions relating to ships carrying imported & exported goods under Customs Act, 1962.

20 marks

- ⑧ What is towage and its implied terms? When towage becomes salvage?

20 marks

(9)

What is General Average and essential requirements for an action to fall under General average? Further explain how General Average works with an example.

20 marks

(10)

Why is it necessary for a ship to be registered in a country and what all documents are required to register a ship in India? Explain the importance of the Merchant Shipping Act 1958.

20 marks

6-3-2022

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

Q1) For **ALL** of the following abbreviations, write out the full term and explain its meaning and implication when used in a voyage charter fixture:

- i. NAABSA
- ii. DLOSP
- iii. AWRP
- iv. MOLOO
- v. NDFCAPMQS

Q2) With respect to time charter parties, analyze and explain following clauses

- a) Speed and consumption clause
- b) Safe Port clause
- c) Delivery clause
- d) Off-hire clause
- e) Sublet clause

Q3) Explain following chartering terms

- a) DWCC
- b) Min/Max
- c) APS
- d) Broken Stowage
- e) Air Draft

Q4) Write short notes on-

- a) Role of a Post fixture Manager
- b) AFRA
- c) Subjects

Q5) Differentiate -

- a) Liner terms and FIO
- b) Working Time Saved and All Time Saved
- c) Consecutive voyages and COA
- d) VRD and FRD
- e) Fixed Laytime and Calculable laytime

- Q6) A) Vessel: MT. Cortina (Dwt: 112198 MT)
 Loadport: Ras Gharib (Egypt)
 Disport: Jamnagar (WCI)
 Min. Quantity: 80,000 MT
 Freight: WS 114 O/A 50%
 B/L quantity: 84,400 MT
 Flat rate : USD. 11.74 pmt

For discharging at any port in Jamnagar, fixed rate differential of USD. 0.12 pmt on loaded quantity to be added.

Calculate net freight for the total loaded quantity?

(10 marks)

B) Vessels hold grain capacity is 80845 CBM and cargo stowage factor is 59. As chartering practitioner, can you fix cargo with contract quantity 50,000 MT 5% MOLOO . Show your workings.

(5 marks)

- Q7) A bulk carrier "MorShip" having a deadweight of 35000 tonnes loaded cargo of 32000 tonnes of fertilizer. It has a speed of 15 knots at VLSFO 30 MT and MGO 2 MT per day while steaming. In port, vessel consumes 8 MT of MGO per day. The freight is USD.24 PMT FIOT. Allow 7 days for loading at Aqaba and 4 days for discharge at Antwerp. Total Commission is 5%. Standing charges of the vessel is USD. 5000 per day.

Bunker cost VLSFO is USD.500 PMT and MGO is USD. 700 PMT. Vessel loads at Aqaba (disbursement USD. 20000) for Antwerp (disbursement USD. 27000) via Suez Canal (disbursement USD.300000). The transit time may be taken as

Aqaba to Suez : 1 day
 Suez canal transit: 1 day
 Port Said to Antwerp : 10 days

Find break even freight and time charter yield.

- Q8) Using the extracts of the below Statement of Facts, set out a detailed Time Sheet Statement and calculate Demurrage or Despatch.

Vessel's name:	MV Broadcaster
Port of loading:	Shuaiba
Cargo loaded as per B/L:	15,000 Mts bulk sulphur
Vessel arrived and tendered NOR:	Tuesday 10/11/2020 12:30 hrs
NOR accepted:	Tuesday 10/11/2020 12:30 hrs
Pilot on board:	Tuesday 10/11/2020 20:30 hrs
Vessel berthed – all made fast:	Tuesday 10/11/2020 21:00 hrs
Loading commenced:	Tuesday 10/11/2020 22:00 hrs
Loading completed:	Wednesday 18/11/2020 15:00 hrs
Cargo documents on board:	Wednesday 18/11/2020 17:00 hrs
Vessel sailed:	Wednesday 18/11/2020 19:00 hrs

Details of work and interruptions

10/11/2020, Tuesday	No interruption to loading operation
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11/11/2020, Wednesday	1200 to 1300 hrs (lunch), 2000 to 2100 hrs (dinner)
12/11/2020, Thursday	Work Stopped at 1700 hrs
13/11/2020, Friday	No work
14/11/2020, Saturday	Work started at 0800 hrs, 1200 to 1300 hrs (lunch), 2000 to 2100 hrs (dinner)
15/11/2020, Sunday	1200 to 1300 hrs (lunch), 2000 to 2100 hrs (dinner)
16/11/2020, Monday	1200 to 1300 hrs (lunch), 2000 to 2100 hrs (dinner)
17/11/2020, Tuesday	1200 to 1300 hrs (lunch), 2000 to 2100 hrs (dinner)
18/11/2020, Wednesday	1200 to 1300 hrs (lunch)

MV 'Broadcaster' was fixed to load at Shuaiba 15,500 Mts of bulk sulphur 5% more or less in Charterers' option under the following terms agreed in the C/P:

Cargo quantity: 16,000 Mts of bulk sulphur

Loading rate: 4000 Mts PWW of 24 consecutive hours FHEX UU. Time from Thursday 17:00 hrs or 17:00 hrs on a day preceding a legal or local or national or religious holiday until 08:00 hrs on Saturday or 08:00 hrs on a day following a legal or local or national or religious holiday not to count, unless used.

At load port, NOR to be tendered between 0800 hrs to 1700 hrs Saturday to Wednesday, and 0800 hrs to 1200 hrs on Thursday, Laytime time to commence at 1400 hrs same day if NOR tendered at or before noon, or 0800 hrs next working day if NOR tendered after noon.

Shifting from anchorage or waiting place to the first loading berth not to count. Shifting between two berth to be for Charterers' time and expense.

Demurrage: USD 6000 pdpr

Any time lost due to strike to count half.

Laytime to count until cargo documents are on board, but Charterers to be allowed 3 hours free of Laytime for preparation of cargo documents, even if vessel is on Demurrage.

2.5% Commission on Freight, Dead-freight and Demurrage.

-end-

12-3-2022

**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~~^{FOUR} Questions

1. "Logistics plays an important role in a country's economy". Explain this statement.
2. Explain the effect of packaging on the costs of a product which have to be transported over long distances through different modes of transport.
3. What is Sustainable Supply Chain Management?
4. Explain the role of Purchasing in a supply chain. Explain 'supplier selection'.
5. What are the advantages and disadvantages of sea transport?
6. Write short notes on:
 - a. Importance of barges in river transport.
 - b. Discuss LCL cargoes
7. What are Free Trade Zones? Bring out the advantages of a Free Trade Zone.
8. "Perishable products require cold chain logistics". Explain this statement.
9. Explain the nature and importance of warehousing?

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

1. In relation to IMDG code, Elaborate the following:
(a) MSDS and its contents.
(b) Criteria for carriage of Dangerous Goods
(10+10 Marks)
2. In LINER TRADE, what is HUB & SPOKE. List the advantages & disadvantages of HUB & SPOKE operations.
(20 Marks)
3. Explain in detail an INLAND CONTAINER DEPOT. List the analysis that needs to be done prior setting up an Inland container depot.
(20 Marks)
4. Explain the following CHARGES of LINER TARIFF in detail.
(a) WAR RISK SURCHARGE (b) PEAK SEASON SURCHARGE
(c) CONGESTION SURCHARGE (d) MULTI-AXLE SURCHARGE
(5 x 4 = 20 Marks)
5. Explain the GUIDELINES for STUFFING of cargo in CONTAINERS. List down 10 types of cargo stuffed in containers.
(20 Marks)
6. Explain the term CONTAINER TERMINAL PRODUCTIVITY. List the various factors which affects the productivity of the container terminal.
(20 Marks)
7. Define the term LINER AGENT and Explain the duties & responsibility of a Liner agent as per Standard Liner Agency Agreement.
(20 Marks)
8. Explain FIXED BERTHING WINDOWS. Describe in detail the items taken in consideration prior allocating a window to a LINER vessel.
(20 Marks)

19-3-2022

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – ~~July 2018~~ **March 2022**

Fellowship/Post Graduate Diploma in Shipping management –Final year

Part – I Shipping Economics

Date: 05.07.2018

Total 50 Marks

Time: 1.5 Hours

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

Answer any five questions. All questions carry 10 marks each.

- Q1) "Ship breaking yards are in developing countries, with the largest yards at Gadani in Pakistan, Alang in India, Chittagong in Bangladesh and Aliaga in Turkey", do you agree? Analyze and comment.
- Q2) What are the documents used for sale and purchase of ships and highlight the importance of each document.
- Q3) Within the dry bulk market, describe ALL of the following:
- a) The major bulk cargoes.
 - b) The main importers and exporters for these cargoes.
 - c) The factors affecting the current market.
- Q4) Identify and explain the factors that influence a layup decision.
- Q5) Write short notes on –
- a) Information Technology in shipping.
 - b) PPP model for investment.
- Q6) Cost control is a key factor to improve profitability. Identify the shipping costs and comment on the costs that can be reduced by ship-owner.

19-3-2022

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – ~~July 2018~~ **March 2022**

Fellowship/Post Graduate Diploma in Shipping Management – Final Year

**SHIPPING ECONOMICS & SHIPPING FINANCE
PART II - SHIPPING FINANCE**

08.07.2018

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. A) Write short notes on any 2 of the following:

- i) Debt as source of finance for shipping companies.
- ii) Raising equity from international markets.
- iii) Various documents handled under letter of credit.
- iv) Various participants in the Foreign exchange markets and their roles.

Q2. Explain the entire letter of Credit transactions indicating the roles of various banks.

Q3. Write short notes on any two of the following:

- i) Elaborate steps involved in acquisition of newbuilding ships.
- ii) Deferred Payment Guarantee.
- iii) Uniform customs & Practices for Documentary Credit (UCPDC).

Q4. Describe the various types of letters of credit used in international trade.

Q5. State True or False:

- a) Leasing Finance is common in shipping industry.
- b) Forward Exchange contracts are used to hedge foreign exchange risk.
- c) Bill of Exchange is a commercial document under LC.
- d) Indian shipping companies are allowed to raise ECBs.
- e) Restricted money changers can buy and sell forex.

Q 6 Attempt any three of the following:

- i) Explain how balance of payment account of a country is prepared.
- ii) Describe three risks and their mitigating techniques.
- iii) Floating exchange rate system and its advantages.
- iv) Role of Bank for International Settlement.

Q 7. Write short notes on any three of the following:

- i) Ship Funds
- ii) International Monetary Fund.
- iii) Role of Opening Bank in a Letter of Credit Transaction.
- iv) Importance of Balance of Payment for a country.
- v) Various ways of quoting a forex rate.

Q8. Attempt any two of following:

- i) Consortium Finance for financing ship acquisition.
- ii) Describe the formalities at the port of delivery.
- iii) Explain the gold standard system.
- iv) Describe the current account and capital account transactions in Balance of Payments account of a country.

March 2022 (HMTS)

20-3-2022

Subject – RISK MANAGEMENT & MARINE INSURANCE

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: [4*5 marks]

- a) A ship ran aground due to the negligence of the master of the vessel resulting in damage to its hull. Ship is insured under ITC (Hull) 1.10.1982 clauses. Will this damage be covered under its Hull and Machinery insurance?
- b) 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. Can the ship owner claim this intentional loss from his hull and machinery insurance co.?
- c) A consignment of a large industrial equipment is insured under ICC (A) cargo clauses and is loaded on a ship. The consignment is damaged while on a voyage. The cargo owner can claim from both the ship owner as well as the cargo insurance company.
- d) A ship was insured on 1 January for 12 months with an insured value of 10 million \$. After seven months the owner sold the ship to another owner. Can the new ship owner operate the ship for the remaining five months with the existing insurance?

Qu. 2

- a) Different entities handle the container when it is moving from the seller to the buyer of the cargo under the multimodal operations. Can these entities be liable for the damage to the cargo and can they take insurance for the same? [10]
- b) Explain the risk management process for an organization. [10]

Qu. 3

- (a) Explain the essential features of general average. [5]
- (b) A ship valued at 6,000,000 encountered serious damage leading to the running aground of the vessel. Cargo 'A' valued at 500,000 was in one of the cargo holds where seawater entered after the hold was damaged due to the grounding of the vessel. That cargo was completely damaged. The other cargoes on board were 'B', 'C' and 'D' each valuing at 1,000,000; 500,000 and 300,000 respectively. The damage to the vessel was repaired at 850,000. The vessel was removed by the salvage company whose charges were 700,000 and Cargo B worth 200,000 was damaged in the process of removing the vessel. Calculate:
 - (i) Total amount of GA [4]
 - (ii) All contributory values [5]

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

Qu. 4

Write short notes on any FOUR:

[4*5]

- (a) Indemnity
- (b) Warranties
- (c) Open policies
- (d) Liability
- (e) Assignment

Qu. 5

- (a) Explain collision liability. [3]
- (b) Vessel 'A' collides with vessel 'B'. As a consequence following damages occurred:

	A	B
Damage to ship	3,000,000	8,000,000
Blame	60%	40%
Insured value	6,000,000	20,000,000
Deductible for H&M	50,000	200,000
Deductible for P&A	20,000	50,000

- (i) Calculate the total collision liabilities of both ships. [2]
- (ii) Calculate final amount of settlement between hull insurers [4]
- (iii) Calculate the settlement amount of P&I clubs of both ships [4]
- (iv) Calculate the amount that would be borne on the owners of both ships [3]
- (c) Will the amount paid by the four insurance companies change if the insured value of Ship A was 4,000,000? The new amounts need not be calculated – only an explanation is required if the amount will change – If yes, WHY? [4]

Qu. 6

- (a) Institute Cargo Clauses (A) is referred as an 'all risk' cover policy. Are there any losses/damages that will not be covered under these clauses? Explain two such situations in detail. [10]
- (b) Explain subrogation. Explain how it can be applicable in case of cargo damage on board ship. [10]

Qu. 7

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

Qu. 8

- (a) Why is P & I insurance referred as mutual insurance? [5]
- (b) Explain the pooling arrangement of the 13 clubs under the International Group. [8]

- (c) A ship owner has purchased an oil tanker and wants to insure the third party liabilities. Explain any four such liabilities which should be insured. [7]

Qu. 9

- a) Lloyd's Open Form is a Salvage Agreement between the property owners and the salvage company – Explain this statement. [6]
- b) A salvage operation is conducted under LOF. When is the salvage amount that is paid to the salvors decided and by whom? [6]
- c) What is SCOPIC and why was it started? [8]