

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

**Write answers in black ink so that uploaded scan is legible.**

- ① Explain oil pollution liability. Briefly describe various international conventions related to this issue. Can they be applicable if there is no real pollution? (20)
- ② What are the responsibilities & liabilities of the carrier under Article iii of Hague Visby rules? Is there any exemption to it? (20)
- ③ Detail analysis of Bill of lading and its importance in the international trade? (20)
- ④ Explain what is unreasonable deviation and its consequences? (20)
- ⑤ Answer any FOUR of the following : (20)

A) Civil Liability Convention (CLC) - The 1992 International Convention on Civil Liability for Oil Pollution Damages

B) Fund Convention (FC) - International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage

C) MARPOL

D) Two Voluntary Schemes:

TOVALOP

CRISTAL

E)

Explain seaworthiness obligations under Hague, Hague- Visby rules and Hamburg Rules

F) Maritime Frauds

- ⑥ Explain arrest of vessel in rem under admiralty jurisdiction and why it is required? (20)
- ⑦ Explain Customs Officers' power to stop & search vessels and what procedure to be followed in due exercise of said powers by the Custom Officer? (20)
- ⑧ Explain what is SCOPIC and when SCOPIC clause came into play and why? What are the advantages and disadvantages of SCOPIC clause? (20)
- ⑨ What is General Average? Give examples of the sacrifices that can be included in the general average as per numbered rules of York Antwerp rules. (20)
- ⑩ What is COA? Explain Voyage charter in detail and any five important clause of voyage charter. (20)



Nov. 2022 (NIMS)

**Subject – RISK MANAGEMENT & MARINE INSURANCE**

**Time: 3**

**Total 100 Marks**

**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: [5\*4=20]

- (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. How can the ship owner recover this intentional loss?
- (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 truck company is engaged in transporting containers that may be traveling between a port and shippers/ consignees. The truck company may be exposed to liabilities in case the container is damaged while being transported. Can the truck company take insurance of the cargo besides insurance of the truck?
- (d) A container ship is carrying few thousand containers in a voyage. Can the ship owner insure the cargo in the containers as the same may be damaged during the voyage?
- (e) A company operating cargo ships is conducting a risk management exercise. Can the risk of fire on the ship be described as the 'speculative' risk?

**Qu. 2**

- (a) What is the meaning of the collision liability of a ship? [5]
- (b) Vessel 'A' collides with vessel 'B'. As a consequence following damages occurred:

	<b>A</b>	<b>B</b>
Damage to ship	1,000,000	6,000,000
Deductible H&M	50,000	200,000
Deductible P&I	10,000	60,000
Blame	60%	40%
Insured value	2,000,000	10,000,000

- (i) Calculate the total collision liabilities of both ships. [3]
- (ii) Calculate final amount of settlement between hull insurers [5]
- (iii) Calculate the settlement amount of P&I clubs of both ships [5]



(iv) Calculate the amount by owners of both ships

[2]

Qu. 3

- ✓ (a) Is the freight at risk? If yes, can this risk be insured? Explain in situations when:
- (i) The freight is pre-paid. [4]
  - (ii) The freight is to be paid on delivery of cargo. [4]
- (b) What all things are included in the in the scope of marine insurance? Who would insure these? [12]

Qu. 4

- ✓ (a) Institute Cargo Clauses (A) is referred as an 'all risk' cover policy – Discuss this statement considering any exclusions under these clauses? [10]
- (b) Clarify if the shipper or the consignee has insurable interest in the insurance of cargo? Who can insure the cargo? At what time the insurable interest must be proved? [10]

Qu. 5

✓ Write short notes on any FOUR of the following: [4\*5=20]

- (a) Assignment
- (b) Reinsurance
- (c) Forwarding clause
- (d) Open policy
- (e) Deductible

Qu. 6

- ✓ (a) Risk management is a technique of safeguarding the organization's assets and activities - discuss this statement. [10]
- (b) The salvage operations under the Lloyd's Open Form is referred as "no Cure No Pay" – Explain this statement. Is this condition modified sometimes? [10]

Qu. 7

- ✓ (a) When is notice of abandonment given and who gives it? What happens after that? Is it necessary to give this? [10]
- (b) Explain different situations when a hull & machinery insurance is terminated. [10]

Qu. 8

- ✓ (a) What is general average? Why is it important? [5]
- (b) m.v. SMILY ran aground resulting in damage to its hull. Part of cargo was jettisoned for re-floating the ship. Its main engine was also used extensively for re-floating. This led to the damage to the engine. The ship was re-floated and general average was declared. Following are the details:

Sound value of the ship and the cargo were \$ 800,000 and \$ 1,500,000 respectively. Damage to the hull was repaired at \$ 100,000 whereas the repair of the damaged engine was charged at \$ 50,000. Cargo worth \$ 150,000 was jettisoned. An amount of \$ 220,000 was paid by the ship owner as salvage charges.



With the above details calculate the following:

- (i) Total amount of general average. [4]
- (ii) Contributory values of the ship and cargo. [5]
- (iii) Apportionment of general average amount between ship and cargo respectively. [6]

Qu. 9

- (a) Explain how a typical P&I Club may function. Why are such clubs important for the operation of a ship? [12]
- (b) Explain the principle of utmost good faith with an example from shipping operation. [8]



**NAROTTAM MORARJEE INSTITUTE OF SHIPPING  
MUMBAI**

Examination Paper – November 2022 **MMIS**

Fellowship / Post Graduate Diploma in Shipping management – Final year

**CHARTERING**

(100 Marks)

Date:

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

Q1) Draft a voyage firm offer on Owner's behalf for below cargo quote:

25,000 MTS 10% MOLCHOPT BULK WHEAT STW ABT 46'  
ROUEN/ALEXANDRIA  
23-26 MAY 2022  
8,000/5,000 MT PWWO SSHEX/FHEX  
3.75% TTL

Q2) 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. BBB
- ii. MOLOO
- iii. FCC
- iv. DLOSP
- v. APS

Q3) Write Short Notes on

- a) AFRA
- b) Stowage Factor
- c) Trip Time Charter

Q4) In the context of Laytime, explain ALL of the following terms:

- i. Commencement of Laytime
- ii. Interruptions of Laytime
- iii. Statement of Facts
- iv. Definite and indefinite Laytime

*(Candidates may draw logical assumptions for answering above question)*

Q5) Explain following Chartering terms –

- a) Arrived Ship
- b) Dead freight
- c) Air Draft
- d) Institute Warranty Limits
- e) STS



Q6) Answer briefly

- a) What is "Owners to provide" clause in NYPE charter-party form?
- b) What is sub-let clause in time charter parties?
- c) What is relevance of Baltic Indices?
- d) What is Shipping Pools?

Q7) From the following data of vessel M.T. Sienna - prepare voyage estimate and calculate time charter yield and nop per day.

- A) Dead-weight : 94,150 mt
- B) Voyage : Mina Al Fahl - Port Dickson
- C) Speed: 13 knots
- D) Cargo quantity: minimum 80000 mts
- E) Freight rate: ws 150 overage 50%
- F) Address commission: 1.25%
- G) Brokerage: 2.5%
- H) Laytime: 72 hours shinc
- I) Standing charges usd. 10000 per day
- J) Bunker consumptions basis per day are as follows :-

	Laden	Ballast	Loadport	Disport
VLSFO (mts)	35	33	10	20
MGO(mts)	0.5	0.5	1.0	1.5

As per world scale, the details are as follows -

Distance : 6048 nm  
Flat rate : US\$ 14.06 pmt

VRD deduction of USD. 0.21 to apply for discharge at Port Dickson

Other details

Bunker rates : Vlsfo - usd. 500 pmt  
Mgo - usd. 600 pmt

Port charges: Mina Al Fahl- usd. 40000  
Port Dickson- usd. 61000

Q8) m.v. "Lipoz" loaded 65000 mts of bauxite from Pontianak (Indonesia) and is fixed on following cp terms -

- A) Load rate: 13000 mt pwwd shex iuac (if used actual time to count) basis 5h/h
- B) Nor to be tendered if vessel in free pratique
- C) Turn time 12 hours unless sooner berthed
- D) First shifting not to count
- E) Demurrage : usd. 16000 pdpr
- F) Despatch half the demurrage rate on working time saved
- G) Running days of 24 consecutive hours is used



SOF at load port are as follows -

Date	Day	Time (hrs)	
23 March	Mon	1200	Arrived
23 March	Mon	1200	Anchored
23 March	Mon	1250	Free pratique
23 March	Mon	1300	Nor
24 March	Tue	1100	Pob
24 March	Tue	1400	Berthed
24 March	Tue	1500	Commenced loading
30 March	Mon	1400	Loading completed
30 March	Mon	1530	Documents on board
30 March	Mon	1600	Pob
30 March	Mon	1700	Rfa / sailed

Remarks:-

- 25 March, Wednesday there was bad-weather from 1000 hrs to 1300 hrs
- 28 March, Saturday there was stoppage of cargo operation due to rain from 1030 hrs to 1830 hrs
- 29 March, Sunday vessel loaded cargo from till 1200 hrs

Calculate laytime used, demurrage or despatch ?

-end-



# Narottam Morarjee Institute of Shipping

## Liner Trade & Multimodal Transport – NOVEMBER 2022

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

1. With an illustration, Describe the concept of HUB & SCOPE in Liner trade. Explain the Differences between FEEDER vessel & Mother Vessel.  
(20 Marks)
2. Explain the duties & responsibility of a Liner agent as per SLAA (Standard Liner Agency Agreement)  
(20 Marks)
3. Explain "FIXED BERTHING WINDOWS" with a rough table of the windows. List down the factors that are taken into account while allotting the Window to a container operator for its service.  
(20 Marks)
4. Explain the following documents in Liner Documentation.  
(a) SEA-WAY BILL (b) EXPORTS GENERAL MANIFEST  
(c) HOUSE BILL of LADING (d) IMPORTS GENERAL MANIFEST  
(5 x 4 = 20 Marks)
5. Explain the following CHARGES with related to Container.  
(a) STORAGE (b) DEMURRAGE  
(c) TRI-AXLE SURCHARGE (d) DETENTION  
(5 x 4 = 20 Marks)
6. Identify the players in Liner Shipping. List down the typical work activities of a freight forwarder in the Transportation Supply chain.  
(20 Marks)
7. Explain 10 different cargo that are loaded in containers in LINER SHIPPING, List down 10 requirements that must be adhered to during container STUFFING/UNSTUFFING.  
(20 Marks)
8. 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.  
(20 Marks)

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING  
MUMBAI**

**Examination Paper – November 2022**

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

**LOGISTICS MANAGEMENT**

**0.11.2022**

**Total 100 Marks**

**Time: 3 Hours.**

Question 1 is compulsory. Attempt any other ~~FIVE~~ <sup>Five</sup> Questions

1. "Efficiency in all matters of logistics can bring down the logistics cost." Discuss the importance of this statement.  
OR  
Discuss the National Logistics Policy 2022 of India.
2. What is "Distribution Management"? Explain Distribution Management as a marketing function.
3. Write short notes on:
  - a. Difference between Bill of Lading and Sea Way Bill.
  - b. Inland waterways of India.
4. What is a 'bonded warehouse'? How does this help an importer? Discuss the importance of warehouses in international trade.
5. Bring out the importance of Customer Service in logistics management.
6. Write a note on cold chain logistics. What are the different products that move in a cold chain by road and by sea?
7. "Air Transport is vital for international trade." Bring out the importance of this statement.
8. Explain the role of Purchasing in supply chain management.
9. Explain "Just in Time" concept.