

Question No. 1 is compulsory. Answer any 4 other questions. All questions carry equal marks.

- 1 Who has the right to Claim Cargo? Discuss the provisions regarding the time limit for claiming cargo and claims for partial loss or damage of cargo.
- 2 In which convention was the need for the protection of passenger on the ship discussed?
Enumerate the outcomes of the convention by quoting a relevant case law.
What is the meaning of Dumping given by the London Dumping Convention? Also state what is not included in dumping. Explain 3 important provisions of the Convention on the prevention of Marine Pollution by Dumping of wastes and other matters.
- 4 Explain the salient features of MARPOL
- 5 Discuss various provisions under MMT Act regarding carriage of dangerous goods and the transporters right to have alien on goods and documents.
- 6 Enumerate the York Antwerp Rules that are an exception to those provided as lettered rules.
- 7 What is the Contract of Affreightment? What are the salient features of a bareboat-cum-demise charter party?
- 8 Define seaworthiness and explain its provisions with the help of 3 case laws.
- 9 Explain the objective of the Customs Act 1962. Under what circumstances can a vessel be confiscated?
- 10 Discuss the various types of maritime frauds.

IInd year - 16/11/21
NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI

Nov. 2021
Paper 1

Examination Paper – July 2014

Fellowship / Post Graduate Diploma in Shipping management – ~~First~~ ^{FINAL} year

Part – I Shipping Economics

Date: 08.07.2014

(50 Marks)

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

Answer any three questions. All questions carry equal marks.

- Q1) a) What are the factors taken into account while preparing a budget in a ship-owning company?
- b) Explain briefly the procedure for purchasing a second hand ship. What documents are required for this purpose?
- Q2) Differentiate -
- a) Voyage accounts and Voyage estimate
- b) Tonnage tax and corporate tax system
- c) CAPEX and OPEX
- Q3) a) State the reasons necessitating laying up of ship.
- b) Outline the procedures of laying up a ship.
- c) Is laying up a cost control tool? Explain
- Q4) Short notes -
- a) Norwegian saleform 93
- b) Public Private Partnership (PPP)
- c) Voyage estimate
- Q5) What is time charter? Under time charter, how are costs distributed between Shipowners and Charterers?

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – July 2014
Fellowship/Post Graduate Diploma in Shipping Management – Final Year

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

08.07.2014

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.**

1. With the changing global competition, various factors affect the performance of nations, industries, economies. One of the main reasons is the PESTEL factors. What do you mean by PESTEL factors? Select any two factors and explain.
2. Do you agree with the following statement/s. Select **any two** and express your views :
 - (a) Confirmed LC is issued by an importer's bank.
 - (b) Bill of Lading is called as quasi negotiable instrument.
 - (c) UCPDC guidelines are provided by Reserve Bank of India.
 - (d) Back to back LC involves two letters of credit.
3. International trade cannot live without, letters of credit. Why letter of credit is important for international trade? Select **any two** bankers involved in a letter of credit transaction and indicate their functions. Also mention the importance of insurance document in a letter of credit transaction.
4. Write short notes on any two :

(a) Forward Exchange Rates.	(b) Mezzanine Finance.
(b) Inward/Outward remittances.	(d) Commercial invoice.
5. To buy a ship from an overseas market, it requires lot of planning, arrangement of funds, obtaining necessary approvals, and compliances. Briefly highlight the important aspects involved in buying a second hand ship.
6. Distinguish between **any two** of the following :-
 - (a) Revocable and Irrevocable Letter of Credit.
 - (b) Balance of Trade and Balance of Payment.
 - (c) Current and Capital Account transactions.
 - (d) TT Buying and Bills Buying rates.
7. Expand the following terms, and write **not more than three** sentences for each term:

(i) ICC.	(ii) FDI.	(iii) ECB.	(iv) FEMA.	(v) SOFTEX.
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8. You are working as Chief Finance Officer of a shipping company. What are the various options available to raise funds from India and abroad? List them, and explain briefly.

**NAROTTAM MORARJEE INSTITUTE OF SHIPPING
MUMBAI**

Examination Paper – November 2021

7/11/21

Fellowship / Post Graduate Diploma in Shipping Management – Final year
CHARTERING

Date:

(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) 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. ATDNSHINC
- ii. WIFPON
- iii. NAABSA
- iv. FIOS
- v. MOLCHOPT

Q2) Answer briefly (any two) –

- a) What is meant by putting “vessel on subjects”?
- b) What are Baltic Indices?
- c) What do you understand by the term “AFRA”?

Q3) Explain following chartering terms–

- a) In Geographical Location
- b) Indefinite laytime
- c) P&I bunkering clause
- d) Before Breaking Bulk
- e) In Lieu of Weight

Q4) Enlist major clauses appearing in the following charter-party form (any one)

- a) ASBATANKVOY
- b) NYPE

Q5) MV Kite, a bulk carrier vessel was fixed on time charter basis for 3 months +/- 15 days choption at a daily charter-hire rate of US\$. 14000/- PDPR. The vessel was delivered on 24 April 2011 at 0800 hrs and re-delivered on 30 July 2011 / 1600 hrs.

During the charter-period, following off-hires were reported -

30 April 0800 hrs to 1 May 1300 hrs for main-engine break down
7 June 0600 hrs to 8 June 1500 hrs for crew change
6 July 1200 hrs to 7 July 1230 hrs for repairs to fresh water generator

Owners have agreed to charterers under-performance claim of USD.75,000 for excess bunker consumption. During the on-hire period, owners received a sum of US\$ 950,000. Draw out a charter-hire statement for the period and determine what is the balance amount payable by charterers to owners or ViceVersa.

Q6) What is Worldscale? What is the basis of calculation for Worldscale Schedule? What are advantages of Worldscale?

Q7) Vessel will complete discharge at Rotterdam in The Netherlands and is fixed to load Puerto La Cruz in Venezuela for discharge at Gibraltar. DWT 52, 498 MT on 12.3 M Cubic Grain 67,320 M3. Loaded speed 13 KTS on 23 MT LSFO/GO per day as appropriate Ballast speed 14 KTS on 23 MT FO or LSFO/GO per day as appropriate Port consumption 4 MT LSFO/GO per day as appropriate all purposes Vessel Daily Standing Cost \$9,200 per day.

Cargo 50,000 MT NPK Fertiliser +/-10% MOLOO (SF 0.99) Puerto La Cruz - Gibraltar. No draft restrictions at load port or at other ports. Vessel in Summer zone throughout voyage. 13,000 MT SSHEX at Load 8,000 MT SSHINC at Discharge.

Freight \$22 FIOST per Metric Tonne, Commission 5%.

LSFO/GO Max 0.1%S. \$417 PMT

Port Costs: Puerto la Cruz \$77,000 Gibraltar \$62,000

Distance from Rotterdam to Puerto La Cruz is 4190 NM and from Puerto La Cruz to Gibraltar is 3557 NM.

Calculate -

- a) What is the cargo quantity loaded?
- b) TCY for the voyage
- c) NOP / day for the voyage

Q8) From below information, calculate demurrage ?

Vessel : M.T. River Lord

Statement of facts - Loadport - Ras Laffan

Vessel anchored:	5th January	0600 hrs
Nor tendered :	5th January	0600 hrs
Pilot boarded :	5th January	1400 hrs
All fast :	5th January	1815 hrs
Hose connected:	5th January	1900 hrs
Cargo commenced:	5th January	2000 hrs
Cargo completed:	7th January	1410 hrs
Hoses disconnected:	7th January	1656 hrs
Vessel sailed:	7th January	1805 hrs

Statement of facts - Discharge port - Singapore

Vessel anchored:	19th January	1000 hrs
Nor tendered :	19th January	1000 hrs
Pilot boarded :	22nd January	1300 hrs
All fast :	22nd January	1526 hrs
Hose connected:	22nd January	1725 hrs
Cargo commenced:	22nd January	1800 hrs
Cargo completed:	25th January	0100 hrs
Hoses disconnected:	25th January	0345 hrs
Vessel sailed:	25th January	0530 hrs

Out of the above time in discharge port the actual pumping time in the port was only 45 hours and 30 minutes, rest of the time was used in other activities e.g.:- documentation, ullaging, sampling etc.

Port declared bad-weather at port from 25 Jan 0200 to 0300 hours.

Charter-party details are as under :-

1. Time to start 6 hours after tendering notice of readiness or all fast, whichever is earlier.
2. Vessel to discharge complete cargo in 24 hours.
3. Cow time permitted : 12 hours.
4. Conoco weather clause to apply
5. Layime : 72 hours shinc

Demurrage: \$ 10,000 pdpr

end

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)

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 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.?
- (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 consignment of a large industrial equipment is insured under ICC (A) cargo clauses and is loaded on a ship. The ship suffers machinery damage and is diverted to a port where the repairs to the ship will take three months. It is decided to unload this consignment and sent to the destination on another ship. Can this additional cost be covered under any insurance?
- (d) A ship was insured on 1 January for 12 months with an insured value of 10 million \$. The ship unfortunately become an actual total loss on 30 June of the same year. The insurance co. wants to pay 10 million \$ less depreciation for six months. Should the ship owner accept this settlement?

Qu. 2

- (a) Explain the concept of mutual insurance? [5]
- (b) What is the role of correspondents of a P&I Club? [5]
- (c) P&I Clubs insure both the contractual liabilities and the liabilities under tort of the ship owner – Discuss this statement with examples. [10]

Qu. 3

Write short notes on any FOUR of the following:

[4*5]

- (a) Assignment
- (b) War risk insurance
- (c) Forwarding charges
- (d) Subrogation
- (e) Risk retention

Qu. 4

- (a) Risk management is a technique of safeguarding the organization's assets and activities - discuss this statement. [12]
- (b) Explain transfer of risk and how the same can be achieved. [8]

Qu. 5

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

Qu. 6

- (a) Explain the main features of general average. [5]
- (b) m.v. PROGRESS ran aground due to navigational negligence which resulted 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 at destination were \$ 800,000 and \$ 900,000 respectively. Damage to the hull was repaired at \$ 50,000 whereas the repair of the damaged engine was charged at \$ 30,000. Cargo worth \$ 20,000 was jettisoned. An amount of \$ 250,000 was paid by the ship owner as salvage charges.

With the above details calculate the following:

- (i) Total amount of general average. [3]
- (ii) Contributory values of the ship and cargo. [6]
- (iii) Apportionment of general average between ship and cargo respectively. [6]

Qu. 7

- (a) Discuss the scope of marine insurance with suitable examples. [10]
- (b) Is the freight at risk? If yes, can this risk be insured? Explain how the this risk is covered when
- (i) The freight is pre-paid. [5]
- (ii) The freight is to be paid on delivery of cargo. [5]

Qu. 8

- a) Explain the importance of LOF. [6]
- b) What is the difference in Article 13 and 14 of the Salvage Convention? [6]
- c) How is reward for a salvage under LOF decided? Which all parties pay this amount? Can these be insured? [8]

Qu. 9

- (a) Explain the Collision Liability of a ship. Also explain the system of sharing this liability between H&M and P&I insurances. [6]
- (b) Vessel 'A' collides with vessel 'B'. As a consequence following damages occurred:

	A	B
Damage to ship	100,000	600,000
Deductible H&M	50,000	200,000
Deductible P&I	20,000	10,000
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 [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]

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Narottam Morarjee Institute of Shipping
Liner Trade & Multimodal Transport – NOVEMBER 2021

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 Advantages and Disadvantages of the HUB & SCOPE.
(20 Marks)
2. Explain the Objectives of the IMDG Code. List down the various classes of the IMDG Code.
(20 Marks)
3. Identify the players in Liner Shipping. List down the typical work activities of a freight forwarder in the Transportation Supply chain.
(20 Marks)
4. Explain the duties & responsibility of a Liner agent as per SLAA (Standard Liner Agency Agreement)
(20 Marks)
5. Explain the various precautions the Merchant should exercise during container STUFFING of REEFER CONTAINER.
(20 Marks)
6. 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)
7. List down THREE types of Container LEASING AGREEMENTS and List atleast FIVE major container leasing companies
(20 Marks)
8. Explain in detail atleast 10 FACTORS considered while fixing freight rate. List down five FIXED and VARIABLE COSTS each for a vessel Operator.
(20 Marks)

Question No. 1 is compulsory. Attempt any other FOUR Questions.

- ① "Logistics is defined as the science of planning and implementing the acquisition and use of the resources necessary to sustain the operation of a system." Explain the validity of this statement.
- ② "Supply Chain Sustainability (or SCS) is a holistic view of supply chain processes, logistics and technologies that addresses the environmental, social, economic and legal aspects of a supply chain's components." Discuss this statement and bring out its significance.
Write short notes on :
 - ③ a) CFS and ICD
 - b) Multimodal Transport Document
- ④ Explain "Material Handling" and describe the principles of material handling.
- ⑤ What is Global Logistics and explain what drives the demand for global logistics.
- ⑥ What is "Outsourcing"? Explain Third Party Logistics (3PL) and Fourth Party Logistics (4PL) and bring out the difference between 3PL and 4PL.
- ⑦ What are the characteristics of good Customer Service?
- ⑧ Discuss the importance of IATA.
- ⑨ What are the characteristics of good customer service?