

**NAROTTAM MORARJEE INSTITUTE OF SHIPPING  
MUMBAI**

**Examination Paper – June/July 2025**

**FELLOWSHIP/ADVANCE DIPLOMA IN SHIPPING MANAGEMENT & LOGISTICS**

**Subject – Risk Management & Marine Insurance**

**28.06.2025**

**Total 80 Marks**

**Time: 3 Hours.**

**Instructions: The answers should be brief and to the point. All questions carry 16 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\*4 =16]**

- (a) A ship became constructive total loss and the notice of abandonment has been rejected by the H&M underwriters. The port which is nearby has asked the ship owner to remove the wreck. Can the ship owner take assistance of his P&I Club?
- (b) A ship ran aground due to the negligence of the Master. The ship was insured under ITC (Hulls), 1.10.83 clauses. Can the ship owner claim from the insurance company for the damage?
- (c) A truck company is engaged in transporting containers between ICD/ CFS to the port. During this transport the containers may be damaged. Can the company take insurance of the cargo?
- (d) A loaded bulk carrier has a serious engine failure and has to be towed to a nearby port for repairs. Can the ship owner include the towage charges in General Average?

**Qu. 2**

- (a) Why is subrogation important. Explain with an example from shipping operation. **[8]**
- (b) What are the importance of warranties in marine insurance. Explain with examples? **[8]**

**Qu. 3**

- (a) Who has an insurable interest in cargo? Can the cargo insurance be transferred? **[8]**
- (b) Explain the transit clause as per Institute Cargo Clauses. **[8]**

**Qu. 4**

- (a) Explain the importance of York Antwerp Rules. **[3]**
- (b) A ship is on time charter and valued at 8 million \$ and carried one cargo consignment valued at twelve 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 \$ 70,000. Cargo worth \$ 300,000 got damaged while fighting the fire. Charges for firefighting tugs were \$ 750,000. The sound value of bunkers was 40,000 and bunkers worth 15,000 were consumed till the time fire occurred. The voyage was saved and completed. Calculate:

- i. Total amount of GA **[3]**
- ii. All contributing values **[5]**
- iii. Amount of GA contributed by all interests. **[5]**

**PTO**



Qu.5

- (a) Explain collision liability of a ship owner. [4]  
 (b) Ship A collided with ship B. As a result of the collision ship B sank. The damage on A was 400,000. The blame of A and B was 70% and 30% respectively. The insured value of B was 1,000,000. Calculate:  
 (i) The collision liabilities of ships A and B. [2]  
 (ii) The liabilities of hull underwriters of A and B. [5]  
 (iii) The liabilities of P&I Clubs of A and B. [5]

Qu. 6

Write short notes on any FOUR:

[4\*4 = 16]

- (a) Reinsurance
- (b) Constructive total loss
- (c) Assignment
- (d) Open policy
- (e) Fixed premium clubs

Qu. 7

Risk management is necessary in today's competitive environment. Explain this statement in detail with the process of risk management in maritime sector. [16]

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING MUMBAI**

**Examination Paper – June/July 2025**

**FELLOWSHIP/ADVANCE DIPLOMA IN SHIPPING MANAGEMENT & LOGISTICS**

**Subject – Chartering**

**29.06.2025**

**Total 80 Marks**

**Time: 3 Hours.**

**Note:**

- Q6 and Q7 are Compulsory
- Answer any Three questions from Q1 to Q5
- All questions carry equal marks (16 marks each)
- Candidates must answer each question completely in one place. Do not split your answer across different sections or pages. Partial answers written separately is not preferred.

**Q1) a) Give the full form and explain following abbreviations (any 4) (4 X 2 marks)**

- |           |         |          |
|-----------|---------|----------|
| 1) NAABSA | 2) AWRP | 3) AWIWL |
| 4) WSNP   | 5) APS  |          |

**b) Explain following expressions (in two or three sentences only, (Any 4) (4 X 2 marks)**

- |                  |              |                   |
|------------------|--------------|-------------------|
| 1) Ballast Bonus | 2) Air draft | 3) Broken stowage |
| 4) Fully fixed   | 5) Laycan    |                   |

**Q2) Answer Briefly (Any Four) (4 x 4 marks)**

- i) A shipowner is planning to enter the market to secure employment for their tanker. When selecting a broker what services, expertise and ethics would the owner expect?
- ii) Write a brief on BIMCO and role of the organisation in assisting chartering practitioners?
- iii) What are the different 'Subjects'? Explain.
- iv) Write a brief on the role of a Post fixture Manager.
- v) Differentiate Time Charter and Bare Boat Charter.

**Q3) a) Write short notes on (any 2) (2 x 4 marks)**

- |                   |         |                 |
|-------------------|---------|-----------------|
| 1) Stowage Factor | 2) SIRE | 3) LNG Shipping |
|-------------------|---------|-----------------|

**b) Calculate freight for the total loaded quantity (8 marks)**

Vessel: MT Land Princess (DWT: 118263 MT)

Loadport: Jebeldhana

Disport: Mombassa

Min. Quantity: 100,000 MT

Freight: WS 70 o/a 50%

B/L quantity: 105,100 MT

WS 100 (flat rate) : USD. 10.94 PMT

FRD of USD. 0.18 on total cargo quantity to be added for voyages involving Mombassa.



Q4) a) Draft an offer for below TCT enquiry (you also may enlist few relevant clauses / terms as would appear in a standard offer).

OUR/DIRECT CHARTER BASIS FCC FOR TCT

- 32K / 35K- DWT VSL With 4 x 25 Mts Cranes Required.
- Delivery PG – No IRAN/IRAQ Option
- Redeliver E.C.India
- Duration TCT 20 to 25 Days
- Laycan: 15<sup>th</sup> – 20<sup>th</sup> Oct
- Addcom: 2.5% + 1.25% BROKERAGE

(8 marks)

b) MV GreenHolds, a bulk carrier vessel was fixed on time charter basis for 3 months +/- 15 days CHOPTION at a daily charter-hire rate of us\$. 12000/- pdpr. The vessel was delivered on 30 June 2017 at 1000 hrs and re-delivered on 8 October 2017 / 1400 hrs.

During the charter-period, following interruptions were reported –

- 1) 30 July 0800 hrs to 31 July 1300 hrs for main-engine break down
- 2) 8 August 0600 hrs to 8 August 1600 hrs for crew change
- 3) On 15 August at port of Kochi due to non-availability on stevedores cargo operation was stopped for one full day
- 4) 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. (2 x 8 marks)

Q5) Write a brief on following standard charter-party forms (Any two) (2 x 8 marks)

- a) NYPE                      b) Shelltime 4                      c) Barecon

Q6) A handy size bulk carrier loaded 19200 tonnes iron ore at Goa for Rotterdam. Prepare a voyage estimate and find out a) break even price b) T/C yield and c) profit / loss per day from the following details:-

- a) DWT : 21000 MT
- b) Service speed 14 knots on consumption, HO – 25 MT per day DO – 2 MT per day
- c) Allow 9 days for loading and 5 days for discharge
- d) Freight USD. 20 per tone FIOT less 1 per cent in lieu of weightment.
- e) Total commission 6.25 per cent including 5 per cent address.
- f) Vessel's standing charges USD. 3500 per day.
- g) Average cost of HO USD.200 PMT and DO USD.300 PMT .
- h) Disbursements : Goa USD. 8000  
Suez Canal USD. 30,000  
Rotterdam USD. 12,000



i) Distance from Goa to Rotterdam (via Suez) : 6385 NM

Q7) From below information, calculate demurrage ?

Vessel : MT Tejas

Statement of facts – loadport – Jebel Dhana

vessel anchored	:	5th March	0600 hrs
nor tendered	:	5th March	0600 hrs
pilot boarded	:	5th March	1400 hrs
all fast	:	5th March	1815 hrs
hose connected	:	5th March	1900 hrs
cargo commenced	:	5th March	2000 hrs
cargo completed	:	7th March	1410 hrs
hoses disconnected	:	7th March	1656 hrs
vessel sailed	:	7th March	1805 hrs

Statement of facts – discharge port – Singapore Vopak Sebarok terminal

vessel anchored	:	19th March	1000 hrs
nor tendered	:	19th March	1000 hrs
pilot boarded	:	22nd March	1300 hrs
all fast	:	22nd March	1526 hrs
hose connected	:	22nd March	1725 hrs
cargo commenced	:	22nd March	1800 hrs
cargo completed	:	25th March	0100 hrs
hoses disconnected	:	25th March	0345 hrs
vessel sailed	:	25th March	0530 hrs

a) 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.

b) Port declared bad-weather at port from 25 March 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
6. Demurrage: \$ 18,000 pdpr

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# NAROTTAM MORARJEE INSTITUTE OF SHIPPING, MUMBAI

Examination Paper – June/July 2025

FELLOWSHIP/ADVANCE DIPLOMA IN SHIPPING MANAGEMENT & LOGISTICS

**Subject – Liner Trade & Multimodal Transport**

30.06.2025

Total 80 Marks

Time: 3 Hours.

**Instruction:**

**Note: Question 1 is compulsory.**

**Answer any other FOUR Questions.**

**All Questions carry equal marks (16 Marks Each)**

1. (4 marks each)
- a) Explain Hub & Spoke in Container Shipping
  - b) In India, Which are new Ports- Container Terminals coming up in next few years?
  - c) Explain Export Cycle of a Container
  - d) What are key challenges /Risks you foresee in 2025 for Global Container Shipping Industry.

2. Explain ANY 4 charges from below with related to containers. (4 marks each)
- a) Storage
  - b) Detention
  - c) TRI-AXLE Surcharge
  - d) Demurrage
  - e) Peak Season Surcharge

3. Give Full form of the Following (1 marks each)
- 1.a) FEU b) LCL c) HBL d) DDP e)MSDS f) FIFO
2. Write Short notes on any Two of the Following (10 marks)
- a) Terminal Handling Charge
  - b) Custom House Agent
  - c) Inter Terminal Transfer

4. Explain the Difference between Mother Vessel V/s Feeder Vessels. Mention the need for having Transshipment Hub.

**Or**

Explain the duties & responsibility of Liner agent as per SLAA (Standard Liner Agency Agreement) (16 marks)

5. Explain the Term LCL and FCL. With examples, explain in brief the following: (16 Marks)
- a) FCL- FCL
  - b) FCL-LCL
  - c) LCL-FCL
  - d) LCL-LCL

6. Containers are either owned or leased equipment. Explain the advantages and disadvantages of both for the carrier and the types of leasing agreement that are available. Describe the key features of the following equipment and cargo carried. (16 marks)

- a) Tank Containers
- b) Open Top Containers
- c) High Cube Containers
- d) Flat Rack Containers

7. Choose any TWO of the following cargoes. Identify at least TWO major trades on which they are shipped detailing the main ports of loading and discharge. Explain the types of container equipment used and any special requirements or precautions that need to be taken to protect the cargo. (16 Marks)

- a) Grapes
- b) Raw Cashews
- c) Solar Panels
- d) Washington Apples

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**NAROTTAM MORARJEE INSTITUTE OF SHIPPING, MUMBAI**  
**Examination Paper – June/July 2025**

**FELLOWSHIP/ADVANCE DIPLOMA IN SHIPPING MANAGEMENT & LOGISTICS**

**Subject – Law of Sea Transport**

**01.07.2025**

**Total 80 Marks**

**Time: 3 Hours.**

**Instruction:**

- 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)
- All question carries equal marks (16 marks each)

**Q. 1** A party in Delhi, India intends to procure 50 metric tonnes of palm oil from a seller in Jakarta, Indonesia. Having agreed to trade in CIF terms, the seller would be required to ship the cargo by sea, air, and road to reach the destination in Delhi. As a legal practitioner, what would you recommend to the seller as the best means of carriage: individual contracts or a multimodal transport document? Give appropriate reasons. Also, explain and analyse, with suitable cases, the provisions relating to Multimodal Transport Documents under the Multimodal Transportation of Goods Act, 1993.

**(16 marks)**

**Q. 2** Answer in brief any 4 from following:

**(16 marks)**

1. Care of cargo under Hague Rule
2. Methods of enforcement of maritime liens & arrest
3. General Average Procedure
4. Alternative danger with illustration
5. What would be the damages – when the ship is lost and when the ship is damaged but not lost.

**Q.3 a)** Give the full form of the following:

**(6 marks) ½ marks each**

I. COA	II. FOB	III. LOU	IV. IMB
V. BL	VI. CFR	VII. NOR	VIII. SDR
IX. ETA	X. CY	XI. LC	XII. IMO
XIII. ETD	XIV. LOP	XV. ISPS	XVI. ROB

**b)** Write short notes on any TWO of the following :

**(10 marks)**

1. What are the Rotterdam Rules? Explain the scope and application of the Rotterdam Rules along with the door-to-door concept under the Rules.
2. What are the Rotterdam Rules? Explain the scope and application of the Rotterdam Rules along with liability for non-localized damage.
3. What are the Rotterdam Rules? Explain the scope and application of the Rotterdam Rules along with limitation on liability under the Rules.

**Q.4** Answer (a) or (b)

**(16 marks).**

**(a)** 'Aqualand' is a country situated in the 'Calm Strait,' the only international passageway that connects the eastern and western hemispheres. Naturally, the Calm Strait witnesses a number of merchant vessels carrying cargo and oil to and from both sides of the world. Recently, the number of oil spills due to the tricky course of the strait has increased, resulting in Aqualand having to use funds from its treasury to clear and restore the Strait. At present Aqualand is not a party to any international conventions governing oil pollution. Present arguments on why Aqualand must sign the CLC and Fund Conventions and how these may be advantageous to the country in tackling Marine Oil Pollution in the Calm Strait.

**(b)** What is the procedure for an arrest of a vessel as per 2017 Act? How to effect an arrest order?

**Q.5** Answer (a) or (b)

**(16 marks).**

**(a)** What is towage and its implied terms? When towage becomes salvage?



(b) Why is it necessary for a ship to be registered in a country? Explain provision of registering a vessel as per Merchant Shipping Act 1958.

Q.6 Answer (a) or (b)

(16 marks).

(a) i. What is general average act? Explain rule paramount under generale average?

ii. Calculate general average on the basis of below data;

- A loaded ship is hijacked in Somalian waters and pirates demanded the ransom for release of the ship. After much of negotiations the ransom was brought down to 3,00,000.0 (3 Million) US dollars. Negotiation Fee 300,000.0, Lawyer's fee 100,000.0 and Adjuster's Fee 50,000.0.
- The ransom amount was delivered and the ship was released.
- Value Saved Value of ship 20,00,00,000.0
- Students are free to assume value of cargo saved for cargo owner 1, 2, 3, 4, & 5 to calculate their own general average based on above provided data.

(b) Who shall have the onus of proof general average? What is the provision for undeclared or wrongfully declared cargo in computation of GA contribution?

Q.7 Answer (a) or (b)

(16

marks).

(a) In below issue, Court rejected the owner's claim - explain whether it is a correct order or not and support your answer with reason. In World Symphony Case

The charterparty provided under **Clause 3** that *the duration of the charter period was for a period of "11 (eleven) months, 15 days more or less at Charterers' option"*

The charterparty included **Clause 18**, unamended as in standard Shelltime 3 which provides - *"Notwithstanding the provisions of clause 3 hereof, should the vessel be upon a voyage at the expiry of the period of this charter, Charterers shall have the use of the vessel at the same rate and conditions for such extended time as may be necessary for the completion of the round voyage on which she is engaged and her return to a port of redelivery as provided by the charter."*

The charterers exercised their 15-day option and same was disputed by the owner and owner claimed damages based on market price for the overrun period

(b) In below issue, Court rejected the owner's claim - explain whether it is a correct order or not and support your answer with reason.

In Kriti Akti Shipping Co. S.A. v. Petroleo Brasileiro S.A Case  
CP Terms:

Time chartered the vessel KRITI AKTI from the owners on a Shelltime 3 form, which had express wording as below

Clause 3: the duration of the charter period was for a period of "11 (eleven) months, 15 days more or less in Charterer's option"

Clause 18: "Notwithstanding the provisions of clause 3 hereof, should the vessel be upon a voyage at the expiry of the period of this charter, Charterers shall have the use of the vessel at the same rate and conditions for such extended time as may be necessary for the completion of the round voyage on which she is engaged and her return to a port of redelivery as provided by the charter."

Clause 50:

"Any loss of time during which the vessel is off hire shall count as part of the charter period and may be used by charterers at their option as an extension of the aforesaid period."

Facts:

On 13th March 2001 charterers informed owners that they were exercising their option to extend the final date of the charter to 14th June 2001

On 29th May 2001, whilst the vessel was discharging, charterers ordered her to carry out another voyage.

Owners disputed another voyage at same hire & argued that the charter had already expired on the basis that the "period of this charter" under clause 18.

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# NAROTTAM MORARJEE INSTITUTE OF SHIPPING MUMBAI

## Examination Paper – June/July 2025

### FELLOWSHIP/ADVANCE DIPLOMA IN SHIPPING MANAGEMENT & LOGISTICS

#### Subject – LOGISTICS MANAGEMENT

02.07.2025

Total 80 Marks

Time: 3 Hours.

#### Instructions:

- 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)
- All question carries equal marks (16 marks each)

Q. 1. A foreign investor would like to make a financial investment in India. Write a note explaining him the objectives of the Special Economic Zones that are available in India and how SEZs are open to for Foreign Direct Investment in this area. (16 marks)

Q. 2 Answer in brief any 4 from following: (16 marks)

1. Poor Inventory Management
2. Advantages of Rail as a transport
3. Concept of Just-in-time
4. Supply Chain Sustainability
5. Private Freight Terminals

Q.3 a) Expand and explain the following: (6 marks)

i. EDI                      ii. 3PL                      iii. LR

b) Write short notes on any TWO of the following: (10 marks)

i. Material Handling                      ii. Inventory Management                      iii. Distribution Management

Q.4 Answer (a) or (b) (16 marks)

a. Explain Multimodal Logistics Parks and bring out the infrastructure that is put up for creating them.

b. Discuss the role of logistics in the economy of a country.

Q.5 a. Discuss the objectives of purchasing. (8 marks)

b. Explain the different types of Cold Storage. (8 marks)

Q.6 Transportation economics is driven by many factors. List the factors and explain their relevance. (16 marks)

Q.7 Explain the different types of air freight carriers used in air cargo transport. Bring out the advantages of air freight. (16 marks)

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