

**Narottam Morarjee Institute of Shipping
Mumbai**

Examination Paper - March 2016

Fellowship/Post Graduate Diploma in Shipping Management - Final Year

Liner Trade & Multimodal Transport

06.03.2016

Total 100 Marks

Time: 3 Hours

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

- | | |
|-----|---|
| Q 1 | What is IMDG code?
Discuss the various classes of IMDG code? |
| Q 2 | Explain the following SURCHARGES, WHY & WHO imposes them
a) HAZARDOUS CARGO SURCHARGE
b) PORT CONGESTION SURCHARGE
c) SECA SURCHARGE
d) FUEL ESCALATION SURCHARGE |
| Q 3 | Explain the term Liner Shipping with one example of a Liner trade route?
List atleast 5 types of Cargo currently which are containerized |
| Q 4 | What is the ROLE of an agent in port?
Describe with Illustrations the Organogram of a LINER AGENCY Office |
| Q 5 | What is the use of Stowage plan on board a vessel.
Explain in detail, how is the position of a container indicated on a ship. |
| Q 6 | What is an ICD & CFS, List the main features of an ICD and a CFS
List down THREE main ICD & CFS in INDIA. |
| Q 7 | Explain in detail the How does the principle of HUB & Spoke work in Liner trade & term "TRANSSHIPMENT HUB".
Give examples of 3 major transshipment HUBS across the world |
| Q 8 | Write short Notes on the below:
a) PRE CARRIAGE & ON CARRIAGE IN MULTIMODAL TRANSPORT
b) MULTIMODAL TRANSPORT DOCUMENT |

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MUMBAI**

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RISK MANAGEMENT & MARINE INSURANCE

13.03.2016

Total 100 Marks

Time: 3 Hours.

Note: Answer any FIVE questions. All questions carry equal marks.

- Q1. Are the following statements TRUE or FALSE? Give justification with your answers. (20)
- (a) Freight in covered is the cargo insurance.
 - (b) Hull insurance policy is assignable.
 - (c) P&I Club insures cargo.
 - (d) Insurance covers the damage to an item if it is become old due to age and wear.
- Q2. (a) Risk Management is a top management function – Discuss if this statement is right. (14)
- (b) Is insurance an only method for managing risk? (6)
- Q3. (a) All risks are covered in ICC (A) cargo insurance clauses. (14)
- (b) Explain the forwarding clause. (6)
- Q4. (a) What is the difference between particular average and general average? (6)
- (b) List of essentials of general average. (14)
- Q5. (a) Ship owner 'A' has sold his ship to another ship owner 'B'. However 'A' has emotional attachment with the ship. Can 'A' insure the ship? (10)
- (b) Explain the principle of indemnity with example. (10)
- Q6. (a) Explain the collision liability clause as included in ITC (Hull), 1983. (14)
- (b) What is deductible and what are its advantages. (6)
- Q7. Write short notes on the following: (20)
- (a) Warranties
 - (b) Constructive total loss
 - (c) Open Cover
 - (d) International Pool of P&I Clubs

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Examination Paper – March 2016

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

12.03.2016

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. Why a Letter of Credit is considered important in International Trade and Finance? Briefly highlight the role of **any two** banks involved in LC transactions
2. What do you mean by the term risk? Identify various risks involved in Shipping Sector. What are your suggestions to manage **any two** risks?
3. Distinguish between **any two** of the following :
 (a) Bid/Ask Rates. (b) TT Buying/Bills Buying Rates.
 (c) Red Clause/Green Clause LCs. (d) Balance of Trade/Balance of Payment.
4. What are the various sources of finance available to fund a shipping company? Highlight the features of **any two**
5. Do you agree with the following statement/s? Select **any two** and express your views :
 (i) A clean Bill of lading is an example of transport document.
 (ii) The advising banker's role is to scrutinize the documents of LC.
 (iii) FEMA defines a Letter of Credit.
 (iv) GDR is an example of an international investment.
6. Write short notes on **any two**:
 (i) 24x7. (ii) Insurance Cover. (iii) Transferable LC. (iv) Registrar of Ships.
7. What are the procedures and precautions required to buy second hand ship?
8. Expand the following terms, and write not more than **three** sentences for each term
 (i) ADR. (ii) FII. (iii) FOB. (iv) RBI. (v) IMF.

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MUMBAI**

Examination Paper – March 2016

Fellowship/Diploma in Shipping Management – Final Year

LAW OF SEA TRANSPORT

05.03.2016

100 Marks

Time : 3 hours

Note: Answer any six of the following question. All questions carry equal marks.

1. Give the differences between:
 - a. Charter-party and bill of lading
 - b. Demise and non-demise charters
 - c. Voyage charter and time charter.
2. What was the purpose of enacting section 1 of The Bill of Lading Act, 1856? Has it achieved its purpose? Why?
3. Explain fully the concept of 'seaworthy vessel'.
4. Discuss the liability of the carrier under Hague Rules with respect to:
 - a. Nature of liability
 - b. Limits of liability
 - c. Period of liability
 - d. Liability due to delay in delivery
5. Examine the provisions of The Multimodal Transportation of Goods Act relating to regulation of multimodal transport.
6. Highlight the provisions of Customs Act relating to vessels carrying coastal goods.
7. 'The definition of piracy under UNCLOS suffers from several limitations' – Examine the statement.
8. Give the salient features of MARPOL 73/78.
9. Write notes on any two:
 - a. York-Antwerp Rules
 - b. Towage
 - c. Collision regulations
 - d. OPRC-HNS Protocol.

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Examination Paper – March 2016

Fellowship/Post Graduate Diploma in Shipping Management – Final Year

SHIPPING ECONOMICS & SHIPPING FINANCE

PART I - SHIPPING ECONOMICS

12.03.2016

Total 50 Marks

Time: 1.5 Hours.

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) Identify the factors that influence a Lay-up decision.
b) Outline procedures of laying up and reactivating a ship.
- Q2) Cost Management and control are key determinants of profitability. Identify the major shipping cost elements that shipowners are able to control and explain how these costs may be reduced.
- Q3) Discuss the following -
a) Tax regime in India on Shipping Industry.
b) Problems of ship-breaking in India
- Q4) a) Highlight the need and usefulness of preparing voyage estimates. What data are taken into account for estimation?
b) Enlist the contents of Sale Form 1993.
- Q5) a) Public Private Partnership (PPP) mode of investment is the way forward to develop Port Infrastructure in India. Do you agree? Explain your views with suitable examples.
b) In connection to Ship Investment Planning, explain the terms NPV and DCF.

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Examination Paper – March 2016

Fellowship / Post Graduate Diploma in Shipping Management – Final year

CHARTERING

11.03.2016

Total 100 Marks

Time: 3 Hours.

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

- Q1) A) Fill in the blanks
- i) AFRA stands for _____.
 - ii) Under _____ charter, all voyage related costs are borne by ship-owner.
 - iii) _____ charter-party form is popular for voyage charter of cement carriers.
 - iv) The space wasted in a ship's holds when stowing general cargo which is uneven and packed is called _____.
 - v) Charge/freight payable on space booked on a ship but not utilized by the charterer or the shipper is known as _____.
- (5 marks)
- B) Being a Chartering Manager of a Shipping Company, you have been asked to offer one of your geared Panamax bulk carrier on time charter. Prepare a detailed offer.
- (10 marks)
- Q2) Explain following chartering terms (in two or three sentences only)-
- i) In geographical rotation
 - ii) BBB
 - iii) Arrived ship
 - iv) P&I bunkering clause
 - v) CQD
- Q3) Elaborate on any **TWO** charter-party form
- i) ASBATANKVOY
 - ii) SHELL TIME 4
 - iii) NYPE
 - iv) GENCON
- Q4) Write short notes on -
- i) COW operation
 - ii) Subjects
 - iii) Worldscale
- Q5) Vessel: MT Nopac River (DWT: 115263 MT)
- | | |
|----------------------|----------------|
| Loadport: | Yanbu |
| Disport: | Chennai |
| Minimum Quantity: | 100,000 MT |
| Freight: | WS 90 o/a 50% |
| B/L quantity: | 105,200 MT |
| WS 100 (flat rate) : | USD. 15.57 PMT |
- As per worldscale, F.R.D. of USD 0.27 per tonne of the cargo loaded Yanbu.

Calculate freight for the total loaded quantity?

PTO 2/-

- Q6) Differentiate –
 a) Time charter and Bare Boat charter
 b) Firm offer and Firm indication
 c) Gross terms and FIO
- Q7) M.V. "Century Ocean" loaded 50000 MTS of Urea from Novorossiysk and is fixed on following cp terms –
- A) Load rate: 10000 MT PWWD SHEX EIU BASIS 5H/H
 B) NOR to be tendered if vessel in free pratique
 C) Turn Time 6 hours unless sooner berthed
 D) First shifting not to count as laytime
 E) Demurrage : USD. 15000 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 Aug	Mon	1200	Arrived
23 Aug	Mon	1200	Anchored
23 Aug	Mon	1250	Free Pratique
23 Aug	Mon	1300	NOR
24 Aug	Tue	1100	POB
24 Aug	Tue	1400	Berthed
24 Aug	Tue	1500	Commenced Loading
30 Aug	Mon	1400	Loading Completed
30 Aug	Mon	1530	Cast off
30 Aug	Mon	1600	POB
30 Aug	Mon	1700	RFA/ sailed

Remarks:-

- o 25 Aug, Wednesday there was bad-weather from 1000 hrs to 1100 hrs
- o 26 Aug, Thursday being public holiday vessel loaded cargo from 1300 hrs to 1700 hrs only
- o 28 Aug, Saturday there was stoppage of cargo operation due to snow fall from 0930 hrs to 1830 hrs
- o 29 Aug, Sunday vessel loaded cargo from 0001 hrs to 1100 hrs

Calculate Laytime used, Demurrage or Despatch.

- Q8) With the following information prepare a voyage estimate and calculate TC yield; NOP per day and the break even freight rate?

MV Gulshan, 73,000 Dwt ; presently at Capetown; speed 14 K at 33 T/day Ballast and 35 T/day laden; DO 2 T/day; bunker price HO \$600 PMT and DO \$900 PMT; Standing charges \$ 7,500 /day.

Cargo coal 60,000 tons; Richards bay/Rotterdam; 35 \$/T ; 2.5% commission : 15,000 T/day SHINC both ends.

After discharge the vessel is to proceed to Corpus Christi and the estimate should include this information.

Distances: Cape town / Richards bay - 920
 Richards bay/Rotterdam - 7120 (via cape)
 Rotterdam / Corpus Christi - 5162

Port charges: Richards bay – \$40,000 and Rotterdam - \$80,000

-end-