

**INDIAN MARITIME UNIVERSITY**  
(A Central University, Government of India)

**December 2016 End Semester Examinations**

**Third Semester – Master of Business Administration  
International Transportation and Logistics Management /  
Port and Shipping Management (2015 batch onwards)**

**Elements of Shipping Management (PG21T2303/ PG22T2303)**

**Date : 20.12.2016**

**Time: 3 Hrs**

**Maximum Marks: 60**

**Pass Marks : 30**

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**SECTION-A**

**(12x 1= 12 Marks)**

**(Answer All Questions)**

**Choose the correct answer :**

1. Panamax Bulkers deadweight is
  - a. 15000 MT
  - b. 25000 MT
  - c. 45000 MT
  - d. 75000 MT
  
2. General Cargo vessels in order to accommodate more separation of cargoes have
  - a. Different layers of cargo deck – tween decks
  - b. Have a single hold
  - c. Have tanks to accommodate the cargo.
  - d. Store cargoes on deck.
  
3. Light Displacement of the ship is the weight of the
  - a. Cargo she can carry
  - b. Weight of the ship excluding cargo, fuel, stores, water and ballast.
  - c. Weight of the ship with the cargo loaded
  - d. Weight of the ship with all her stores fuel and freshwater.
  
4. Freeboard of a ship is the
  - a. Height of the hull from the water line
  - b. Passengers boarding the ship free of charge
  - c. Cargo carried free without any freight
  - d. Ship is free of any diseases and is free to enter port.

5. The person who is appointed to assess the cost of damage and the consequential damage when General Average is declared is known as
- a. Surveyor
  - b. Arbitrator
  - c. Classification Society Surveyor
  - d. Average Adjuster.
6. Indian Registry is a
- a. Open Registry
  - b. Closed Registry
  - c. Offshore Registry
  - d. Dual Registry
7. Courses of action a PSCO may impose on a ship with deficiencies
- a. Deficiencies can be rectified within 14 days for minor infractions.
  - b. Deficiencies to be rectified before the ship can depart the port.
  - c. Detention of the ship.
  - d. Any of the above.
8. Certificate of Class is issued to the ship after construction to the Class Regulation by
- a. Flag State
  - b. Port State Control
  - c. Classification Society
  - d. None of the above
9. In Insurance Deductible is
- a. The amount deducted from the premium
  - b. The amount deducted on the insured value
  - c. The amount that a ship owner is willing to accept to his own account in case of an incident
  - d. The amount which is the no claim bonus
10. The Call money paid for Entry with a Protection & Indemnity club generally falls due every year on
- a. 1<sup>st</sup> January
  - b. 31<sup>st</sup> March
  - c. The annual survey date of the Cargo Ship Construction Certificate
  - d. 18<sup>th</sup> Feb

11. The No Cure No pay is under

- a. IMO Convention
- b. SOLAS Convention
- c. Salvage Convention
- d. UN Convention.

12. Tropical Deadweight is ..... summer deadweight

- a. Less than
- b. Greater than
- c. Equal to
- d. Twice the summer deadweight

**SECTION-B**

**(5x 4= 20 Marks)**

**(Answer ANY FIVE Questions not exceeding 200 words each. All Questions carry equal marks)**

13. Explain briefly the following terms.

- a. Deadweight
- b. Displacement
- c. Air Draft
- d. Beam

14. Write Short notes on - ( 2 Marks for each subdivision)

- a. Ship Owner
- b. Commercial Manager

15. Write a short note on IACS.

16. What is General Average? How does it differ from Particular Average?

17. In brief describe the precautions that need to be taken prior loading of bulk Cargoes.

18. What is Plimsoll mark & draw the plimsoll mark and the load lines as would be seen on the starboard side of the ship, ensure to indicate the following symbols in their right positions ( S, W,T, F,TF ).

19. What are the earnings of a ship in case of a Time Charter and in case of a voyage charter? How is it arrived?

**SECTION - C**

**(4 x 7 = 28 Marks)**

**(Question No.20 is compulsory. Answer any THREE from the remaining questions Each Analysis/ Answer should not exceed 500 words)**

20. Below are the cargo details and vessel details for an intended fixture.

Cargo details

45,000 /+or - 10 percent Cement MOLOO

Load: 1 Sa Kosichang Thailand

Discharge: Genoa Italy

Laycan 1-10 December

Vessel

MV Jingo Jingo – Open Singapore 27 November

58,000 dwt SDBC on Draft 12.2 meter SSW

Loading day – 4.5 days and Discharge 3.57 days

Note the vessel voyage is on Summer Zone throughout the voyage

Speed and Consumption:

IFO (Fuel oil) 13.5 knots / 25mt (laden)

14 knots / 21mt (ballast)

MDO (Diesel Oil) 1.5mt at sea 1 mt in port

- Vessel delivery will take place at Singapore.

- Price of Bunkers: Spot Singapore prices IFO USD 298 / MDO USD 480pmt

-- Ballast Distance Singapore to Load port 865 NM

- Laden Distance 7,307 NM

- Repositioning leg distance 583 NM (reposition to Cape Passero)

- Suez canal Transit 1 day

- Extra Sailing Time allowed for bad weather: 1 day

- Turn Time 12 hours both ends

Calculate the voyage duration and the cost of Bunker for the voyage.

21. What is ship registration? What is the purpose of Registration?
22. Describe the various cost factors for a Ship management Company and the various heads they belong to with a brief on each of the heads.
23. What are the functions of a Bill of Lading and the various types of BLs?
24. What is ISM Code and what is the purpose of ISM code? What is SMS and what are the elements of SMS?
25. Write in Detail what is IMDG Code? List out the Classes of IMDG code. What are the basic guidelines with regard to the carriage of Goods by Sea?

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