

**INDIAN MARITIME UNIVERSITY**  
(A Central University, Govt. of India)  
**End Semester Examinations - December 2018**  
SEMESTER-III  
**M.B.A (Port and Shipping Management) /**  
**(International Transportation and Logistics Management)**  
**Elements of Shipping Management (PG21T2303 / PG22T2303)**

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Date: 28.12.2018

Maximum Marks : 60

Time: 3 Hours

Pass Marks : 30

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**PART A**

**(Answer all the Questions)**

**12x1=12**

1(a). Self-Trimming hatches is a distinct feature of

- A. General Cargo vessels
- B. Ro-Ro Vessels
- C. Bulk Carriers
- D. Liquid Tankers

1(b). Calculation of Port Dues for a ship is often based on its

- A. Net Tonnage
- B. Length Overall
- C. Displacement
- D. Gross Tonnage

1(c). Bare boat charterer of a vessel handles the following functions for that ship

- A. Commercial management of the vessel
- B. Technical management of the vessel
- C. Crew management of the vessel
- D. All of the above.

1(d). A merchant vessel's Certificate of Registry is issued by

- A. The Flag State of the vessel
- B. The Classification Society in which the vessel is Classed
- C. Port State Authorities
- D. IMO

1(e).When General Average is declared person who is appointed to assess the cost of damage and the consequential damage, expenses is referred to as –  
A. Insurance Surveyor  
B. Average Adjuster  
C. Class Surveyor  
D. PSC Inspector.

1(f).Expand the following abbreviations –  
A. MOLCO  
B. SHEXEIU

**6 x 1 = 6**

2(a).Summer Deadweight is ..... Tropical deadweight  
A. Greater than  
B. Equal to  
C. Less than or equal to

2(b).Which of the below statements on the Function of a Bill of Lading is false  
A. Receipt of goods received by the carrier  
B. A document of title  
C. Evidence of contract between the carrier and the Consignor  
D. Evidence of contract between the buyer and the seller.

2(c).IMDG code classifies Dangerous Goods into –  
A. 9 classes  
B. 7 classes  
C. 5 classes  
D. 10 classes

2(d).Ullage is .....  
A. The depth of liquid in a compartment  
B. The height of the free space from the surface of the liquid to the top of the compartment  
C. Is the height of the upper most deck from water line  
D. Is the volume of liquid cargo in a compartment.

2(e).Maritime Labour Convention ( MLC ) is a convention of the  
A. International Maritime Organization  
B. International Labour Organization  
C. SOLAS Convention  
D. MARPOL Convention.

2(f).ISPS Code was brought into force from

- A. July 2001
- B. Jan 2015
- C. July 2004
- D. May 2010

**PART- B (200 Words)**  
**(Answer any Five out of Seven)**

**5 x 4 = 20**

3. Explain Gross Tonnage and Net Tonnage of a Merchant vessel, differentiate between GT and NT and give at least one instance each where these parameters are used.
4. Detail the various departments in a Ship Owners office and their functions.
5. Define General Average and Particular Average and detail the differences between General Average and Particular Average.
6. List out at least 5 Statutory Certificates a Merchant vessel needs to have and name the organization issuing the same.
7. You are to calculate the calculate the cargo loadable quantity for a voyage, what are the factors you need to consider when establishing the cargo loadable quantity, describe how these factors affect the cargo loadable quantity.
8. Carriage of Bulk Cargoes is governed by IMSBC – expand IMSBC, discuss any two special precautions when loading any bulk cargo of your choice, ensure you mention the bulk cargo for which you are mentioning the precaution for.
9. In brief write on Ship Managers Legal Liabilities and how does he cover himself from such liability.

**PART C**

**(Question No.10 is compulsory and  
any three questions to be answered from the remaining)**

**4 x 7 = 28**

10. Your Company Owned Panamax bulker M V Spirit of IMU is falling free in the West Coast of India and has the following cargo offer

a. Calculate the Deadweight on departure.

b. Your break even freight for this voyage.

Cargo and voyage requirements:

Iron ore - 75000MT /Stowage factor 0.8 Cu mtr/ton

Port of Loading – Mangalore Port of Discharge – Kashima

Loading rate -25000 MT/day, Discharge rate – 30000 Mt/Day.

Vessel Particulars –Summer Deadweight – 78000 MT at 14.0 mtr SW draft, Cubic Capacity 90740 Cu mtr.

Summer draft -14.0 mtr, Laden Speed 14 knots at 39 MT /day IFO

Ballast speed 15 knots at 30 Mt/day.

MGO consumption at Sea 5 MT /day, MGO consumption at port 3 MT/day. Vessel operating and Capital cost/day Usd 11000

Weights on board departure Load port - FW -200 MT

Provisions/stores/Lubes -30 MT

Fuel on board -1200 MT HO n 180 MT MGO departure Mangalore

Additional Information -

Distance Mangalore – Kashima - 5175NM. Allow additional one day for bad weather and 12 hrs each at load port and discharge port for turn time

Port Cost Goa – 27000 USD

Port Cost Kawasaki – 32000 USD

Cost of IFO – USD 570/MT MGO USD 754/MT.

11. Container vessels have revolutionized Carriage of General Cargo by sea, discuss the statement and discuss the advantage and disadvantage of Containerization.

12. Inception of Port State Control inspections is to reduce Substandard Ships. Discuss the statement and the functions of the Port State Control Inspectors and the actions that can be taken by them.

13. What is the necessity for ship owners to have P N I cover ? Detail the functions of P N I Clubs, how they operate and the liabilities P N I covers.
14. What are the functions of a Bill of Lading and describe in detail at least 3 main types of Bills of Lading.
15. Expand ISPS and give a brief on why and when was this code implemented. What are the various levels of security under the ISPS code and what do they signify?

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