



Name :

Roll No. :

Invigilator's Signature :

CS / MBA(NEW) / SEM-3(FT) / SHM-301 / 2009-10

2009

SHIPPING PRACTICE

Time Allotted : 3 Hours

Full Marks : 70

The figures in the margin indicate full marks.

Candidates are required to give their answers in their own words as far as practicable.

GROUP – A

(Multiple Choice Type Questions)

1. Choose the correct alternatives for any *ten* of the following :

10 × 1 = 10

- i) When a ship travels on a pre-fixed route, it is called
 - a) a liner trade
 - b) a tramp trade
 - c) a multi-modal trade.
- ii) For document credit system of sea-transport, the principal document required is
 - a) Bill of Exchange
 - b) Bill of Affrayment
 - c) Bill of Lading.
- iii) The cargo weight capacity available for cargo after the allowances for bunker, cargo, stores water have been made is known as
 - a) Dead weight tonnage
 - b) Dead weight cargo
 - c) Displacement tonnage.



- iv) Marine Insurance does not cover risk for
 - a) Collision
 - b) Loss of life on board
 - c) Environmental pollution.
- v) P & I club coverage is intended for
 - a) any coverage not undertaken by insurance
 - b) for indemnity of a shipowner
 - c) for development of a shipowner.
- vi) General Average in shipping needs to be
 - a) Intentional Sacrifice for common safety
 - b) Intentional Sacrifice for common safety in a maritime adventure
 - c) Intentional Sacrifice & loss for common safety in a maritime adventure.
- vii) A carrier undertakes maximum liability for cargo transport, when the transportation is under
 - a) Hague rules
 - b) Hague visby rules
 - c) Hamburg rules.
- viii) When a vessel is un-seaworthy
 - a) It should be arrested by Administration
 - b) It should be detained by Administration
 - c) It should be inspected and necessary repair done under Administration.
- ix) Bill of Lading is a
 - a) document of title
 - b) document of value
 - c) document of credit.
- x) International Maritime Organisation prepares through its conventions on a shipping issue.
 - a) Draft guidelines to be followed by each member state
 - b) Regulation to be followed by each member state
 - c) Rules to be followed by each member state.



- xi) To qualify as a marine casualty, under M.S. Act' 58
- should happen only to Indian ships within 'territorial waters of India'
 - should happen to all ships within territorial waters of India
 - should happen to all ships within territorial waters of Indian and under specific cases, for Indian ships anywhere in the world.
- xii) To register a vessel in Indian under M.S. Act' 58 the owners should be either
- Resident of India
 - Have its operating office in India
 - None of these.
- xiii) Environmental Pollution by ship, under IMO liability convention is
- Limited liability for shipowner
 - Unlimited liability for shipowner
 - Unlimited liability for shipowner under specific reasons.

GROUP – B

(Short Answer Type Questions)

Answer any *three* of the following. $3 \times 5 = 15$

- What are the different types of Sea-trade usually found in cargo shipment ? When are they employed ?
 - What are the different important clauses in a charter agreement with respect to a Tamp trade, which is on hire for two years ?
- Highlight the different chartering processes of cargo ships adopted in world-shipping, underlining their features.
- State different type of risks as covered by Marine Insurance.
- State different type of risks as covered by P & I club.
- Outline procedure for forwarding custom papers for cargo clearance



GROUP – C

(Long Answer Type Questions)

Answer any *three* of the following. $3 \times 15 = 45$

7.
 - a) When is a vessel mortgaged ? What are the liabilities of a mortgagor after a vessel is mortgaged ?
 - b) Discuss the mortgage procedure of Indian vessel naming different documents required for the purpose.
 - c) In case a mortgagee dies, how do payment of mortgage made ?
8.
 - a) Explain general average under maritime law.
 - b) What are the significances of lettered and numbered rules under York-Antwerp Rules.
 - c) How does compensation in case of machinery damage of a vessel as per General Average is made.
9. An Indian ship has run aground within territorial waters of India. Under guidelines of M.S. Act' 58, state in detail how investigation and inquiries to be conducted.
10. A vessel is decided to be put on "time charter" by the company to another company. Discuss the procedure to be adopted and in case of a tanker different principal clauses to be inserted along with their significance.
11. How a Draft proposal gets converted into a rule under IMO conventions ? Why there is a considerable time lapse between "adoption" and "entered into force" of a certain convention.

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