

Candidate's Name:

***Ports and Shipping Organization
Examination and Certification Directorate***

Exams Cycle:

Subject: Business & Law

Date:

Rank : Master (GT \geq 3000)

Time allowed: 2.5 Hrs

Q.No.1

With reference to salvage.

- a) State the salvage aspects in common laws (4)
- b) Explain briefly how a salvage subject can be recognized (6)
- c) As a master explain your course of action when your vessel is in peril (10)

Q.No.2

With respect to marine insurance , explain the services which can be offered by salvage association (15)

Q.No.3

With reference to marine insurance explain

- a) Indemnity (10)
- b) Insurable interest (10)

Q.No.4

With reference to the ship's employment in time charter agreement

- a) Explain the obligation of owner & charterer regarding bunkers clause (6)
- b) Explain the obligation of owner & charterer regarding period/port of delivery/Time of delivery clause. (7)
- c) Where charterer appoints the agent, clarify the relationship between master & agent in respect of signing bills of lading (7)

Q.No.5

A five hold handymax vessel 43000 DWT loaded a full cargo of barley from Quabec to consigned to Gibraltar. During the initial stages of the passage the vessel encountered sever weather condition , on arrival at the discharging port the surface of barley in 3 holds was found to be lightly sea water wetted due to ingress of water through the hatch cover cross joints. As outturn continued the wet damage found to downwards in same way of the hatch cover. Therefore cargo receivers claimed accordingly.

- a) State the type of evidence that will have to be gathered by the master in defend of this claim. (15)
- b) What course of legal action should be taken into account at the discharge port when the wet damage was first discovered (10)

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Q.No:1

- a) Explain alternative course of actions which have to be taken by master if he finds it impossible to reach agreement with the shippers about the signing bills of lading which they present.
(12 M)
- b) What will be the master's course of action if he threatened with arrest of ship or heavy financial penalties due to delay to the ship for refusing to sign the bills of lading as was presented.
(8 M)

Q.No:2

Explain the purpose & benefits of the classification society. (20 M)

Q.No:3

With reference to voyage charter party explain following

- a) Canceling date (6 M)
- b) Duties of Master if his vessel arrive late (7 M)
- c) Enumerate the protective clauses. (7 M)

Q.No:4

You are the Master of a fully laden vessel with cargo of rice in bags you have experienced a collision in South China Sea where she was extensively damaged in areas of forecastle & fore peak tank.

- a) Explain your legal course of action after collision. (15 M)
- b) Elaborate on certificates you must obtain prior departure from repair port. (10 M)

Q.No:5

- a) Explain functions of P&I club. (7 M)
- b) Outline at least five cases you would contact P&I club correspondent. (8 M)

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Q.No:1 What are the main functions of B/L and what precautions shall be observed prior signing it (20 marks)

Q.No:2 Discuss the statutory obligation for maintaining a vessel under the class and elaborate benefits of being certified by the class. (20 marks)

Q.No:3 a) Explain, what are the elements for a port to be considered as "a Safe Port" (14 marks)

b) Will a port consider unsafe, if the vessel has to leave in certain predictable weather conditions, State your reasons. (6 marks)

Q.No:4 a) As a prudent Master state the important legal points, which should take into consideration before being towed by another vessel, bearing in mind that your vessel is disable and not in distress. (10 marks)

b) Discuss the provision of LOF and SCOPIC clause where the Salvor has prevented or minimized damage to the environment. (15 marks)

Q.No:5

- c) Explain functions of P&I club. (10 marks)
- d) Outline at least five cases you would contact P&I club correspondent. (5 marks)

Candidate's Name:

Ports and Maritime Organization
Seafarer's Examination and Certification Directorate
Exams Cycle:

Subject: Business & Law
Rank : Master (GT>3000)

Date:
Time allowed: 2.5 Hrs

Q .1) Your vessel is under time charter, fully laden with steel cargo. During the harbour manoeuvres and while berthing , your vessel sustains bottom damage due to grounding, however with the help of tugs hired, your vessel finally berths and ready to discharge the entire cargo. As a prudent master;

- a) What course of actions you would follow in order to secure the owner's interest. (14 marks)
- b) Under what conditions a port may be considered Unsafe. (8 marks)

Q.2)

- a) Explain the purposes and benefits of certificate of class. (8 marks)
- b) State under what conditions a certificate of class may be withdrawn. (6 marks)
- c) Describe the validity and periodic survey of certificate of class. (4 marks)

Q.3) In respect to Hague-visby rule:

- a) Define the term carrier. (5 marks)
- b) Define the term goods. (5 marks)
- c) Explain carrier's responsibility to exercise due diligence. (10 marks)

Q.4) In a collision incident, as a master:

- a) Describe your legal duties (5 marks)
- b) What entries you would make in the log book (5 marks)
- c) What do you understand by "Both to blame collision clause"? (10 marks)

Q.5) Briefly explain the following terms:

- a) Weather Working Day
- b) NOR
- c) Layday
- d) All times saved
- e) Laycan

(4 marks each)