



MERCHANT SHIPPING SECRETARIAT
GOVERNMENT OF SRI LANKA
CERTIFICATE OF COMPETENCY EXAMINATION

GRADE : CHIEF MATE ON SHIPS OF 500 GT OR MORE (UNLIMITED)
SUBJECT : Business & Law
DATE : 18th February 2019

Time allowed THREE hours	Total marks : 130
ANSWER ALL QUESTIONS IN ALL PARTS	Pass marks : 50%

Formulae and all intermediate steps taken in reaching your answer should be clearly shown. You may draw sketches wherever required. Electronic devices capable of storing and retrieving are **NOT** allowed.

PART - I

- 1) A ship's tropical, summer and winter deadweight capacities are respectively 10286, 9948 and 9613 tonnes. She is to load at Vancouver for London via the Panama Canal, calling at Los Angeles and Curaçao for fuel. On departure she will have on board 370 tonnes of fuel, 180 tonnes of water and 12 tonnes of stores. She consumes 27 tonnes of fuel and 6 tonnes of water and stores daily.

Passages are estimated as follows:

Vancouver to Los Angeles : 4 days – all summer.

Los Angeles to Panama Canal: 9 days – summer – tropical – in that order.

Panama Canal to Curaçao : 3 days – all tropical.

Curaçao to London : 12 days – tropical for 2 days, then summer for 4 days, then winter for 6 days.

Find the maximum weight of cargo the ship can lift at Vancouver if she is to maintain a reserve of 6 days' fuel at all times.

What quantities of fuel should she take in at Los Angeles and Curaçao, respectively, if fuel prices are lower at the latter port?

(25 marks)

PART - II

- 2) Merchant Shipping Regulations of some flag states require maintaining an Official Log Book. With respect to OLB answer the following questions.
- a) Briefly describe specific entries to be made in the narrative section of the OLB.
(08 Marks)
 - b) Briefly explain at what instance that you close Official Log Book.
(07 Marks)
- 3) a) State the importance of ship classification to the ship owner.
b) When could the class could be withdrawn from a vessel?
c) What are the knock-on effects of not having a valid Certificate of Class or Interim Certificate of Class?
(05 marks each)
- 4) a) What are the vessel certificates coming under HSSC?
(07 marks)
- b) Explain in brief surveys required to carry out as per HSSC.
(08 marks)

PART – III

- 5) Answer the following questions with regard to marine insurance:
- a) Distinguish between ‘particular average’ and ‘general average’. (10 marks)
 - b) List down the common insurance policies used in the marine industry? (05 marks)
- 6) Answer the below questions with regard to bills of lading:
- a) “A bill of lading is a **prima facie evidence** on the hands of a shipper, but, it becomes the **conclusive evidence** for the quantity and the condition of the cargo, if a claim is brought by a third party acting in good faith”. Explain this statement. (05 marks)
 - b) Differentiate and discuss the advantages and the disadvantages of ‘negotiable bills of lading’ and ‘seaway bills of lading’. (10 marks)
- 7) Answer the following questions with regard to maritime liens:
- a) Explain the meaning of maritime lien and list down the occasions that a claim may be brought under maritime lien. (10 marks)
 - b) State the advantages to a claimant when claiming under maritime lien. (05 marks)
- 8) Answer the following questions with reference to salvage:
- a) List down the conditions that need to be satisfied to claim a salvage reward after a successful salvage operation. (05 marks)
 - b) Describes the advantages available to a ship owner in using a LOF 2011 during and after a salvage operation. (10 marks)

Answers

Answer – 1

Fuel on board at Vancouver = 370 tonnes
 consumed Vancouver to Los Angeles = 108
 on arrival at Los Angeles = 262
 (min.) req'd at Los Angeles to reach Curacao with reserve (18 X 27) t. = 486
 to load at Los Angeles = 224
 on board leaving Los Angeles = 486
 consumed Los Angeles to Curacao = 324
 on arrival at Curacao = 162
 req'd at Curacao to reach London with reserve (18 X 27) = 486
 to load at Curacao = 324

Place or item	Assumed tonnes	Allowed tonnes	Excess	Check
Depart Vancouver	9,948	9,948		9,791
Consumption to Los Angeles (4 x 33)t	- 132			- 132
Arrived at Los Angeles	9,816	9,948		9,659
Fuel at Los Angeles	+ 224		92	+ 224
Depart Los Angeles	10,040	9,948		9,883
Consumption to Curacao (12 x 33) t.	- 396			- 396
Arrived Curacao	9,644	10,286		9,487
Fuel at Curacao	+ 324			+ 324
Depart Curacao	9,968	10,286		9,811
Consumption to Winter Zone (6 x 33) t.	- 198			- 198
Arrive Winter Zone	9,770	9,613		9,613
Consumption to London (6 x 33) t.	- 198		157	- 198
Arrive London	9,572	9,613		9,415

Assumed leaving Vancouver	9,948 t
Excess on arrival at W. Zone	157 t
Permitted dwt. leaving Vancouver	9,791 t
Fuel, stores and water on board	562 t
Available for cargo at Vancouver	9,229 t

Cargo to load at Vancouver... 9,229 tonnes

Summary

Fuel to take at Los Angeles.224

Fuel to take at Curacao..324