



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 : 02- Jun- 2020

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 vessel loading in Santa Marta and Port Elizabeth to discharge in Jeddah. Vessel is to take bunkers and Fresh water in Santa Marta. From the following information calculate the quantity of cargo to load, fuel oil and fresh water requirement in Santa Marta. The vessel must maintain 3 days reserve fuel and fresh water throughout the voyage.

Summer Deadweight : 42000 t
Tropical Deadweight : 43500 t
Winter Deadweight : 40500 t

Light ship : 8420 t
constant : 109 t
Stores : 45 t

ROB
F/O : 44 t
F/W : 14 t

Daily consumption
F/O : 22 t
FW : 7 t

Package to load at Port Elizabeth: 200 t
Santa Marta to Port Elizabeth 12 days 6 days in tropical then summer zone,
Port Elizabeth to Jeddah 7 days, 3 days summer then tropical zone.

(25 marks)

PART – II

- 2) IMO is the main organization which provide regulations and guidance to international merchant shipping. In relation to IMO answer the following questions:
- a) What is meant by IMO instruments and briefly explain types of IMO instruments. (08 marks)
 - b) Different acceptance procedures are being used to different IMO instruments, explain briefly Explicit and Tacit acceptance. (07 marks)
- 3) United Nation’s Convention on the Law of the Sea, 1982 is adapted to solve many coastal states related legal issues. In relation to UNCLOS, answer the following questions:
- a) Briefly explain with an aid of suitable sketch Internal Waters, Territorial waters and EEZ. (08 marks)
 - b) Briefly describe Flag State and Coastal State. (07 marks)
- 4) Certificates issued by Flag state administration or by vessels Class may not always be able to maintain due to operational issues of merchant vessels. There are certain provisions being adapted to provide ship owners and masters to support to maintain validity of statutory certificates in such situations. Briefly explain the following:
- a) Exemption
 - b) Equivalence
 - c) Dispensation
 - d) Extension
 - e) Service Extensions
- (03 marks each)

PART – III

- 5) Answer the following questions with regards to the Hague/Visby Rules:
- List FIVE exemptions available to a carrier in case of a cargo damage while the cargo is onboard.
 - What are the options available for a master if the dangerous goods are loaded without his consent?
 - At the completion of loading, a master is required to issue a bill of lading to a shipper stating, among other things, “**the apparent order and condition of the goods**”. Briefly describe the meaning of this statement.
- (05 marks each)
- 6) Briefly describe the meaning of the following terms used in case of a voyage charter:
- Laycan days
 - Lay time
 - Despatch
 - Demurrage
 - Dead freight
- (03 marks each)
- 7) The International Convention on Salvage 1989 describes the **Criteria for assessing a reward (Article 13) and Criteria for assessing special compensation (Article 14)** briefly describe the meaning of the two Articles and differentiate between the two.
- (15 marks)
- 8) a) State the purpose of INCOTERMS
- (03 marks)
- b) Briefly describe the following INCOTERMS:
- Free alongside (FAS)
 - Free on board (FOB)
 - Cost and freight (CFR)
 - Cost insurance freight (CIF)
- (03 marks each)