

Q.P. Code :00852

[Time: Two & Half Hours]

[Marks:75]

Please check whether you have got the right question paper.

N.B: 1. All questions are compulsory carrying 15 marks each.

Q.1 A. Choose the right option : (Any 8 - 1 mark each)**08**

1. When all the surplus has been absorbed, the market enters a _____ phase where supply and demand are in tight balance.
 - a. Trough
 - b. Recovery
 - c. Collapse
 - d. Peak/Plateau
2. Forest trade are examples of _____.
 - a. Liquid cargoes
 - b. Dry cargoes
 - c. Homogeneous cargoes
 - d. Unit load cargoes
3. Homogeneous dry bulks such as _____ handled very efficiently using single purpose terminals.
 - a. Iron ore and coal ore
 - b. Vehicle
 - c. Forest products
 - d. Agricultural products
4. The original _____ market, the Baltic Shipping Exchange was opened in London 1833.
 - a. Freight
 - b. Sale and Purchase
 - c. Demolition
 - d. New building
5. The primary legal authority governing the activities of merchant ships is the state in which ship is registered, is the _____.
 - a. Flag state
 - b. Classification societies
 - c. Coastal states
 - d. ILO

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6. In following formula; where $s = \sqrt{\frac{R}{3}}$ pkd Where ;
 s = Optimum speed in miles per day
 p = Price of fuel
 k = the ship's fuel constant
 d = distant
 What does R stands for?
- Return on investment
 - Rate of handling equipment
 - Ratio of quantity and price
 - Voyage freight rate
7. Initially the development of the _____ shipbuilding industry drew strength from coordinated shipping and shipbuilding programme e.g. Trezise and Suzuki.
- Indian
 - American
 - Japanese
 - European
8. The full form of "ACF".
- Annual Cash Flow analysis
 - Annual Cash Flow agreement
 - Annual City Flow agreement
 - American City Flow agreement
9. What does "TPDA" in maritime stands for?
- Trans Pacific Discussion Agreement
 - Trade Pacific Debate Agreement
 - Trade Pacific Debate Agreement
 - Trans Pacific Debate Agreement
10. Currently in shipbuilding production process, there are over _____ merchant shipyards worldwide employing about 200,000 workers.
- 200
 - 250
 - 300
 - 350

- Q.1 B. True or False (Attempt any 7 – 1 mark each) 07**
- 1) Ship Registers can be broadly divided into two groups – National registers and Regional Registers.
 - 2) Metal industry trades accounts 25 percent of the sea trade.
 - 3) The Vehicle trade is principally from Japan and South Korea to The United States and Europe, with a much smaller trade from Europe to North America.
 - 4) The average age of Modern ship is around 5 to 10 years.
 - 5) Equity market trade in short term debt (Less than a year).
 - 6) Forest Products are mainly industrial materials used for the manufacture of paper, board and in construction industry.
 - 7) The Territorial seas are all parts of the sea that are not included in the exclusive economic zone, in the territorial sea and the internal waters of a state.
 - 8) Energy trade dominates bulk shipping and it accounts for 45 percent of seaborne trade.
 - 9) Assets employed (MV) total profits must be divided by the value of asset; i.e. the value of the fleet, to give the return on investment over the period.
 - 10) The Liquid cargoes shipped by sea fall into three main categories :-
Crude oil and products; Liquefied gas; Vegetable of and liquid chemicals.
- Q.2 Explain the stages in shipping market cycle and discuss the characteristics of shipping market cycle 15**
- OR**
- Q.2 Discuss what shipping industry is. What is the economic importance of shipping industry? 15**
- Q.3 Discuss how ships have been financed in the past. 15**
- OR**
- Q.3 Discuss Sale and Purchase market in Maritime Industry. 15**
- Q.4 Discuss Liner conferences and their regulations. 15**
- OR**
- Q.4 Discuss handling liquid bulk cargoes in detail. 15**
- Q.5 A. What is regulatory role of the flag state? Explain in detail. 08**
- B. Discuss about ship breaking industry 07**
- OR**
- Q.5 C. Write short notes on following. (Attempt any 3 - 5 marks each) 15**
1. Role of merchant shipbuilding
 2. The refrigerated cargo
 3. The vehicle trade
 4. Origin of the classification societies
 5. Shipping cycle and shipping risk