



NATIONAL SENIOR CERTIFICATE EXAMINATION
NOVEMBER 2022

MARITIME ECONOMICS

MARKING GUIDELINES

Time: 3 hours

300 marks

These marking guidelines are prepared for use by examiners and sub-examiners, all of whom are required to attend a standardisation meeting to ensure that the guidelines are consistently interpreted and applied in the marking of candidates' scripts.

The IEB will not enter into any discussions or correspondence about any marking guidelines. It is acknowledged that there may be different views about some matters of emphasis or detail in the guidelines. It is also recognised that, without the benefit of attendance at a standardisation meeting, there may be different interpretations of the application of the marking guidelines.

QUESTION 2 SHIPPING OPERATIONS

2.1 2.1.1 Lloyd's Open Form

2.1.2 SCOPIC

2.1.3 Yes, she refloated the ship.

2.1.4 (a) 18 days × 38 tons per day
 = **684 tons**

 (b) 2 118 tons – 684 tons
 = **1434 tons**

 (c) 1434 tons div 478 tons
 = **3 trips**

2.1.5 • Oil kills marine organisms.
 • Among those are phytoplankton and zooplankton that form the basis of marine food chain.
 • Affects on fishing industry
 • Oil takes a long time to disperse or decompose.
 • Unsightly and has a negative effect on tourism. And surrounding area
 • Expensive and difficult to clean up.
 (Any 5 × 2)

2.1.6 • Some fuel had been taken off.
 • Vessel's draught would have been reduced.
 • Deeper water on spring high tide.

2.1.7 Yes

2.1.8 (a) Hull & Machinery

 (b) P&I Club

 (c) P&I Club

2.1.9 • Assess the damage.
 • Check that repairs have been done and ship seaworthy.
 • Issue seaworthy certificate.
 (Any 3 × 2)

2.2 2.2.1 Chief Mate (or Mate or Chief Officer or 1st Officer)

2.2.2 Arbitration

2.3 Two

2.4 • Immigration
 • Customs
 • Port Health
 (3 × 2)

2.5 2.5.1 Hold Number 3

2.5.2 $\frac{8\,750\text{ t}}{50\text{ t/h}} = \mathbf{175\text{ hours}}$

2.5.3 By rail (or by train or truck)

2.5.4 (a) Off hire

(b) From 00:01 on 25 July to 23:59 on 5 September = **43 days**

(c) Time Charter

2.6 2.6.1 (a) Chandler

(b) I received Voyage Instructions La Plata to Mombasa.

(c) Request Free Pratique

- (d)
- No remnant of previous cargo should contaminate next cargo.
 - Wheat cargo to be loaded must not get wet.
 - Requirement of charter party

(e) To ensure she is placed at a berth that can accommodate her draught.

2.6.2 Charter Party

- 2.6.3 (a)
- Cargo Owner
 - Charterer
 - Shipowner
 - Insurers
 - Port state
- (Any 2 × 2)

(b) To avoid delay once the ship is alongside.

2.6.4 (a) Demurrage

(b) Charterer pays Shipowner

- 2.6.5
- Port Dues
 - Tug and Pilotage charges
 - Stores (or chandler)
 - Stevedoring
- (Any other plausible answer for THIS port call)

QUESTION 3 INTERNATIONAL TRADE

3.1 3.1.1 International Ship and Port Security Code (or ISPS)

3.1.2 Three times

3.1.3 Gibraltar/Mumbai (or Singapore)

3.1.4 (a) Liberian (or Cypriot)

- (b) • Better tax regime
• Can employ crews from any country
• Cheaper registration fees
• Trade purposes
• Less stringent regulations

(Any 2 × 2)

- (c) Lower pay scales for Filipinos
Non-availability of Greek crews
Unionization fo Greek crews

(d) Liberia (or Cyprus)

- (e) Award marks for clear expression of opinion regarding the use of
a flag of convenience – for OR against.

- (f) Award marks for clear explanation why Maritime Law in one
country must comply with internationally – agreed maritime law.

3.2 3.2.1 Consignee

3.2.2 Shipper

- 3.3 • Iron ore cargoes FOB – means foreign consignee pays for and chooses
the ship – foreign ship employing foreign crews.
• If CIF – South African shipper pays for and chooses the ship – could be a
South African ship (or employing South African crew).
• Agency and Insurance can be nominated by the shipper and could be
South African.

- 3.4 3.4.1
- Iron Ore
 - Coal
 - Grain
 - Containers
 - Gas
- (Any other **important** cargo but NOT oil)
(Any 2 × 2)

3.4.2 West Africa (or Nigeria or Angola)

3.4.3 Indian Ocean

3.4.4 (a) $\frac{80 \text{ ships}}{24 \text{ hrs}}$
= 3,3 round off = **4**

(b) 80 ships × 365 days
= **29 200**

(c) $29\,200 \times \frac{5}{100}$
= **1 460**

(d) 1 460 ships × R1 000 000
= **1 460 000 000**

- (e)
- Port dues
 - Tug and Pilotage charges
 - Stores
 - Repairs
 - Crew changes
- (Any other plausible sources of revenue (but NOT fuel))
(Any 3 × 2)

QUESTION 4

- 4.1 4.1.1 Mid-Latitude Cyclone (or depression)
- 4.1.2 Alter course (or reduce speed or seek refuge)
(Any other plausible answer)
- 4.1.3 NO
- 4.1.4
- It may delay ships' movements either through heavy seas or strong wind.
 - Wind may stop cargo work, especially container operations.
 - Rain will stop cargo work involving weather-sensitive cargo.
- (Any other plausible answer)
(Any 3 × 2)
- 4.2 Ballast water may contain organisms from area where the water is taken in. If discharged in a foreign port, foreign organisms may colonise water in the port, therefore ballast water must be exchanged en route from loading port to discharge port.
- 4.3 Orca (or Killer Whale)
- 4.4 Hurricane
- 4.5
- Plastic does not decompose easily or quickly.
 - Marine creatures ingest plastic.
 - Marine creatures die from plastic in digestive system.
 - Marine creatures become entangle in plastic tape or similar material.
 - Unsightly and affects tourism.
- (Any 3 × 2)

Total: 300 marks