



NATIONAL SENIOR CERTIFICATE EXAMINATION
NOVEMBER 2009

MARITIME ECONOMICS

MARKING GUIDELINES

Time: 3 hours

300 marks

These marking guidelines were used as the basis for the official IEB marking session. They were prepared for use by examiners and sub-examiners, all of whom were required to attend a rigorous standardisation meeting to ensure that the guidelines were consistently and fairly interpreted and applied in the marking of candidates' scripts.

At standardisation meetings, decisions are taken regarding the allocation of marks in the interests of fairness to all candidates in the context of an entirely summative assessment.

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, and different interpretations of the application thereof. Hence, the specific mark allocations have been omitted.

Please note that learners who provided alternate correct responses to those given in the marking guidelines will have been given full credit.

QUESTION 1**1.1**

1.1.1 Steam propulsion was more reliable/ safer. (any 1 × 2 = 2)

1.1.2 Stowage of fuel requires less space/ range of ships increased. (2 × 2 = 4)

1.1.3 Heavy fuel oil (hfo or hvf). (2)

1.1.4 Cheaper (or eco-friendly). (2)

1.2

1.2.1 They are relatively new ships/ this type has only recently entered service. (2 × 2 = 4)

1.2.2 Post-Panamax. (2)

1.2.3 Younger groupings (2)

1.2.4 49.1% are less than 5 years old. (2)

1.3

1.3.1 Second engineer/ third engineer/ fourth engineer. (3 × 2 = 6)

1.3.2 European ferry operator/ UK-Scandinavia-Ireland. (2 × 2 = 4)

1.3.3 Standard of training & certification of watchkeepers. (4)

1.3.4 Dynamic/ progressive/ good management skills/ ability to communicate/
self-motivated/ enthusiastic/ flexible/ knowledge of it. (any 2 × 2 = 4)

1.4

1.4.1 Cheaper/ not enough in own country. (2 × 2 = 4)

1.4.2 Proposal for campaign to attract young people to sea-going careers: **mark allocation.**

(a) Reasons for young South Africans not choosing sea-going careers. (any 5 points)

(b) Opportunities for employment at sea. (any 5 points)

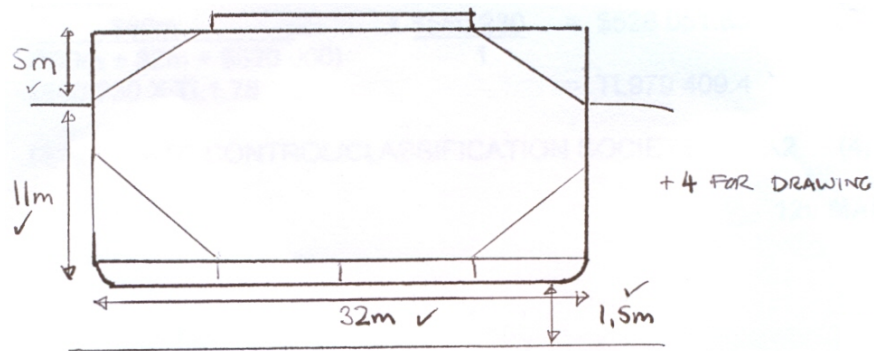
(c) Suggestions to encourage young South Africans to choose sea-going careers. (any 8 points)

60 marks

QUESTION 2

2.1

2.1.1 (a)



(8)

(b) Length/ draught/ deadweight/ has own cranes.

(4 × 1 = 4)

(c) No.

(2)

(d) Owned & flagged in Hong Kong.

(2)

2.1.2 Panamax.

(2)

2.1.3 (a) $\frac{55\,000 \text{ tons}}{(400\text{t/h} \times 2)} = 68.75 = 69 \text{ hrs} + 8 \text{ hrs} = 77 \text{ hrs}$

(6)

(b) 77 hrs + 6 hrs = 83 hrs

(6)

(c) 12:00 on 14/11 + 83 hours = 23:00 on 17/11

(6)

(d) Yes

(2)

(e) Demurrage

(2)

(f) charterer

(2)

(g) 23:00 on 17/11 + 4 hours = 03:00 on 18/11

(6)

2.1.4 (a) Shipper

(b) Consignee

(c) Consignee

(3 × 2 = 6)

2.1.5 One

(2)

2.1.6 One shipper; one consignee

(4)

2.2

2.2.1 Piracy – illegal boarding of a ship with the intent to steal cargo or other possessions. (2)

2.2.2 (a) $\frac{25 \text{ nm}}{35 \text{ knots}} \times 60 \text{ minutes} = 42 \text{ (or 43) minutes}$ (6)

(b) $06:39 + 7 \text{ minutes} = 06:46 \text{ (accept 06:47)}$ (4)

(c) Damaged in pirate raid/ needs to be certified seaworthy. ($2 \times 2 = 4$)

(d) Port (side) (2)

(e) $07:30 - 06:40 = 50 \text{ minutes}$ (2)

(f) Off hire (2)

(g) P & I Club (2)

(h) Report on incident – award marks for reasonable description with reasonable times given. (12)

2.3

2.3.1 (a) Western Pacific Insurers. (2)

(b) South China Insurers. (2)

2.3.2 Master (or Captain). (2)

2.3.3 (a) owner (2)

(b) $\frac{\$60 \text{ m}}{(\$60 \text{ m} + \$2 \text{ m} + \$520 \text{ 000})} \times \frac{\$550 \text{ 230}}{1} = \$528 \text{ 051,83}$ (6)

(c) $\$550 \text{ 230} \times \text{tl}1.78 = \text{tl}979 \text{ 409.4}$ (6)

2.3.4 Flag state control/ classification society. ($2 \times 2 = 4$)

120 marks

QUESTION 3**3.1**

3.1.1 $(7 \times \$45\,000/d) + (7 \times 190t/d \times \$250t) + (7 \times 3t/d \times \$365t)$
 $= \$315\,000 + \$332\,500 + \$7\,665 = \$655\,165$ (8)

3.1.2 $(\$720\,000 + \$58\,000) - \$655\,165 = \$122\,835$ (6)

3.1.3 Straits of Dover/ English channel/ Cape Agulhas/ Sunda or Lombok straits.
(any $2 \times 2 = 4$)

3.1.4 Long ocean passages/ less traffic than on red sea passage (2 $\times$ 2 = 4)

3.1.5 Twice (2)

3.1.6 Any three plausible cargoes carried e-w in containers. (3 $\times$ 2 = 6)

3.1.7 Feeder ship (2)

3.2

3.2.1 Any major port on west coast of North America. (2)

3.2.2 Explanation of lock system. Award marks for clear explanation. (8)

3.3

3.3.1 Any two important cargo passing through straits of Malacca – excluding oil.
(2 $\times$ 2 = 4)

3.3.2 Arabian gulf (2)

3.3.3 Singapore (2)

3.3.4 Indian Ocean (2)

3.4

3.4.1 392 (or nearly 400) (2)

3.4.2 Increase (2)

3.4.3 Any sentence that supports the answer that the number of inlaid-up ships has increased. (2)

3.4.4 Become worse (2)

3.4.5 Any sentence that supports the answer that the situation in shipping will become worse. (2)

3.4.6 Just over 40 000 teu (2)

3.4.7 More (2)

3.4.8 Any evidence that supports the argument that more ships will be sold to the breakers in 2009. (4)

- 3.4.9 (a) Oldest (or those that are not in good condition or those that are costing a lot to operate). (2)
- (b) Reduce the costs/ provide some money to continue operating. ($2 \times 2 = 4$)
- (c) Reduce their income. (2)
- (d) Job losses. (2)
- 3.4.10 Feelings of a seafarer who has lost his job at sea.
Award marks for reasonable points made. (10)

90 marks

QUESTION 4

- 4.1 Samsa (or port state control) (2)
- 4.2 Marpol (2)
- 4.3 Weather deteriorating/ swell height increasing/ danger of further cracking/ ship may sink. ($4 \times 2 = 8$)
- 4.4 Weather deteriorating/ swell height increasing/ if further cracking occurs, more oil will spill. ($4 \times 2 = 8$)
- 4.5 Realistic suggestions to save the tanker, (e.g. order tanker to a safe haven where there is no or little swell/ put boom around her/ transfer oil to another tanker/ any other plausible suggestion). ($5 \times 2 = 10$)

30 marks

Total: 300 marks