



NATIONAL SENIOR CERTIFICATE EXAMINATION  
SUPPLEMENTARY EXAMINATION – MARCH 2018

**MARITIME ECONOMICS**

**MARKING GUIDELINES**

Time: 3 hours

300 marks

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**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.**

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**QUESTION 1 THE MARITIME WORLD**

- 1.1 1.1.1 • To supply fresh water/to supply fresh produce.  
 • For rest for the crews.  
 • To repair ships damaged en route from Europe or from the East. (3 × 2 = 6)
- 1.1.2 • Steamships took less time for voyages.  
 • They needed fewer stops.  
 • They needed coal and bunkering ports became important along the steamship routes. (3 × 2 = 6)
- 1.2 1.2.1 *Neptune/Saturn* (2 × 2 = 4)
- 1.2.2 Both have suitable deadweight/draught. (2 × 2 = 4)
- 1.2.3 *Saturn* (4)
- 1.2.4 • *Saturn's* length/beam/draught enables her to pass through the lock.  
 • *Neptune's* dimensions do not permit her to pass through the lock. (4 × 2 = 8)
- 1.3 1.3.1 It deals with seafarer training/certification/standardising of training. (3 × 2 = 6)
- 1.3.2 • Philippines  
 • India  
 • China  
 Any other (3 × 2 = 6)
- 1.3.3 Fewer ships registered in Europe/more career options/too expensive/other. (3 × 2 = 6)
- 1.3.4 1.3.4.1 Maritime awareness among school learners. (2)
- 1.3.4.2 Tax concessions for shipowners/less red tape to register ships/bursaries for training/other encouraging measures for shipowners/subsidised training. (4 × 2 = 8)
- [60]**



- 2.3. Approve plans and specifications/monitor construction/undertake trials/declare the ship seaworthy and built according to specifications. (4 × 2 = 8)
- 2.4 2.4.1 2.4.1.1 Bunkers (2)
- 2.4.1.2 Survivor (2)
- 2.4.1.3 Hull & Machinery (2)
- 2.4.1.4 TT Club (2)
- 2.4.1.5 P&I (2)
- 2.4.1.6 Cargo Insurance (or P&I) (2)
- 2.4.2 2.4.2.1 *Sea Princess* (2)
- 2.4.2.2 Slowed down/stopped/turned to starboard to pass astern of *CSL Pilot*. (2 × 2 = 4)
- 2.4.3 2.4.3.1 A system whereby all parties in the joint venture (a voyage) contribute to the costs incurred to enable the voyage to continue after an accident. (6)
- 2.4.3.2 Yes (2)
- 2.4.3.3 Shipowner (2)
- 2.4.3.4 Arbitration (2)
- 2.4.4 2.4.4.1 Charter Party (2)
- 2.4.4.2 Off Hire (2)
- 2.4.4.3 No (2)
- 2.5 2.5.1 Laytime (2)
- 2.5.2 2.5.2.1 Demurrage (2)
- 2.5.2.2 B (2)
- 2.5.2.3 No (2)
- [120]**



- 3.6 3.6.1 3.6.1.1 ISPS (2)
- 3.6.1.2 To deter terrorist attackers using ships. (2)
- 3.6.2  $\frac{1100 \text{ Containers}}{2 \times 25} = 22 \text{ hours} + 4 \text{ hours (breaks)} = \mathbf{26 \text{ hours}}$  (6)
- 3.6.3 21:30 on 14 March + 26 hours = **23:30 on 15 March** (6)
- 3.6.4 07:30 on 15 March + 72 hours = **07:30 on 18 March** (6)
- 3.6.5 From 23:30 on 15 March to 07:30 on 18 March = **56 hours** (6)
- 3.7 3.7.1  $\frac{396 \text{ nautical miles}}{6 \text{ knots}} = \mathbf{66 \text{ hours}}$  (6)
- 3.7.2 A (2)
- 3.7.3 Slow the tug's progress. (2)
- [90]**

#### QUESTION 4 MARITIME ENVIRONMENTAL CHALLENGES

- 4.1 4.1.1 She has little or no cargo/has taken in ballast water (sea water) to trim the ship. (4)
- 4.1.2. Marine organisms taken in while ballasting in Indian waters/needs to empty that water and replace it with other water/this prevents foreign organisms from being discharged with ballast water in Port Elizabeth. (6)
- 4.2.
  - Birdlife endangered.
  - Other marine life endangered.
  - Fishing grounds polluted.
  - Tourism affected.
  - Very expensive to clean up.
  - Any other. (10)
- 4.3 4.3.1 Yes (2)
- 4.3.2 Yes (2)
- 4.3.3 No (2)
- 4.3.4 No (2)
- 4.3.5 No (2)
- [30]**

**Total: 300 marks**