


Name:	
Enrolment No:	

UNIVERSITY OF PETROLEUM AND ENERGY STUDIES

End Semester Examination, December 2019

Course: Overview of Maritime Logistics

Semester: I

Program: MBA Energy Trading

Course code: TRPS 7001

Time: 03 hrs.

Max. Marks: 100

Instructions:

SECTION A

S. No.	Answer All questions.	Mark s	CO
Q 1	Fill in the blanks with the correct terms.		
	1. To arrive at the Deadweight Cargo Capacity, we have to subtract the _____ from the load displacement.	1	2
	2. A crude oil tanker of 270,000 tons DWT is classed as a _____	1	5
	3. The vertical height from the water level to the top of the mast of a ship is known as the _____	1	2
	4. In a bareboat charter, the _____ bears the cost of the crew.	1	4
	5. The largest ship owning country is _____	1	3
	6. To remove sediments from crude oil tanks, a process known as _____ is employed.	1	3
	7. Bulk carriers with their own loading/unloading systems are termed _____	1	5
	8. Information about where and when vessels are expected to become available (open) for new employment are called _____	1	5
	9. The international association of independent tanker owners is known as _____	1	5
	10. The largest expense in voyage costs is _____	1	1
	11. A transportation contract dependent on a specific volume of cargo over a specified time period is known as _____	1	5
	12. Damages to be paid by the charterer for supplying less than agreed cargo quantity is known as _____	1	4
	13. CHOPT is an abbreviation for _____	1	3
	14. Subject “_____” indicates that the quantity of cargo in a contract is yet to be confirmed.	1	1
	15. The new Jason clause deals with _____ in case of loss of cargo due accidents or negligence.	1	2

	16. A bill of lading with remarks noted as to the condition of cargo is a _____ B/L.	1	1
	17. If cargo loading is not completed within the allotted lay time, _____ has to be paid.	1	2
	18. The special freight rates used for oil tankers is known as _____	1	3
	19. The laytime for tankers is taken as _____ for both loading and discharging operations.	1	5
	20. The abbreviation DHD stands for _____	1	5

SECTION B

Q	Answer any four questions.		
2	To arrive at the DWCC, what deductions do you need to make from the load displacement?	5	2
3	What are the four major costs associated with operation of ships? Categorize these under fixed and variable heads.	5	4
4	Differentiate between 'Open' and 'Straight' bills of lading.	5	5
5	What advantages do Flags of Convenience offer to ship owners for registration?	5	3
6	How is a Contract of Affreightment different from a consecutive voyage charter? What advantages does a CoA offer to both parties?	5	1

SECTION-C

Q	Answer any two questions.		
7	Discuss in detail the three main roles of a Bill of Lading, and the significance of any incorrect entries on the same.	10	5
8	What are the roles and obligations of brokers in the chartering process? Discuss how they are expected to look after the interests of their principals.	10	1
9	Discuss the importance of a Notice of Readiness and the conditions necessary for its fulfilment. Give an example when a tendered NOR can become invalid.	10	2

SECTION-D

Q	Answer Both questions.																																					
10	<p>A vessel has to load a cargo of 99,250 MT sugar at a loading rate of 500 MT per hour per working day, SHEX. Laytime commences when the vessel starts loading. Periods of no cargo loading due to weather are not to count as laytime. Demurrage, if incurred, is to be paid at USD 18000 per day and pro rata, and despatch money at half demurrage rate for all time saved. The facts are as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Sun</td> <td style="width: 10%;">13</td> <td style="width: 10%;">Oct</td> <td style="width: 10%;">1800</td> <td>Vessel arrived at loading port anchorage. NOR tendered</td> </tr> <tr> <td>Sun</td> <td>13</td> <td>Oct</td> <td>2000</td> <td>Vessel berthed for loading</td> </tr> <tr> <td></td> <td></td> <td></td> <td>2100</td> <td>Commenced loading</td> </tr> <tr> <td>Fri</td> <td>18</td> <td>Oct</td> <td>0930</td> <td>Loading stopped due to rain</td> </tr> <tr> <td></td> <td></td> <td></td> <td>1230</td> <td>Resumed loading</td> </tr> <tr> <td>Mon</td> <td>21</td> <td>Oct</td> <td>1900</td> <td>Completed loading, B's/L signed</td> </tr> <tr> <td></td> <td></td> <td></td> <td>2200</td> <td>Sailed from loading port</td> </tr> </table> <p>Draw up a statement of lay days and calculate the amount of demurrage or despatch money payable.</p>	Sun	13	Oct	1800	Vessel arrived at loading port anchorage. NOR tendered	Sun	13	Oct	2000	Vessel berthed for loading				2100	Commenced loading	Fri	18	Oct	0930	Loading stopped due to rain				1230	Resumed loading	Mon	21	Oct	1900	Completed loading, B's/L signed				2200	Sailed from loading port	20	2
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11	<p>A bulk carrier completing present voyage at Vizag, has to load 86,500 MT bulk coal at Umm Said, Qatar for discharge at Chennai. Prepare a voyage estimate and find out the breakeven freight for this voyage from the following details:</p> <ol style="list-style-type: none"> 1. Deadweight 88,200 mt 2. Service speed 14 kts, at consumptions FO: 36 mt/day, DO: 1.5 mt/day at sea, 6.0 mt DO per day for cargo loading and discharge 3. Allow 3 days for loading and 6 days for discharge 4. Vizag – Umm Said: 2998 M, Umm Said - Chennai: 3043 M 5. Total commissions to be paid - 1.25% 7. Vessels daily running costs USD 5800/day 8. Average cost of Fuel Oil: \$ 425/mt and Diesel Oil: \$ 720/mt 9. Disbursements: Umm Said - \$ 7,000; Chennai - \$ 10,500 	20	5
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