

Name:
Enrolment No:



UNIVERSITY OF PETROLEUM AND ENERGY STUDIES
End Semester Examination, December 2018

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.		Marks	CO
Q 1	Statement of question		
	1. The actual total weight of an empty ship without any cargo, ballast etc. on board is known as the _____ tonnage.	1	2
	2. Related to ship size, a bulk carrier with a dwt of 180,000 tons would be classed as a _____ bulker.	1	5
	3. The total enclosed volume available for cargo is called the _____ tonnage.	1	2
	4. A bill of lading is considered a document of _____ to the goods.	1	4
	5. In a time charter, the _____ bears the cost of bunkers.	1	3
	6. Submersible pumps are usually found on _____ tankers.	1	3
	7. The time available to shippers to load/unload cargo is known as _____	1	5
	8. FHEXEIU stands for _____	1	5
	9. Voyage costs are considered _____ costs.	1	5
	10. As ship size increases, operating costs _____	1	1
	11. In a voyage charter, canal dues are paid by _____	1	5
	12. When certain conditions in 'fixing' a ship are not final, the ship is said to be on _____	1	4
	13. The time or bareboat charterer of a vessel is also called the _____ owner.	1	3
	14. Suez Canal charges are assessed on the basis of _____ tonnage.	1	1
	15. Deviation from route is always permitted for the purpose of _____	1	2

16.	More than 70 per cent of the commercial fleet is registered under _____ flags.	1	1
17.	Loss of freight due to non-utilization of cargo carrying capacity is termed _____	1	2
18.	A B/L with no consignor noted on it is called _____ bill of lading.	1	3
19.	IF WS 50 has a freight of USD 7.50, WS 140 will be _____	1	5
20.	A charter where the charterer looks after crewing and maintenance is a _____ charter.	1	5

SECTION B
Answer any four

Q	Statement of question		
	1) Distinguish between Gross and Net tonnages.	5	2
	2) Explain 'Contracts of Affreightment'	5	4
	3) Under what conditions can a bill of lading be considered 'Foul'?	5	5
	4) Differentiate between demurrage and despatch.	5	3
	5) Discuss the concept of 'an arrived ship'. What conditions are necessary for a ship to be "arrived"?	5	1

SECTION-C
Answer any two

Q	Statement of question		
	1) Explain the three main roles played by a Bill of Lading.	10	5
	2) Compare and contrast 'time charters' and 'voyage charters', especially with regard to the division of costs.	10	1
	3) What are the various costs involved in the operation of ship? Distinguish between variable and fixed costs.	10	2

SECTION-D

Q	Statement of question		
	<p>1. A vessel of 68,500 dwt is chartered for a full cargo to be loaded and discharged in 14 running days, bunkering time excepted. Lay days are to commence when the vessel is in the berth and ready to load and discharge respectively. Demurrage, if incurred, is to be paid at USD 16000 per day and pro rata, and despatch money at half demurrage rate for all time saved. The facts are as follows:</p> <p>Thur 27 Dec 1030 Vessel arrived at loading port 1200 In berth and ready to load 1345 Loading commenced Mon 31 Dec Declared Public Holiday, no work done Wed 02 Jan 0600 Left loading berth to proceed for bunkering</p>	20	2

			0830 Commenced bunkering 1530 Completed bunkering 1945 Made fast at loading berth and resumed loading 1630 Completed loading, B's/L signed 1800 Sailed from loading port		
Thur	03	Jan			
Sun	20	Jan	1115 Arrived at discharging port		
Mon	21	Jan	0500 Berthed and ready to discharge 0800 Commenced discharge		
Fri	25	Jan	1345 Completed discharging 1445 Sailed from discharge port		
Draw up a statement of lay days and calculate the amount of demurrage or despatch money payable. (Use continuous lay time method).					
2. A bulk carrier loaded 47,800 MT iron ore at Chennai for Barcelona. Prepare a voyage estimate and find out the Nett Daily Income of the vessel from the following details: 1. Deadweight 48,000 mt 2. Service speed 14 kts, at consumptions FO: 29 mt/day, DO: 2.5 mt/day 3. Allow 8 days for loading and 6 days for discharge 4. Chennai - Port Suez: 4018 M, Suez transit: 1 day on DO, Port Suez - Barcelona: 1622 M 5. Freight USD 37/mt 6. Total commission 4.25%, including 2% address 7. Vessels daily running costs USD 4500/day 8. Average cost of Fuel Oil: \$ 480/mt and Diesel Oil: \$ 810/mt 9. Disbursements: Chennai - \$9,800, Suez Canal - \$ 24,000, Barcelona - \$ 11,800				20	5