

INDIAN MARITIME UNIVERSITY

(A Central University, Govt. of India)

End Semester Examinations –June/July 2019

Semester-III

M.B.A (Port and Shipping Management) /
(International Transportation & Logistics Management)

Elements of Shipping Management (PG21T2303/PG22T2303)

Date: 19.06.2019

Time: 3 Hrs

Max Marks :60

Pass Marks: 30

PART-A

(Answer all the questions)

12 X 1 = 12

1. A ship-management company is -
 - (a) the ship owner.
 - (b) the insurance company.
 - (c) is a ship broker
 - (d) a ship manager.

2. Recruitment & Placement Services Licence (RPSL) number, given by -
 - (a) International Chamber of Commerce.
 - (b) Baltic and International Maritime Council.
 - (c) Director General of Shipping, India
 - (d) International Maritime Organization

3. Safe Manning Certificate is for -
 - (a) carrying the maximum amount of bulk cargo.
 - (b) carrying maximum amount liquid cargo.
 - (c) carrying safety equipment items on board
 - (d) carrying minimum number of STCW certified people on board.

4. Full form of ISPS is -
 - (a) International Ship and Port Facility Security.
 - (b) International Safety for Port Facility and Ship.
 - (c) International Shipping Profit System.
 - (d) Indian Security and Protection System.

5. MLC means -
 - (a) Minimum Labour Certificate
 - (b) Means of Locating the Crafts.
 - (c) Maritime Labour Conference
 - (d) Marine Labour Convention

6. Port charge is a part of -
 - (a) voyage cost.
 - (b) repair and maintenance cost.
 - (c) crew management cost.

(d) insurance cost.

7. ITF means -

- (a) International Trade Federation.
- (b) International Transport Workers' Federation.
- (c) in trust for.
- (d) Instrument Transfer Frame.

8. Luboil expenses is a part of -

- (a) crew management.
- (b) salvage operation.
- (c) victualling.
- (d) None of above.

9. A Freezing Order can also be stated as -

- (a) Mareva Order.
- (b) Cargo Order.
- (c) Voyage Order.
- (d) Discharge Order.

10. STCW refers to -

- (a) Stowage factor.
- (b) Ship's trading.
- (c) Crew training.
- (d) Strategic planning.

11. INDOS number means -

- (a) Indian National Database of Seamen.
- (b) Indian National Database of Seafarers.
- (c) Indian Database of Overseas Seafarers.
- (d) None of the above.

12. Responsibility of a Chartering Broker -

- (a) is to assist in selling ship.
- (b) is to assist in fixing a cargo between owner and a charterer.
- (c) is to assist in buying a ship.
- (d) is to assist in crew employment with a shipping company.

PART-B

(Answer any five questions out of seven) 5 X 4 =20

13. Write in details any four parts of ship operating cost, that should be taken in to consideration while making ship 's budget.
14. Describe how freight rate is fixed in shipping market ?
15. According to your opinion which of the following aspects of ship management poses as the biggest challenge to the ship manager and why ; a. Crewing , b. Technical Management, c. Financial Management, d. Quality and safety, and e. Procurement ?
16. Describe ten salient features of BIMCO ship management contract.
17. What are the factors will you consider for calculating bunker for a voyage from port A to Port B ?
18. Describe the following terms:
 - a. Deadweight
 - b. Dead-freight
 - c. Displacement
 - d. Summer-draft
19. Describe various functions of Ship 's Classification Society.

PART-C

(Question No 20 is compulsory and any three questions to be answered from the remaining) 4 x 7 = 28

20. What is ISPS Code? In which chapter of SOLAS the ISPS code is included?
21. In legal terms, what does Arrest in Rem mean?
22. What is CBA? What are the contents of CBA ?
23. What is an RPSL number and why is it important ?
24. Describe the contents of safe manning certificate.
25. Vessel "MV Harcourt" is currently in Shanghai drydock and has been booked for loading cargo of 45000 mt of Vegetable oil at Balikpapan,

Laycan 4 May 19 (0001 hrs) - 5 May 19 (2400 hrs). She is expected to depart Shanghai drydock on 27 May 19 / 1200 Noon.

Shanghai to Balikpapan 2200 nautical miles. After partial loading of 30000 mt in Balikpapan (loading 5 days) , ship will proceed to Lahad Datu for loading remaining cargo of 15000 mt (loading 3 days).

Balikpapan to Lahad Datu distance is 520 nautical miles. On completion of loading at Lahad Datu the ship will go to Singapore for taking fuel oil HFO - 765 mt and LSMGO- 325 mt. Lahad Datu to Singapore distance is 1340 nautical miles.

The ship will then sail to Durban for discharging and port stay will be 3 days. Singapore to Durban - 4910 nautical miles.

Given that:

- Dep Shanghai : HFO- 499.6 mt / LSMGO - 67.7 mt
- Cost of Bunker in Shanghai is HFO- 330 USD per mt / LSMGO - 700 USD per mt.
- Intake at Singapore : HFO-765 mt / LSMGO - 325 mt
- Cost of Bunker in Singapore is HFO- 350 USD per mt / LSMGO - 680 USD per mt.
- Ballast Speed - 14 kts.
- Ballast passage Consumption- HFO 24 mt per day / LSMGO - 1.3 mt per day.
- Laden Speed - 13 kts.
- Laden passage Consumption - HFO 27 mt per day / LSMGO - 1.3 mt per day.
- In anchorage consumption - HFO 2.3 mt per day.
- During loading consumption: HFO 2.3 mt per day.
- During Discharging consumption: 2.3 HFO per day / 4.2 mt LSMGO per day.
- If the vessel has been fixed for 14500 USD per day, calculate what will be the voyage earning Balikpapan to Durban ?