

**UNIVERSITY OF PETROLEUM & ENERGY STUDIES  
DEHRADUN**

Final Exam: May 2019  
 Program/course: MBA PSM  
 Subject: CHARTERING & SHIP BROKING  
 Code : TRPS 7006

Semester – II  
 Max. Marks- : 100  
 Duration: 3 Hrs.

**No. of page/s: 3**

|            |  |
|------------|--|
|            | <b>Section A</b>   |
| <b>Q 1</b> | Write short notes on. : <b>Total Marks: 20</b> ( answer all questions) |

| <b>Sr.</b> | <b>Question</b>         | <b>Marks</b> | <b>CO</b>   |
|------------|-------------------------|--------------|-------------|
| a)         | PDPR                    | <b>2</b>     | <b>CO 1</b> |
| b)         | ADCOM                   | <b>2</b>     | <b>CO 2</b> |
| c)         | Bale Capacity           | <b>2</b>     | <b>CO 3</b> |
| d)         | Conference              | <b>2</b>     | <b>CO 2</b> |
| e)         | Detention               | <b>2</b>     | <b>CO 2</b> |
| f)         | Weather permitting      | <b>2</b>     | <b>CO 1</b> |
| g)         | Backward Hatch          | <b>2</b>     | <b>CO 2</b> |
| h)         | SHEXUU                  | <b>2</b>     | <b>CO 1</b> |
| i)         | Unless sooner commenced | <b>2</b>     | <b>CO 2</b> |
| j)         | Clear Days              | <b>2</b>     | <b>CO 2</b> |

|                  |
|------------------|
| <b>Section B</b> |
|------------------|

**Q 2. Please answer 4 questions out of 6 questions: Total Marks – 20 (4X5)**

| <b>Sr.</b> | <b>Question</b> | <b>Marks</b> | <b>CO</b> |
|------------|-----------------|--------------|-----------|
|------------|-----------------|--------------|-----------|

|    |   |   |      |
|----|---|---|------|
| a) | Tramp trade is more useful than the liner trade-examine.  | 4 | CO 3 |
| b) | Explain how the demise charter helps both the charterer and the ship-owner.                       | 4 | CO 3 |
| c) | Differentiate between a firm-offer and a firm-counter.  | 4 | CO 4 |
| d) | Do you think that world-scale helps in quicker fixture in tanker chartering?                      | 4 | CO 3 |
| e) | Examine how the interest of the charterer and the ship-owner is balanced through a charter party. | 4 | CO 4 |
| f) | Discuss conditions on which the 'charterer's agent' is appointed.                                 | 4 | CO 2 |

### Section C

Note: From the following questions (3/4/5/6) please answer any three. 10 Marks has been allotted against each question – thus **total 30 marks**

| Sr. | Question  | Marks | CO   |
|-----|---|-------|------|
| Q 3 | Discuss the importance of 'subjects' basis which the fixture may not get concluded.   | 10    | CO 4 |
| Q 4 | Discuss with a case example as to the need of correct communication of the NOR.   | 10    | CO 4 |
| Q 5 | Being a chartering manager of a shipping company owning geared bulkers - you have been asked to offer Handy Max vessels. Prepare a detailed offer.    | 10    | CO 3 |
| Q 6 | Draw up a comparative chart showing the responsibilities of the owner and the charterer in Voyage – Time –Bareboat charters – IN RESPECT OF EXPENSES. | 10    | CO 3 |

See page 3

QP continued

|            |  |
|------------|--|
| <b>Q 7</b> | <b>Section D : Compulsory question</b> |
|------------|--|

|  |                                    |                  |             |
|--|------------------------------------|------------------|-------------|
|  | The fixtures details are as under: | <b>Marks- 30</b> | <b>CO 4</b> |
|--|------------------------------------|------------------|-------------|

|       |   |
|-------|---|
| (i)   | Cargo Grade: Heavy Grain  |
| (ii)  | Quantity 40,000 MT 10% MOLOO owners opt for/ Load plus option     |
| (iii) | Load Rate 8000 MT PWWD<br>SHEX UU- if used – actual time to count |
| (iv)  | Turn time 12 HRS  |
| (v)   | Shifting Time not to count  |
| (vi)  | Dem: USD 20,000/- PDPR  |
| (vii) | Despatch Half Dem: on working time saved.                         |

| Date                 | Day                      | Time  | DETAILS  |
|----------------------|--------------------------|---|--|
| 7 <sup>th</sup> July | Friday                   | 09:00 HRS<br>10:00 HRS  | Vessel Arrived<br>Anchored & NOR<br>Tendered.  |
| 8th July             | Saturday                 | 08:00 HRS<br>11:00 HRS<br>12:00 HRS<br><br>14:00 HRS<br><br>15:00 HRS | Pilot Boarded<br>All fast<br>Loading<br>Commenced<br>Rain- Loading<br>stopped<br>Loading Resumed |
| 9th July             | Sunday                   | From 08:00 HRS<br>To<br>16:00 HRS                                     | Loading continued  |
| 10th July            | Monday<br>(Port Holiday) | From 08:00 HRS<br>To<br>16:00 HRS                                     | Loading  |
| 11th July            | Tuesday                  | From 11:00 HRS<br>To 13:00 HRS  | Rain (No work)<br>Rain stopped<br>loading resumed  |
| 12th July            | Wednesday                |   | Loading continued  |
| 13th July            | Thursday                 | 10:00 HRS   | Loading completed  |

Calculate Demurrage or despatch as applicable for the load port.

Roll No: -----



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| <b>Section A</b> |   |
|------------------|---|
| <b>Q 1</b>       | Please answer all questions. Write brief notes (each carries two marks): <b>Total Marks: 20</b> |

| <b>Sr.</b> | <b>Question</b>     | <b>Marks</b> | <b>CO</b>   |
|------------|---------------------|--------------|-------------|
| a)         | Grain Capacity      | <b>2</b>     | <b>CO 1</b> |
| b)         | Weather working day | <b>2</b>     | <b>CO 2</b> |
| c)         | Running days        | <b>2</b>     | <b>CO 1</b> |
| d)         | Excepted            | <b>2</b>     | <b>CO 1</b> |
| e)         | UU                  | <b>2</b>     | <b>CO 2</b> |
| f)         | WIBON vs WIPON      | <b>2</b>     | <b>CO 1</b> |
| g)         | LAYCAN              | <b>2</b>     | <b>CO 2</b> |
| h)         | To average laytime  | <b>2</b>     | <b>CO 1</b> |
| i)         | Address Commission  | <b>2</b>     | <b>CO 1</b> |
| j)         | BDI                 | <b>2</b>     | <b>CO 2</b> |

**Section B**

**Q 2. Please answer 4 questions out of 6 questions: Total Marks – 20 (4X5)**

| Sr. | Question  | Marks | CO   |
|-----|---|-------|------|
| a)  | Differentiate between RELET & RIDER clause  | 4     | CO 2 |
| b)  | Explain CBT & SBT   | 4     | CO 2 |
| c)  | Suggest the plausible reason why the standard condition is “despatch half demurrage”. | 4     | CO 3 |
| d)  | Draft survey in bulk chartering is essential – discuss.                               | 4     | CO 3 |
| e)  | Elaborate the concept of reversible laytime.  | 4     | CO 2 |
| f)  | Firm offer and firm counter is same- examine  | 4     | CO 4 |

**Section C**

Note: From the following questions (3/4/5/6) please answer any three. **Total 30 marks**

| Sr.        | Question   | Marks     | CO          |
|------------|--|-----------|-------------|
| <b>Q 3</b> | Elaborate the PROCESS of any Charter Party Negotiation.                                      | <b>10</b> | <b>CO 3</b> |
| <b>Q 4</b> | Duties of a post fixture manager is easier than that of a broker – comment.                  | <b>10</b> | <b>CO 4</b> |
| <b>Q 5</b> | Explain in detail the concept of “arrived ship” with a case example.                         | <b>10</b> | <b>CO 4</b> |
| <b>Q 6</b> | Differentiate ‘bare boat charter’ and ‘bare boat demise charter’ with adequate explanations. | <b>10</b> | <b>CO 3</b> |

|  |  |                   |             |
|--|--|-------------------|-------------|
|  | <b>Section D : Compulsory question</b> | <b>Marks - 30</b> | <b>CO 4</b> |
|--|--|-------------------|-------------|

M.T “ATLANTIC DREAM” was fixed to load ex. Sitra (Bahrain) and discharge at “Chennai E C - India”. Based on data given below- prepare a voyage estimates and T. C. E. with vessel fixed at WS 120.

|       |   |
|-------|---|
| (i)   | Speed/consumption at Sea:<br>13 kts /40 M tons (IFO- 380 CST) plus 0.5 M Tons MDO P.D |
| (ii)  | Port Consumption:<br>Loading : (IFO – 380 CST): 7 M Tons P.D                          |
| (iii) | Total Port stay: 2 days at Load Port and 2 days at Disport                            |

|        |  |
|--------|--|
| (iv)   | Bunker Prices : (IFO- 380 CST) = US\$ 460 PMT MDO: US\$ 750 PMT  |
| (v)    | Load Port Disb: US\$ 24000/-   |
| (vi)   | Disport Disb: US\$ 45000/-   |
| (vii)  | Add Com: 1.25% CHARTERER'S BROKERAGE Comm. : 1.25%   |
| (viii) | FRT Tax 1.25%  |
| (ix)   | Parcel : 95000 Mts. Crude  |
| (x)    | As per World Scale Data:<br>Chennai/ Quoin : 7176NM/ FRT US\$ 8.95 PMT<br>Quoin/ Sitra : 936 NM/ FRT US\$ 1.05 PMT |

Please show the steps – as these are essential. No marks can be given without steps being provided.

End of QP