

**UNIVERSITY OF PETROLEUM & ENERGY STUDIES
DEHRADUN**

ESE Dec. - 2019

Program/course: MBA PSM

Subject: BUNKERING MANAGEMENT

Code : TRPS 8003

Semester – III

Max. Marks- : 100

Duration : 3 Hrs.

No. of page/s: 3

Section A	
Q 1	State if the following is true or false (each carries two marks): Total Marks: 20

Sr.	Question (write T/F against the Q-number)	Marks	CO
a)	The unit of density of fuel is multi-stoke (true / false)	2	CO 1
b)	Bunker delivery note should be maintained for one month only (true / false)	2	CO 2
c)	Only the particular agency office can issue a letter of protest for bunker shortage (true / false)	2	CO 1
d)	There is a condition that only one MARPOL sample of fuel delivered has to be collected (true / false)	2	CO 2
e)	Bunkering from barges is strictly prohibited under new UN convention (true / false)	2	CO 1
f)	All receiving tanks need to be gauged prior to taking fuel (true / false)	2	CO 1
g)	Fuel samples can be only taken from any container supplied by the supplier. (True / False)	2	CO 2
h)	Bunker quantity does not change with temperatures (True or False)	2	CO 3
i)	As per IMO – Low Sulphur regulations will be effective by 1 st October 2020 (True / False)	2	CO 1
j)	The MARPOL BDN need not have a signed declaration by the fuel oil supplier’s representative that the blend of hydrocarbons are not harmful for the ship (true / false)	2	CO 2

Section B

Q 2. Please answer 4 questions (each 5 marks) out of 5 questions: Total Marks – 20

Sr.	Question	Marks	CO
a)	Give important provisions of IMO 2020 regulations	5	CO 2
b)	Explain how the crew can take precautions against the “Cappuccino Bunkers”	5	CO 3
c)	Elaborate the common "bunker clause" in any time charter-party	5	CO 3
d)	How is bunker calculation made? What are the common mistakes?	5	CO 2
e)	LNG Bunkering is still in an infant state – comment	5	CO 4

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	Please examine various options to manage compliance of the IMO convention.	10	CO 3
Q 4	Elaborate the process through which the bunker supply is made to the ship (called stemming).	10	CO 2
Q 5	Critically examine the need for P & I clause on bunkering.	10	CO 3
Q 6	What are the areas where the malpractices can take place in bunker supply and how these can be avoided?	10	CO 4

Section D: Compulsory question

		Marks	CO
Q 7	Write a detailed incident analysis of the “BANKRUPTCY OF OW BUNKERS” and mention in detail four aspects that have changed the way the bunkering commercial is going to be practiced now.	30	CO 4