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B.Tech. Degree VIII Semester Regular/Supplementary Examination in Marine Engineering June 2024

**19-208-0802 SHIP OPERATION AND MANAGEMENT
(2019 Scheme)**

Time: 3 Hours

Maximum Marks: 60

Course Outcome

On successful completion of the course, the students will be able to:

- CO1: Understand the brief history of shipping, the conference systems and the bills of lading.
 CO2: Gain knowledge regarding marine insurance and organizational structure of shipping companies.
 CO3: Explain capitalization and finance, shipping operations and commercial shipping practice.
 CO4: Understand the different provisions of merchant shipping act.
 CO5: Gain knowledge of maritime declaration of health, marine fraud and present scenario of Indian Shipping

Bloom's Taxonomy Levels (BL): L1 – Remember, L2 – Understand, L3 – Apply, L4 – Analyze, L5 – Evaluate, L6 – Create
 PI – Programme Indicators

(Answer **ALL** questions)

(5 × 15 = 75)

		Marks	BL	CO	PI
I.	(a) Explain the economic rationale of shipping.	5	L3	1	2.2.2
	(b) Maritime transport follows global trade. Analyze, evaluate and conclude.	10	L5	1	12.1.2
OR					
II.	(a) The advent of containerisation and its steadily growing offshoot multimodalism have altered the fulcrum of global shipping. Analyze and appraise.	7	L4	1	7.2.1
	(b) Analyse the salient features of Bulk and Liner shipping.	8	L3	1	4.1.1
III.	(a) Define chartering and Charter party. Mention the various type of Chartering.	8	L3	1	2.1.1
	(b) COA – Contract of Affreightment is an ideal chartering towards regular bulk tonnage. Examine and illustrate in brief.	7	L5	1	2.2.2
OR					
IV.	(a) Examine the significance and functions of BL – Bill of Lading in global shipping.	7	L4	1	2.1.1
	(b) What is the impetus towards Switch BL. Illustrate its procedure?	8	L4	1	4.1.1
V.	(a) Outline the role of insurance in maritime transport.	7	L4	2	2.11
	(b) Explain the different types of marine insurance policies.	8	L3	2	2.2.2
OR					
VI.	(a) The P and I Club is the Poseidon of global shipping. Critically evaluate.	8	L5	2	1.4.1
	(b) Outline the organizational structure of a shipping company.	7	L3	2	3.1.6
VII.	(a) Demonstrate the various sources of shipping finance.	8	L3	3	11.2.1
	(b) What is mezzanine financing? Illustrate its advantages.	7	L3	3	11.2.1

OR**(P.T.O.)**

		Marks	BL	CO	PI
VIII.	(a) Explain the different types of Ship Registries.	7	L4	4	3.2.3
	(b) Evaluate the shipowners commercial rationale towards FOC – Flag of Convenience nations.	8	L2	4	12.3.2
IX.	Voyage Estimation:- Prepare a voyage estimate and calculate the following on the basis of the inputs / data / information given below:	15	L6	3	4.3.4
	(i) Total Cost in Ballast leg (HONG KONG – CHENNAI)				
	(ii) Total cost in LOAD/DISPORTS				
	(iii) Total cost in LADEN leg (CHENNAI – MARSEILLE)				
	(iv) Total number of days for the entire voyage				
	(v) Total CHARTER 'IN' VSL HIRE charges				
	(vi) Total cost towards the entire voyage				
	(vii) Break-even freight rate (USD/MT)				
	- VSL (Vessel) FREE at HONG KONG				
	- VSL TO LOAD 50,000 MT CEMENT FROM CHENNAI PORT, INDIA				
	- DISTANCE BETWEEN HONG KONG AND CHENNAI – 3700 NM				
	- VSL SPEED under BALLAST – 13 KNOTS				
	- BUNKER (VLSFO) CONSUMPTION in BALLAST – 25 MT/DAY				
	- MDO CONSUMPTION AT SEA – 2 MT/DAY				
	- MDO CONSUMPTION AT PORT – 4 MT/DAY				
	- BUNKER CO – USD 600 / MT				
	- MDO COST – USD 700 / MT				
	- THEN VSL TO DISCHARGE AT PORT MARSEILLE, FRANCE				
	- DISTANCE BETWEEN CHENNAI AND MARSEILLE – 6000 NM				
	- VSL SPEED in LADEN PASSAGE – 12 KNOTS				
	- BUNKER (VLSFO) CONSUMPTION in LADEN – 35 MT/DAY				
	- NO OF DAYS IN LOAD/DISPORTS - 10 DAYS				
	- LOAD/DISPORT CHARGES - USD 10,000/-				
	- (Port dues, pilotage, tug, agency etc.)				
	- SUEZ CANAL TRANSIT TIME – 1 DAY				
	- CANAL TOLL – USD 5,00,000/-				
	- MESC EXPENSES – USD 5,000/-				
	- CHARTER 'IN' VSL DAILY HIRE – USD 7,500/DAY				
	- (The amount to be paid to Ship Owner by charter)				
	OR				
X.	(a) Indian shipping industry is sailing through unchartered waters. Evaluate and Analyse.	8	L4	5	2.2.2
	(b) Analyse the various domains of marine fraud.	7	L4	5	2.2.2

Bloom's Taxonomy Levels

L2 – 5.34 %, L3 - 34 %, L4 - 34 %, L5 – 16.66 %, L6 - 10 %.
