

MBA (MM) Sem.-3 Examination
SCP 308

PSS&VTMS

Time : 2.30 Hours]

December-2025

[Max.Marks : 70

Subject: PORT SAFETY, SECURITY & VTMS

Q-1

A) Please find below Tide Table with Current Speed – Calculate the UKC and advise the Berthing window for the Below given vessels. (Port Having Draft of 13.5 mtrs at Berth and in the Channel) (UKC Policy = 10%)

(Marks – 7)

- 8) MT EVA RICHWAY – Draft – 8 mtrs
- 9) MT LUCKY CHEM – Draft – 16.5 mtrs
- 10) MV SSL GUJARAT – Draft – 17 mtrs
- 11) MV MSC CAPRI – Draft – 14 mtrs
- 12) MT BOW ELM – Draft – 13 mtrs
- 13) MV SINICA GRAECA – Draft – 11 mtrs
- 14) MV LIME ALINA – Draft – 15 mtrs

Date & Time	Hight of Tide	Speed of Current	Direction of Current
10-12-2025 03:30	4.2	3.3	322
10-12-2025 04:00	5	3.7	322
10-12-2025 04:30	5.7	3.8	321
10-12-2025 05:00	6.3	3.7	320
10-12-2025 05:30	6.8	3.5	319
10-12-2025 06:00	7.1	3.1	319
10-12-2025 06:30	7.3	2.6	319
10-12-2025 07:00	7.5	1.8	319
10-12-2025 07:30	7.4	0.8	312
10-12-2025 08:00	7.3	0.4	182
10-12-2025 08:30	6.9	1.3	157
10-12-2025 09:00	6.4	2	154
10-12-2025 09:30	5.9	2.3	153
10-12-2025 10:00	5.3	2.5	154
10-12-2025 10:30	4.7	2.6	154

14

N1169-2

	B) Explain below Terminology 1) AIS 2) LOA 3) Freeboard 4) Bearing 5) ATUB 6) ATB 7) CDMVT	(Marks – 7)
Q-2	What is ISPS Code, Define objective and Different Security Levels, Explain – PANS & DOS OR Define Difference between Risk and Hazard. Explain the Risk Management Processes	14
Q-3	What are the benefits of Safety Culture in Port, Also describe Below. 1 Unsafe Action 2 Unsafe Condition 3 Near Miss 4 Accident OR List out all Marine Emergencies related to Security. What actions will be taken by Port Control and VTMS in such scenario.. Discuss	14
Q-4	What is VTMS as per IMO ?. Describe various functions for VTMS Define different Equipments used in VTMS. OR Discuss the Role of PFSO in case of Terrorist Attack on ship at berth. If you are in a hostage situation what should you do & don't.	14
Q-5	C) Define requirement of safety in ports, Describe any 5 PPEs with their use D) What is Flood & Ebb, Describe Neap & Spring Tide in detail.	14

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Candidate's Seat No:

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C&CP

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[Max.Marks :

Q-1

The Statement of Facts below for Tanker **MT NIRBHAYA** may be used to calculate total laytime and demurrage/dispatch due if any.

14

Below is the charter party terms.

- 1) Laytime shall not commence before 0600 hrs local time after the vessel is reported and ready
- 2) Laytime shall commence upon expiration of 6 hrs after receipt of such notice or upon the vessel's arrival in berth, which ever occurs first.
- 3) Total Laytime – For Load Port 40 Hrs, For Discharge port – 60 Hrs (Non Reversible)
- 4) Demurrage Rate – 15000 \$ PDPR DHD
- 5) Time Consumed due to breakdown of equipment not through Charterer's Fault not to count as laytime or time on demurrage

Statement of Facts at Load Port - Kandla

- Tuesday – 23 December, 0200 hrs -- Arrived at Kandla Port P/S. NORT Waiting for Berth
- Wednesday – 24 December, 1400 hrs – Anchor Away proceed to berth
- Wednesday – 24 December, 1930 hrs – All Fast at Berth
- Wednesday – 24 December, 2200 hrs – Hoses Connected, Loading Started
- Wednesday – 24 December, 2300 hrs – Loading Stopped due to Rough Weather
- Thursday – 25 December, 0500 hrs – Weather Improved, Ops Resumed
- Thursday – 25 December, 2300 hrs - Loading Stopped due to Rough Weather
- Friday – 26 December, 0500 hrs - Weather Improved, Ops Resumed
- Friday – 26 December, 2300 hrs – Loading Completed & Pigging Started
- Saturday – 27 December, 0500 hrs – Pigging Completed & Hoses Disconnected
- Saturday – 27 December, 0600 hrs -- POB & All Cast Off
- Saturday – 27 December, 0700 hrs -- Vessel Sailed and Started Sea Passage

Statement of Facts at Discharge Port – Vizag

- Tuesday – 30 December, 0200 hrs – Arrived at Vizag Port P/S. NORT Waiting for Berth
- Wednesday – 31 December, 1400 hrs – Anchor Away proceed to berth
- Wednesday – 31 December, 1930 hrs – All Fast at Berth
- Wednesday – 31 December, 2200 hrs – Hoses Connected, Discharging Started
- Wednesday – 31 December, 2300 hrs – Discharge Stopped due to Pump Failure

P.T.O

N1169-4

	<ul style="list-style-type: none"> • Thursday – 01 January, 0500 hrs – Pumps Repaired & Discharge Ops Resumed • Thursday – 01 January, 2300 hrs - Discharge Stopped due to Rough Weather • Friday – 02 January, 0500 hrs - Weather Improved, Ops Resumed • Friday – 02 January, 2300 hrs – Discharge Completed • Saturday – 03 January, 0500 hrs –Hoses Disconnected • Saturday – 03 January, 0600 hrs – POB & All Cast Off • Saturday – 03 January, 0700 hrs – Vessel Sailed and Started Sea Passage 	
Q-2	<p>Discuss various Chartering KPIs in Detail OR</p> <p>Discuss important clauses of Tanker Time Charter Party</p>	14
Q-3	<p>Discuss various types of Charter Parties OR</p> <p>Explain various clauses of Voyage Charter Party.</p>	14
Q-4	<p>Explain Below Charter party Terms in Detail</p> <ol style="list-style-type: none"> 1) Safe Port 2) Cargoworthiness 3) Dirty B/L 4) Trip Time Charter 5) COW 6) BBB 7) Speed & Speedup Clause <p>OR</p> <p>Explain Chartering Process</p>	14
Q-5	<p>Calculate the Voyage Cost based on the below Details</p> <ul style="list-style-type: none"> • 80000 MT / 10% Moloo, Cement in Bulk, SF- 0.82 CBM/T • Load Port - Pipavav, India • Discharge Port – Fremantle, Australia • LayCan – 25- 30 Dec, 2025 • L/D – 10000/8000 mt per day , SHINC • 2.5 % ADDCOM, 2.5% Brokerage • Vessel Open at – Singapore • DWT – 80000 mt • Grain Capacity – 80000 CBM • Constant Weight – 800 mt • Freight Rate – 50\$ Per Ton • Ballast Distance – 2801 NM • Laden Distance - 4348 NM • Daily Running Cost – 5000 \$ <p>SPEED & CONSUMPTION:</p> <ul style="list-style-type: none"> • IFO (13.5 kts/25 mt – Laden)(14 kts/ 22 MT – Ballast) • MDO (2 mt at Sea, 1.5 mt in Port Idle & working) 	14

N1169.5

	<p>Bunker Price:</p> <ul style="list-style-type: none">• Singapore : IFO/ 600 \$, MDO/ 900 \$ PMT• Kandla : IFO/ 700 \$, MDO/ 1000 \$ PMT <p>PORT Cost:</p> <ul style="list-style-type: none">• Kandla: 20000\$• Fremantle: 20000\$• Singapore Bunkering : 4000\$	
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