



INSTITUTE OF CHARTERED SHIPBROKERS

APRIL 2011 EXAMINATIONS

WEDNESDAY 13 APRIL – AFTERNOON

TANKER CHARTERING

Time allowed – Three hours

Answer any **FIVE** questions – All questions carry equal marks

1. Define laytime.
In a typical tanker voyage charter:
 - When does laytime commence,
 - What are the excluded times and
 - When does laytime cease?
2. Under what circumstances will a tanker Owner require a Letter of Indemnity (L.O.I.) to be issued? What would be covered by the L.O.I. and what should not be stated?
3. Sketch a modern Panamax tanker showing the principal dimensions. What trades would you expect these vessels to be employed in and what weather would be experienced throughout the year?
4. You are the Broker representing Owners who wish to secure minimum 2 years time charter for their modern tanker. Explain what points you would make when selecting possible Charterers and what details you would include in the initial firm offer.
5. Explain who would pay the War Risk Additional Premium and Crew War Bonus in voyage and time charter fixtures giving examples of where they would apply. What items would be included in a fairly worded War Risk Additional Premium Clause?
6. In what areas of the world do tanker ports suffer from the effects of 'swell' to the extent that the port and/or terminals may suspend cargo operations? What wording would be required in the Charter Party to protect the Owners from the consequences of such disruption?
7. (a) What are the main elements covered by 'Worldscale Hours Terms and Conditions'?

and

(b) Explain the differences between carrying out a voyage estimate for a 'Lumpsum' freight and a 'Worldscale' based freight.
8. The Suez Canal has been widened and deepened to accommodate certain VLCCs. Using examples assess the effect this could have on the tanker markets.