



TUESDAY 14<sup>TH</sup> MAY - MORNING

## DRY CARGO CHARTERING

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Your owner's Handy size vessel has been time chartered under NYPE2015 for a period of six months. The ship has just loaded a full cargo of steel coils ex China to be discharged in Italy. The bill of lading issued for this voyage is a Congenbill, marked 'Freight payable as per charter party' and is signed by the Master of the vessel. The ship has sailed from the loading port and is steaming towards Italy, when the time charterers fail to pay the next hire due to the owners.

Write a message to your owners advising on how they should proceed, reminding them of the functions of the B/L and their obligations under the B/L issued. Advise them of possible remedies under the time charter contract.

2. Answer **BOTH** parts of the question.
- a) Select a quantity of cargo and freight rate of your choice; draft a final freight statement for your principal, the owner.

The freight payment clause in the charter party is the following:

" Freight payable 95 % less addcomm, brokerage and undisputed despatch at loading port, if any, within 3 banking days after completion of loading and signing/releasing B/L marked "Freight payable as per C/P". Balance less despatch or plus demurrage, as the case may be, payable within 30 days after completion of discharge against Timesheet/ SOF/NOR. Freight payable in US Dollars, direct into Owner's nominated bank account. FDEDVAOCLONL."

Show your full calculations for drafting the final freight statement.

- b) Explain to your principal, how freight is calculated under a voyage charter party.
3. An investor, a tanker ship owner, is looking to diversify into bulk carriers. Write a market report on current market conditions and future prospects for dry bulk shipping, giving your recommendation as to which dry bulk sector(s) to invest in.

**PLEASE TURN OVER**

4. You are a shipowner and have fixed your 15,000 GT Handy size vessel on a Gencon 1994 voyage charter party to load a cargo of 20,000 tonnes of steel coils. The freight rate agreed is \$25 FIO L/S/D. Box 23 – Freight Tax has been left blank.

You have asked the agent at the load port for a pro-forma disbursement so as to arrange transfer of funds. The agent has sent the following by email.

Port dues	15,000 x \$0.50	\$7,500
Berth dues	15,000 x \$0.20	\$3,000
Cargo Dues	20,000 x \$0.20	\$4,000
Garbage dues		\$ 600
Pilotage		\$1,000
Towage		\$1,500
Mooring/Unmooring		\$ 900
Freight Tax @0.25%		\$1,250
Surveyors fee		\$ 600
Securing		\$3,000
Dunnage wood		\$1,500
Agency fee		\$1,000
Other costs as per master's requests.		

Write a reply to the agent querying the list and explaining the reasons for your queries.

5. Explain the reasons for which laytime might be interrupted. Will the 'excepted periods' apply when vessel is on demurrage?
6. Explain the role of a shipbroker when it comes to negotiating charters. In particular explain the significance of "warranty of authority" and possible breaches of this clause.
7. Answer **ALL** parts of the question.  
Using the graph paper and the world map provided;
- Draw a fully labelled profile and fully labelled cross section for a Panamax bulk carrier.
  - You should include the important particulars and specifications of the vessel you have drawn.
  - Give a description of two main trade routes and the type of cargo carried on these routes.
8. Starting with the load ports and loading requirements, describe the major trade routes all the way to the discharge ports, including ports, characteristics, hazards, weather and stowage requirements for **TWO** of the following cargoes;
- Grain
  - Timber
  - Steel
  - Fertilizers

Use the world map provided to support your answer.