



THURSDAY 21st NOVEMBER 2019 – AFTERNOON

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 vessel has been fixed to load a cargo of 45,000 5%MOLOO tonnes of steel products at a rate of 5000pwwd SSHINC. Demurrage has been agreed at \$10,000 per day and despatch at half demurrage.

The vessel has arrived at the loading port, tendered NOR and commenced loading in accordance with the terms of the charter party. After two days the charterer has advised that only 35,000 tonnes will be available due to a strike at the steelworks. Your ship can safely load this quantity and the charterer has agreed to pay deadfreight.

Loading of the 35,000 tonnes completes after seven and a half working days. There have been no weather delays or other stoppages. What effect will the failure by the charterer to deliver a full cargo mean for laytime and demurrage/despatch calculations?

2. Answer **BOTH** parts of the question.

A ship has been fixed on a time charter. The owner has received a speed and consumption claim from the charterer. The vessel is a bulk carrier and has been operating mostly in the Pacific for several periods of low activity.

- a) What is a speed and consumption claim? How might it occur?
- b) Explain **FOUR** other common reasons for disputes under time charters.

3. Explain both 'an arrived ship' and 'laytime commencement' and draft a voyage charter clause covering Notice of Readiness/Laytime commencement.
4. A prospective owner of dry bulk ships needs advice on market developments over the next 5 to 10 years and what class of vessel to invest in. Write a report giving reasons for your recommendations of tonnage and whether the company should order new or buy second hand?

PLEASE TURN OVER

5. Answer **ALL** parts of the question.

Using the graph paper and the world map provided to support your answer;

- a) Draw a fully labelled profile and fully labelled cross section for a handy size bulk carrier
- b) Include the principal particulars and specifications of the vessel
- c) Give a description of one principal trade route from load port to discharge port for the type of cargo carried. Give details of hazards and weather conditions for this route.

6. Upon completion of loading a cargo of steel products on your ship, the Mate's receipts have been claused. The Charterers, however, are requesting your Owner to sign Clean on Board Bills of Lading against Letter of Indemnity.

Write a message to your Owner to explain:

- a) What is the Mate's receipt and the meaning of the term 'claused'
- b) What the Master should do and whether LOI should be accepted. Use the Bill of Lading functions to support your advice.
- c) What problems could arise by signing clean on board bills of lading?

7. Discuss the use and significance of **ALL** of the following in a voyage CP.

- a) Demurrage and dispatch
- b) Loading and discharging range
- c) NOR and time counted.

8. Answer **BOTH** parts of the question.

You are a shipowner of Supramax vessels and have seen the following enquiry in the market:

- = A/C: ICS Shipping & Trading Co Ltd, Panama
- = Looking for Supramax of max 20 yrs
- = Time Charter period of 6+6 months
- = Dely: Indonesia
- = Redely: trading area
- = L/C: 1-5 December 2019
- = Trading area: Worldwide
- = 3.75% ttl comm incl 2.50% addcom

- a) Write a timecharter offer for the above enquiry for one of your vessels.
- b) Write a timecharter clause covering all aspects of bunkers on delivery and redelivery.