



NOVEMBER 2020 EXAMINATION SESSION
MONDAY 2nd NOVEMBER – 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. Answer **BOTH** parts of the question.

a) In a shipbroker's office various types of work may be undertaken.

Select any **TWO** of the following and describe their roles.

- i. Exclusive Broker
- ii. In-house Broker
- iii. Competitive Broker
- iv. Post Fixture Position

b) Explain the concept of 'warranty of authority'. Using examples, describe potential breaches of this authority.

2. Your principal is a grain trader who is quite new to the market. They are looking for suitable options to cover their cargoes. Write a message to your principal, explaining the different financial responsibilities they will have as a Charterer under Voyage and Time Charter respectively and advise them on the benefits and drawbacks of each type of chartering contract.

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

As Owner's broker you have been informed that your Owner's Handymax vessel has arrived at the discharge port, but the original Bills of Lading are not available. Write a message to your Owner:

- a) Describing the main functions of the Bill of Lading
- b) Advising them what steps can and should an Owner take if original Bills of Lading are not available prior commencement of discharge.

PLEASE TURN OVER

- 4 Using the extracts of the below Statement of Facts, set out a detailed Time Sheet Statement and calculate Demurrage or Despatch.

Extracts of Statement of Facts
STATEMENT OF FACTS

Vessel's name:	M/V 'ICS-2020'
Port of loading:	Shuaiba
Cargo loaded as per B/L:	15,000 Mts bulk sulphur
Vessel arrived and tendered NOR:	Tuesday 10/11/2020 12:30 hrs
NOR accepted:	Tuesday 10/11/2020 12:30 hrs
Pilot on board:	Tuesday 10/11/2020 20:30 hrs
Vessel berthed – all made fast:	Tuesday 10/11/2020 21:00 hrs
Loading commenced:	Tuesday 10/11/2020 22:00 hrs
Loading completed:	Wednesday 18/11/2020 15:00 hrs
Cargo documents on board:	Wednesday 18/11/2020 17:00 hrs
Vessel sailed:	Wednesday 18/11/2020 19:00 hrs

DETAILS OF DAILY WORK

Tuesday 10/11/2020	22:00-24:00 hrs
Wednesday 11/11/2020	00:00-12:00, 13:00-15:00, 17:00-20:00, 21:00-24:00 hrs
Thursday 12/11/2020	00:00-02:00, 05:00-12:00, 13:00-18:00 hrs
Friday 13/11/2020	No work
Saturday 14/11/2020	08:00-12:00, 16:00-20:00, 21:00-24:00 hrs
Sunday 15/11/2020	00:00-12:00, 13:00-20:00, 21:00-24:00 hrs
Monday 16/11/2020	00:00-12:00, 13:00-20:00, 21:00-24:00 hrs
Tuesday 17/11/2020	00:00-12:00, 13:00-20:00, 21:00-24:00 hrs
Wednesday 18/11/2020	00:00-01:00, 05:00-12:00, 13:00-15:00 hrs

REMARKS & STOPPAGES

Meal hours 12:00-13:00 hrs & 20:00-21:00 hrs every day

11/11/2020

- Rain: 15:00-17:00 hrs

12/11/2020

- Rain: 02:00-05:00 hrs & 18:00-22:00 hrs

13/11/2020

- Rain: 08:00-10:00 hrs

14/11/2020

- No work, awaiting for cargo: 12:00-16:00 hrs

18/11/2020

- Rain: 01:00-05:00 hrs

Q4. Continues

MV 'ICS-2020' was fixed to load at Shuaiba 15,500 Mts of bulk sulphur 5% more or less in Charterers' option under the following terms agreed in the C/P:

Cargo quantity: 15,500 Mts of bulk sulphur 5% more or less in Charterers' option

Loading rate: 4000 Mts pwwd of 24 consecutive hours FHEX UU. Time from Thursday 12:00 hrs or 17:00 hrs on a day preceding a legal or local or national or religious holiday until 08:00 hrs on Saturday or 08:00 hrs on a day following a legal or local or national or religious holiday not to count, unless used.

At load port, NOR to be tendered between 0800 hrs to 1700 hrs Saturday to Wednesday, and 0800 hrs to 1200 hrs on Thursday, WWWW. Laytime time to commence at 1400 hrs same day if NOR tendered at or before noon, or 0800 hrs next working day if NOR tendered after noon.

Shifting from anchorage or waiting place to the first loading berth not to count. Shifting between two berth to be for Charterers' time and expense.

Demurrage: USD 6000 pdpr / dhd wts bends

Time actually used before commencement of Laytime to count.

Any time lost due to strike to count half.

Laytime to count until cargo documents are on board, but Charterers to be allowed 3 hours free of Laytime for preparation of cargo documents, even if vessel is on Demurrage.

2.5% Commission on Freight, Deadfreight and Demurrage.

- 5 As charterer's broker you have been approached to secure a vessel for a period of one year. Draft a message to your principal outlining which charter party should be used for the negotiations and fixture.
Please explain the need and reason for the use of protective clauses. Highlight those where there is scope for negotiation.
- 6 Many countries in the world are moving away from coal to generate their electricity and this is leading to a significant fall in the coal trades and it is a trend that will continue.
As an adviser to an owner of Panamax vessels heavily reliant on transporting coal, draft a business plan outlining how this issue should be dealt with.

PLEASE TURN OVER

- 7 Fully explain the function of **ALL** of the following documents detailing when and why they might be issued and by whom.
- i. Mate's Receipt
 - ii. Notice of Readiness
 - iii. Cargo Manifest
 - iv. Phytosanitary Certificate
 - v. Statement of Facts
- 8 Answer **ALL** parts of the question.

Using the graph paper and the world map provided;

- a) Draw a profile and cross section for a Multipurpose vessel.
- b) Label the principal parts of your diagram.
- c) Describe the principal characteristics and specifications of the vessel.
- d) Give an example of **TWO** principle trade routes and the type of cargo carried on these routes by a multipurpose vessel.