



MAY 2021 EXAMINATION SESSION
WEDNESDAY 26th MAY 2021 – MORNING

TANKER CHARTERING

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

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

- a) Draw a profile and cross section of a Suezmax tanker.
- b) Show the main details and dimensions on the drawings.
- c) Describe **ONE** cargo with **TWO** trade routes on which such a vessel is regularly fixed. Draw and fully annotate the selected routes on the world map provided to support your answer.
- d) Using these trade routes indicate what weather conditions could be anticipated for a vessel loading in June.

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

A Medium Range tanker has been fixed to load 37,000 metric tons of Jet A1 at Rotterdam for discharge New York.

- a) Provide a full fixture recap.
- b) Explain the main provisions of the fixture.
- c) Describe possible options for next employment.

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

- a) Describe the main terms of a pumping clause from an Asbatankvoy voyage charter party.
- b) Identify the main causes of delay in pumping cargo during discharge.
- c) What evidence would be needed to report the circumstances relating to slow pumping?

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

- a) Explain what is meant by "On Subjects"
- b) Give **FIVE** examples of "subjects" with a brief outline explanation for a voyage charter
- c) What are the ethical trading responsibilities that exist within the tanker industry viewed from the position of Owners, Charterers and Brokers?

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

A shipowner has an LPG carrier open in MEG for a cargo of 45,000 metric tons of butane gas on offer loading at Qatar for discharge Yokohama.

- a) Prepare a round voyage estimate for this employment using data of your choice. Details of the vessel, load and discharge ports, voyage legs, proposed route, quantity of bunkers needed for the voyage, bunker prices, total cost of bunkers, port charges, total voyage expenses, freight rate, voyage earnings and gross voyage surplus per day. (Show all calculations).
- b) Calculate a break-even rate for this employment in US dollars per day.
- c) Describe the process of making a firm offer for this cargo.

6. Charterers have an obligation under a voyage charter party to nominate a safe berth and port for loading and discharging the cargo. When fixing under a Shellvoy 5 explain Charterer's obligation and liability to provide a safe berth and port.

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

A shipowner is planning to enter the market to secure a time charter employment for their ship.

- a) Provide details of a firm offer for the above employment.
- b) What additional rider clauses would you add to this employment offer and why?

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

You have fixed a Product tanker on voyage charter loading 20,000 metric tons +/- 5% CHOPT Gas Oil from Novorossiysk to Genoa. The vessel may be delayed loading following on from reported port congestion.

- a) Describe three ways in which laytime may be applied at loading and discharge.
- b) Explain how each of the chosen methods of applying laytime may benefit charterers in reducing exposure to demurrage charges along with the advantages and disadvantages of each.