



INSTITUTE OF
CHARTERED
SHIPBROKERS

MAY 2024 EXAMINATION SESSION

THURSDAY 16 MAY 2024 – 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. Select **TWO** of the following commodities:

- a) Forest Products
- b) Iron Ore
- c) Fertilisers
- d) Coal

Using the world map provided to support your answer, describe **ONE** trade route for each of your chosen commodities. Commencing with the load ports, describe fully the cargo handling, stowage factor and stowage conditions, then the hazards and cargo care on the route completing with the discharging methods at the destination port.

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

- a) Draw a fully labelled profile and fully labelled cross section for a Capesize bulk carrier and state the principal particulars and specifications of this vessel as specified as the standard vessel in the Baltic Capesize Index.
- b) Give a thorough description of **ONE** main trade route for a Capesize bulk carrier from a named loading port to discharging port. Include a description of how the cargo is loaded and a description of how the cargo is discharged at the named ports. Give details of cargo hazards and weather conditions for this route.

Use the world map provided to support your answer.

PLEASE TURN OVER

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

You are a charterer's broker responsible for time charter for your principal. They have asked you to compile a report stating the current (early 2024) problems with the two major canals which are both used for your chartered vessels.

- a) Identify and explain the problems with each canal.
- b) Indicate the additional cost effects by having to reroute your vessels, currently trading India to Europe, to avoid piracy and geo-political problems.
- c) Explain what additional time, cargo restrictions and problems are likely to be encountered for your vessels currently trading WCUSA to ECUSA with forest products.

4. You are a broker acting for a merchant involved in the grain trade. The merchant is planning to purchase various cargoes including around one million tonnes of wheat from Thunder Bay, Canada spread evenly throughout the navigation season and a similar amount of Soya beans from ports in Louisiana. All the cargoes are intended for Europe and will likely be discharged in Southampton or Rotterdam. The merchant has asked your advice about securing shipping space for the cargoes. Draft a message to your principal advising on the type of ships to be chartered, any particular issues and the most suitable charter contracts.

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

Your principal, the Owner, received a voyage offer containing following terms:

'-LOAD/DISCH 3000/3000 MTS PWWO OF 24 CONSEC HRS SSHEX EIU BENDS
-DEM USD 9000 PDPR/DHDLTS BENDS'

- a) Write a message to your principal explaining the meaning of the following abbreviations:
 - i. WWO
 - ii. SSHEX EIU
 - iii. DHDLTS
- b) Suggest to your principal how the above terms can be improved to benefit the owner, giving the reasons for your recommendations.

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

- a) Using a vessel and cargo of your choice draft a firm voyage offer on behalf of the Owners.
- b) Explain the different responsibilities for the Owner if the ship was to be time chartered.

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

In the context of Laytime, explain the following:

- a) NOR including what 'an arrived ship' means
- b) Laytime commencement
- c) **THREE** reasons for interruption of Laytime

8. 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.