NAROTTAM MORARJEE INSTITUTE OF SHIPPING

MUMBAI

N.M.I.S. MUMBAI

Main + ...3... No. of Supplement = 3.........

Examination :- PGDSM - FIRST YR./ FINAL YR./ ASSOCIATESHIP / FELLOWSHIP

Month March Year 20 25 TOTAL MARKS

Subject CHARTERING

Q	1	2	3	4	5	6	7	8	9	10	11	12	Total
M	14	15		14		12	15						70

WRITE BELOW

VERY GOOD

Ans1:- MOLCO - More or less charterer option.

1 - In this the charterer has an options. to load cargo as per there options

2 DWCC - ~~Dry ... charterer party ...~~ It stands for Dead weight cargo capacity

- It is the weight of the Ship where the cargo can be loaded when the Bunkers, constants, stores, are deducted from the DWT.
- used in stowage factor calculation
- It can be calculeted by subtracting the above constants, stores, Bunkers etc.

DWCC 2 weight cargo / SF

3 BBB - Before Breaking Bulk

- It means that the freight is payable at the discharge port before the bulk/ cargo is deloaded.

(4) BB - Ballast Bonus

- It is the Bonus / amount paid by the charterer to the shipowner to reposition the ship to the agreed location as mentioned in the charter party terms.

- Paid by charterer to shipowner.

(5) P & I Bunkering clause - A clause of voyage charter party where the ship owner is allowed to take the Bunker from the port where it is cheaper.

- This allows the shipowner to deviate from the agreed route as defined in the charter party clause

(6) First class charterer - The name of the charterer is not disclosed by the Broker or is not nominated and mentioned as TBN (To be nominated)

Though is a risk to deal in such case where name of charterer is not disclosed as can lead to cheating due to not able to check Background

7 Cross Trade - In this the load port and discharge port are different from the country registering the vessel.

The loading and discharging ports are outside the countries of registering the ship.

8 Cross Terms - These are liner terms in which the ship owner pays for the tally, tripping, loading, deloading, stowing.
The opposite is the FIO, FIOT, FIOS, FIOST. Where charterer pays for the trimming, tally, loading, deloading, stowing.

However in both the shipowner only pays for the port charges.

14

Ans 2 GENCON - It is made in 1994
- A voyage charter party.
Part 1 contains check Box (26)
Part 2 contains clauses from (1-19)

Clause 1 - Parties to the contract
- It covers the details of Shipowner, Charterer, Load port, discharge port, vessel details
- charterer to provide safe port safe berth to the ship

Clause 2 - Owner's responsibility to provide a safe voyage

Clause 3 - Discusses the deviation

Clause 4 - Payment of freight which can be prepaid with 1% margin agreed on quantity

Clause 5 - Loading / Discharging (FIO) (free in out) - on charterer account
- Stevedore charges and if damaged to be taken by charterer. - Rider clause

Clause 6 - Laytime - Non reversible
- NOR - notice of readiness
- Off hire

clause 7 - Demmurage based on statement of fact and on time sheet is calculated
- when laytime taken exceeds the allowed laytime.

clause 8 - Lien towards the unpaid freight

vr,

clause 9 - cancelling - If load port is far away from free port
- Charterers has option to cancel
- Request can be made to increase cancelling time

c

clause 11-12 - Protective clause
(11) - Both to Blame in case of collision liability
(12) - New Jason clause where voluntary sacrifice is to be shared among the cargo and vessel owners.
- No financial / commercial value but legal obligation to include.

clause 19 - Law of arbitration
- cases resolved through arbitrator
- small claims settled by (LMAA) London Marine arbitrator association

(B) SHELLTIME - 1984

A time charter party

Clause 1 - Description and conditions of asset

- It covers due diligence
- Seaworthiness of vessel
- Structure
- Manning
- machinery
- hull
- tanker description
- particulars
- Right to cancel if any of the above is not in proper shape and is not a seaworthy vessel.

Clause 2 - Ship Board personnel and their duties

- It covers the number
- efficiency of crew
- Flag state regulations
- STCW - Safety training certification and watchkeeper is mandatory

Clause 3 - Duty to maintain at owner's account even if there is any act, neglect or default

Clause 4 - Period trading limits is defined

- More or less charter option

(i) - Period is defined

(ii) - carriage of lawful Merchandise

(iii) DD – due deligence by charterer at port to prevent damage to ship by lookers or port machinery.

(iv) STS – Ship to ship transfer as per OCIMF and ICS standards

(v) Place of delivery and redelivery are defined.

clause 9 – Payment of Hire
– PCM – Per calendar month However expressed in Per day Basis.

– It can be prepaid / Advance as been asset transferred to charterer to safe guard the freight / Hire.

– off Hire is usually permitted for 3–6 hours.

– off hire bunker to be at owner's account.

clause 15 – Bunkers at delivery and Redelivery
– Qty is not stated as could lead to Speculation where charterer buy for low price and delivery vessel at

port where price is high. So It can lead to speculation.

Clause 19 – final voyage
– Redelivery notice is to be provided

– Owner rely for next chartering
– Is for owner's favour.

Clause 24 – Detailed description and performance

– It covers the penalty / Bonus
Bonus – If performance is more than as said.
penalty If under performed.

– calculated for speed – D/T and Bunker mileage by Distance / Total Bunker consumed.

– Excluded If Beafort 8 scale force of wind is there. and hence not to penalise

– Speed $\begin{cases} +0.5 \\ -0.5 \end{cases}$ is guranteed

– Recovery done by offhire

– 2 Abouts permitted only 1 about
Ex – About 15K on 30 tons
15K on about 30 tons } any one permitted.

Eishant 02/03/2025

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No. of Supplement : 1

Candidate's Roll No.:

MUMBAI

Examination :- PGDSM - FIRST YR./ FINAL YR./ ASSOCIATESHIP / FELLOWSHIP

Month march Year 2025

Subject chartering

WRITE BELOW

clause 26 – Lien
- Limited value to owner
- due to asset less debtor

GOOD! – However applicable for subfreight.

15

Ans 4

(A) DWT – 38000 mt
draft – 11.180 m ssw
TPC – 47
cube – 49250 m³
draft LP – 11 m
cubic Bale – 46 295 m³
constant & Bunkers – 1750 m

corn @ $ 12 pmt
Iron ore @ $ 6 pmt

SF Iron – 15
SF corn – 62

As Iron SF is below 40 – will be calculated onweight.
draft variance = 11.180 m – 11 m
= 0.18 m
= 0.18 x 100 cm
= 18 cm

TPC 1 cm = 47
18 cm = 47 x 18 = 846 mt

= 38 000 mt − 846

DWT = 37154 MT

at 11 M

Constants + Bunkers deducted =

= 37154 − 1750 mt

DWCC = (35404 MT)

of Iron ore can be loaded.

For corn DWCC = $\frac{weight}{SF}$

SF = 63

= 63 / 35.32

= 1.783

cube = $\frac{49250 m^3}{1.783}$

$DWCC_{corn}$ = 27 621.9 MT

(1) Revenue = Iron = 35404 × 6 pmt
= 212424

(2) Revenue = corn = 27621.9 × 12 pmt
= 331462.8

So corn is more revenue generating

(B) If not draft restriction = then MT = 38000

= 38000 − 1750 (constant and Bunker)

= 36250

Iron = 36250 X 6 pmt

= 217500

which is still less than corn and hence in Both cases corn will be ideal cargo for voyage.

8

(B) Time charter - 3 months ± 15 days
- CH OPTION
(charter option)

Rate - 13000 pdpr

Delivered - 30 June 2024 1000hr

Redelivered - 8 Oct 2024 1400hr

Interruptions -

30 July 0800 - 31 July 1300

8 Aug 0600hr - 8 Aug 1600hr

15 Aug - 1 day 24hr
4th Oct - (8 hr - 1800 hr.)
rain

Time Sheet :-

			DD	HH	MM
30 June 2024	- 10.00 - 2400hr	-	00	14	00
1 July 2024 - 29 July	- 24 - 24	-	29	00	00
30th July	- 00 - 8:00	-	00	8	00
31st July	- 1300 - 2400	-	00	11	00
1st Aug - 7th Aug	- 24 - 24	-	7	00	00
8th Aug - 8th Aug	- 24 - 0600	-	00	6	00
8th Aug - 8th Aug	- 1600 - 2400	-	00	8	00
9th Aug - 14 Aug	- 24 - 24	-	6	00	00
16th Aug - 3rd Oct	- 24 - 24	-	19	00	00
4th Oct - 4th Oct	- 24 - 24	-	00	24	00
5th Oct - 7th Oct	- 24 - 24	-	3	00	00
7th Oct - 8th Oct	- 00 - 14hr	-	00	14	00
			64 day	85 hr	00

Stevedore is on charterer A/c.

15th Aug to count - 24 - 24 1 day

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No. of Supplement : 2

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Month March Year 2025

Subject Chartering

WRITE BELOW

+ Rain account until mentioned - Charterer

Total time = 65 days 85 hr.

= ~~1645 hours~~

= 68.541

Rate per day x total days = 68.54 X 13000 $

= 891041.6 $

under performance claim = 891041.6 - 40,000 $

= 851041.6 $

off hire Amount received = 850,000

= 851041.6 - 850000

= 1041.6 $ ≃ 1042 $

Is payable to the owner by charterer.

6

Q6 TCP - Time charter yield
NOP perday

Dead weight - 114200mt
Cargo = Min 80,000 ± 5% MOLOO
more or less
owner option

5% + option = 84000 MT

Freight = WS 148 or/A 50%

Add commission + Brokerage = 2.5 + 1.25%
= 3.75%

Flat rate = 9.27 pmT
VRD = 0.12
= 9.27 - 0.12
Applicable port VRD = 9.15
100 = 9.15
148 = $\frac{9.15}{100}$ X 148
Applicable rate = 13.542

Freight on min = 80,000 X 13.542
= 1083360
over above = 4000 X 13.542 X 50%
= 27084

Total Net freight = 1083360 + 27084

= 1110444 $

Distance = 4220/2 = Same distance so divide

= 2110 = 2110/13K 26.76

		Voyage days	VLSFO	MGO	VLSFO Total	MGO T.
Ballast	colombo - Jebeldane	6.762	44	0.1	297.52	0.67
Load port	Jebeldane port	2	10	0.1	20	0.2
Laden	Jebeldane to colombo	6.762	45	0.1	297.52	0.67
discharge port	colombo Port	2	30	0.1	60	0.2
	Total	17.524			675.04	1.74

VLSFO = 675.04 X 590 $ PMT

= 398273.6

MGO = 1.74 X 750 $ PMT

= 1305

Total Bunker = 399578.6

Total Port charges = 75,000 + 50,000

= 125000

Gross freight = Net freight – Add commission – Brokerage

= 1110444 – 3.75%

= 1110444 – 41641.65

Gross freight = 1068802.4

DOE = DOE (direct operating expense)

= Bunker + Port charges

= 399578.6 + 125000

12

= 524578.6

GOP = Gross freight – DOE

= 1068802.4 – 524578.6

GOP = 544223.8

TCP = GOP / total voyage days = $\frac{544223.8}{17.52}$

= 31063.002 per day

NOP = 31063 – Standing charges

NOP (= 31063 – 14000 = 17063)

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No. of Supplement : 3

Candidate's Roll No. [redacted]

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Month March Year 20 25

Subject Chartering

WRITE BELOW

Q7 i) Demmurage / Despatch load port. = 20,000 pdpr
perday prorate Basis
= half despatch

Loaded = 60000 MT wheat
Loadrate = 10,000 mt per wwd
- weather working day
- Shex UU
Sunday holiday Excluded until used (If used actual time to count)

Basis = 5h/5h (5 hatches)

Turn time t/t = 6 hours unless sooner commensed

Allowed Load time = 60000/10000

Laytime = 6 days

Window = NOR + 6

=

Wednesday 5th July - 10:30 + 6
= 16:30 hrs.

So as the loading commenced at 1800 hr
16:30 is sooner so to start from 16:30 hr 5th July.

Window = 5th July 16:30 hr – 11th July 06:36 hrs

Interruptions

	Day	Date	time Start	time end	Taken HH	Taken MM	Remarks
	Wed	5th July	16:30	24:00	7	30	
	Thur	6th July	24:00	06:06	6	00	
	Thur	6th July	12:00	24:00	12	00	
	Fri	7th July	8:00	16:00	8	00	
	Sat	8th July	24:00	07:00	7	00	
	Sat	8th July	13:00	24:00	11	00	
	Sun	9th July	8:00	14:00	6	00	
crane	Mon	10th July	00	24 00	14	24	$= 3/5 \times 24 = 14.4$
		11th July	2400	06:36	6	36	

= 77:90

= 4710 min = 4710/60/24

= 3.27 days

15

Taken = 3.27 days

Laytime allowed = 6 days

Laytime taken = 3.27 days

= 2.73

Rate despatch = 20000/2 = 10000

Despatch = 27300 $

Given by shipowner to charterer due to early loading/unloading!