

THE INSTITUTE OF CHARTERED SHIPBROKERS

APRIL 2006 EXAMINATIONS

TUESDAY 18 APRIL – AFTERNOON

SHIP OPERATIONS & MANAGEMENT

Time allowed – Three hours

Answer any FIVE questions – All questions carry equal marks

1. Describe the characteristics of **ANY ONE** of the following types of cargo ship:

Handymax Bulk carrier
Double hull VLCC
Post Panamax Container ship

Illustrate your answer with longitudinal and cross sectional drawings and describe trades in which the vessel could be employed.

2. You are duty manager of a ship management company. The master of mv "Bulkship IV" telephones to report that a seafarer is apparently seriously ill and that after taking medical advice the vessel is diverting to land the seafarer for medical treatment at a port of your choice.
- What parties / organisations would need to be informed and why?
 - What organisations / agencies exist to assist the seafarer?
 - What might be the implications of this diversion?

What extra costs is the shipowner/ manager likely to be able to recover.

3. Are registry and classification obligatory for cargo ships?
Explain the roles and responsibilities of each.

What inspections and surveys, independent of Flag State and Class are carried out to check the condition of cargo ships?

4. Many vessels are partially or entirely crewed by seafarers of a different nationality from the vessel's flag and of its beneficial ownership. A crew may be made up of seafarers of several different nationalities. How has this come about? Does it matter?

How can shipowners/managers be confident that seafarers are trained to standard levels of competence?

P.T.O.

5. Using the factors below:

- a. What cargo lift should you expect? (show calculations)
- b. What voyage result do you estimate? (show calculations)
- c. What quantity of bunkers would you stem at Singapore. Why?

The vessel: mv "NEPTUNE", Panama Flag

Summer Dwt 27,586 MT on 9.765m SW
34,665 cubic metres grain/33,417 cubic metres bale
Cons 13 ON (L) 23 (B) 21 (380cst) NDAS Port cons 1mt IFO plus 2.5mt MDO
LOA 168.30m beam 26m - Constants 500mt (incl FW)

The Voyage: Indonesia to WC India (Summer zone)
The cargo: 21,000mt/10% MOLOO Coal (SF 1.50)
Loadport draft limit 10.00m brackish (1010) - Discharge port no restrictions
5,000SHEX load/ 3,500SHEXdischarge
Freight \$17.50 comm 5% FIOS

The vessel will take bunkers at Singapore
Bunkers ROB Start ballast passage:
175 MT IFO 380 cost \$275PMT/ 62MT MDO cost \$450 PMT
Bunkers prices at Singapore \$255/ \$425

Port Charges: -
Load port \$15,000
Discharge port \$25,000
Bunkers port \$1,000

Distances:
Ballast passage 493nm
Load port to Singapore 843nm
Singapore to Discharge Port 2412nm

6. The m.v. "VENUS" entering a port with Pilot on board strikes a submerged but uncharted rock and is then in collision with an outbound vessel. The "VENUS" has cargo on board; there is crew injury (fortunately not fatal), cargo damage and significant hull damage. The "VENUS" has to be towed to a lay-by berth.

What Insurances are likely to be in place to assist Owner of the "VENUS". What recoveries can they and insurers expect to make from other parties. What cover could the Owner have to assist them with recoveries?

P.T.O.

7. Using the factors below determine:-

- a. What routing is likely to provide best return?
- b. If the cargo is loaded in March, will that make any difference?
- c. If the discharge port was Praia Mole what routing would you suggest?

A Panamax bulk carrier repairing at Singapore is fixed to load in November in Gladstone, Australia for Baltimore USA.

Cargo quantity 60,000MT coal 10% MOLOO SF 1.2, freight \$15pmt

Summer DWAT 74,756MT on 14.02M

Winter DWAT 71,789MT on 13.728M

Cubic grain 86,763.50

Panama canal DWAT 59,478MT

constants incl FW 750MT

no restrictions at Load port and discharge port

Loaded passage distances from Gladstone:

via Panama canal 9,724nm

via Cape Horn 13,179nm

via COGH 14,236nm

Loaded Speed / cons 14kts on 32MT IFO 380CST NDAS

Bunkers price IFO 380cst - \$300 pmt

Panama Canal toll and agency \$116,000

Daily operating costs excluding finance \$12,500

8. Your ship management company has been asked to advise a potential owner of the costs of owning a cargo ship trading world wide.

- a. Explain the difference between fixed costs, voyage costs and daily running costs.
- b. How would the following costs be allocated?
 1. Purchase of grabs to equip the vessel for 5 years TC
 2. crane spares
 3. preloading draft survey
 4. Strike cover.
- c. List and detail the costs included in a proforma budget estimate of daily running costs.