

### General comments

Candidates are reminded that they are taking an exam and should be well equipped. A ruler, a pencil, eraser and spare pens are normally essential for a well presented paper. Candidates should attempt FIVE questions and budget time for this. ALL candidates should look at previous exam papers and the previous examiners reports as otherwise they will be doomed to making the common mistakes year after year.

Most candidates made a good attempt at the paper and demonstrated a fair knowledge of the subject, although several included extraneous and irrelevant information in their answers which wasted their time. It is not necessary to head your answer by rewriting the question unless this is helpful to you but it is essential to **read the question carefully** and understand what is being asked for. Most candidates attempted five questions but not all answered the questions asked. Shipping is an international business and a reasonable knowledge of geography is required in the exam, particularly when using maps. This has improved marginally but there is room for much more. The graph paper in the booklet is for use with a calculation or for graphs, it should not be used for an essay. The examiners do not penalise students for lapses in grammar or spelling but they must be able to read your answer so reasonable handwriting will help us give you marks. The presence in the paper of two costs questions was unusual and is very unlikely to be repeated. Candidates who tackled both of these were able to pick up some easy marks. Indeed 95% of successful candidates did one or both of the cost questions.

### Question One

This was a popular choice and one where candidates who fully answered both parts of the question gained good marks. You are in a fast flowing river, tying up to a jetty with tugs alongside and have some unspecified damage and injuries. The action taken on board the vessel immediately after the incident must be geared towards making sure the vessel is safe, checking on injuries and minimising any harm to others, assessing the extent of the damage and recording as clearly as possible what has happened. This is not a major catastrophe; get the ship onto the berth and make fast. Then investigate its extent, check for damage and deal with it, do not abandon ship, call for salvage Masters or go immediately to drydock before you know what has happened

The insurances available should be well known to all candidates and those who identified these and additionally included specific insurances such as FFO and Loss of Hire etc did well. The assistance ashore, agents, shore authorities, P&I, Class etc could have been done better while that in the management office will be determined by familiarity with the office structure and showing how this is able to respond.

### Question Two

This was the most popular question and one which was generally answered quite well although poor drawing skills lost marks for many. Some candidates took time to draw a vessel using a pencil and ruler and were rewarded with extra marks but many still made their drawing using neither and often these were too small and lacked detail. All candidates should be familiar with the details arrangement of the bow and stern of a vessel as these are common to most vessels. Many made little serious effort to name and label the parts of the vessel which really should be known. It is necessary to list the characteristics of the vessel and many opted for a panamax bulker with varying degrees of success. You should demonstrate your know the typical length, beam, summer dwt and draft of the vessel you are describing together with the cubic capacity and GRT but you do not need to explain what these terms mean. Several candidates spent overlong on giving details of all the trades where their chosen vessel might be employed when only one was asked for. The time would be better used by improving drawing skills and a description of the vessel in much greater detail, the equipment on board, special features, gear etc. The use of maps was a little better but naming ports on your chosen trade and placing them accurately on the map together with features on the route will

get a few extra marks.

### Question Three

This was a reasonably popular question and those who attempted the question and who demonstrated a basic understanding of how to work out a voyage estimate earned marks even if mistakes were made in the calculations. Remember you are taking an exam, in real life you would allow extra days and fuel for a voyage estimate, and a statement saying you would do this is fine, **but not in an exam**. Candidates should know about stowage factors (SF), that the grain cubic capacity of the vessel divided by this will determine the maximum cargo that physically could be loaded although this may not be loadable for other reasons such as a DWAT restriction at the loadport. Deadweight is what is put on the vessel and includes cargo, bunkers, water constant etc. They should realise that MOLOO is **NOT** applied to the SF; it is a commercial range of the charter party quantity. Voyage costs should only take into account **the fuels used on the voyage**, not all the bunkers taken during the voyage and that fuel should be used **FIFO** i.e. all the appropriate fuel already on board should be used first followed by the balance of any new fuel as necessary. In an exam you should **use the safety margin given, not add your own in time or fuel**. You should also be accurate, strictly limit your rounding up as it can make a large difference in the answer. Candidates should try to lay out the calculation in a simple and clear format preferably on a double page spread with the calculation on one sheet and working on the other. A clear layout allows the examiner to award marks for having the right method and find where a simple mistake might have been made in calculation. Having worked out the answers, show these **clearly** so the examiner can find them.

### Question Four

This was a popular question and generally answered well. The first part asked for what information is required to be able to produce a budget. As the owner has a mixed fleet under management perhaps the information that was needed concerns the vessel. The vessel's type, size, age, engines and auxiliaries, registry, crewing etc. should be given in order to produce a budget and show why the different aspects of the vessel will have different effects on the cost and the budget. Some who rushed straight into outlining all the costs they would take into account for the budget but how can you do this without knowing if it's a small modern Gas tanker on coastal voyages or an aging Capesize bulker on the iron ore run from Brazil to China? The different types of cost should have been easy as they were mentioned in Question 8 and most candidates did this part well.

### Question Five

A less popular question but one that should not have presented many problems as it did not ask for a decision to be made on a route, only what factors to take into account. All three distances were about the same so all were viable alternatives but are they allowed in the c/p terms and what does it say about the quantity? Can you load this maximising the cargo on your panamax and get through the canal which is draft restricted and are there any draft restrictions at the load or disport? What are the additional costs of either canal, who pays these, what has been agreed? Where can you bunker en route or will you maximise at the loadport if the vessel cubes out with deadweight to spare? What will the weather be like en route? Remember it is now September in Baltimore so hurricanes are a factor in all choices to some extent, but that is SPRING in the Southern Hemisphere and the weather will be improving, not getting worse. What about piracy if you choose Suez, good for bunkering but the longest route and with possible delays waiting to transit, which also applies to the shortest route via Panama. Oh and Willy Willys are generally in the Australian summer, from December to March.

### Question Six

This was the least popular question with candidates and while some wrote confidently about ISM most demonstrated they knew the events that brought the ISPS code into being. There were some very good answers a few of which assessed the validity of the statement and went on to support their argument. Some were able to give detailed answers on SSPs, the ISSC, the role of RSOs, PSOs etc and the equipment on board vessels. Most could see and demonstrate some benefits accruing to both parties and linked this to a gradual lessening of obvious threats such as piracy. But there was still some confusion with Marpol and other legislation and several of those who attempted this wrote all they knew about ISPS without actually answering the questions posed.

### Question Seven

Part (a) of this question while mentioning the ISM in the first line was more about the way a company can ensure it crews its ships with qualified, certificated and medically fit seafarers than the strict application of the code. Knowledge of the regulations tempered with common sense should have given rise to some good answers. Those who stuck rigidly to the requirements and procedures were marked accordingly but those who additionally were familiar with MLC 2006 and the rights it enshrines and used this to inform their answer did better. Part (b) looking at the consequences of failure of a PSC inspection showed some detailed knowledge and was mostly done well. Failing to employ fully qualified crews can be corrected by swift action on the part of a manager and mention of this gained marks. Some did more, mentioning loss of prestige, potential Class issues and the possible dangers of substandard crews. Part (c) about MLC and the basic rights of seafarers was attempted with varying degrees of success.

### Question Eight

Unsurprisingly, this was the most popular question and one where many scored well. Most were able to write about the different costs but many did not explain the differences. Part b) asked for the different costs in each category to be fully listed. It is not sufficient merely to put Crew costs in the hope that the examiner knows that really you know all the costs of employing a crew, wages, training, travel, leave etc. Fixed costs are the costs of acquiring a vessel, all of them should be listed, not just the purchase price however it was paid. If you are asked to apportion a list of costs it would be wise to list them under the headings you were given, not mentioning, owners, charterers, operators or other headings.