

# Hydra Marine College Graduates Club



# **“Laytime - When Time Actually Starts Counting?”**



## HYDRA MARINE COLLEGE GRADUATES' CLUB

### (ΛΕΣΧΗ ΑΠΟΦΟΙΤΩΝ ΣΧΟΛΗΣ ΝΑΥΤΙΛΙΑΣ ΥΔΡΑΣ)

Dear **Hydra Marine Academy** students,

In my capacity as President of the Board of the **Hydra Marine College Graduates' Club** I am pleased and proud to introduce to you today two new very interesting presentations by an experienced member of our Club, which in fact confirms our continuous support to your academic nautical education and knowledge in the wide field of the **good seamanship**, which is very important during the first stages of your life at sea.

Both presentations have been prepared and will be developed by the Master Mariner, Captain **Costas Marinakis**, graduate of the Academy (1983), extinguished member and General Secretary of the Board of our Club, to whom I express our sincere thanks and congratulations for his excellent job.

The first presentation has the general title "**Check Lists for Bulkers and General Cargo Vessels**", being in detail developed in 60 pages, whilst the second one relates to the "**Laytime; When Time Actually Starts Counting?**", which is well developed in 30 pages. It is worth mentioning that both presentations are supported by 250 self explanatory photographs, taken and/or collected by Captain **Costas Marinakis**.

On behalf of the **Hydra Marine College Graduates' Club** I would like to express sincere thanks to the Commander of the Academy Lieutenant Commander HCG **Evangelos Danopoulos**, the Manager of Studies Captain **Christos Kotzias** as well as to Captain **Costas Marinakis**, who prepared the presentations, as aforesaid, in the hope that our efforts will be appreciated by you, the students of the **Hydra Marine Academy**, our beloved **Nautical School** at the times of our attendance.

Captain **Thanassis Zefkis**, President

9<sup>th</sup> April 2019

# **WHEN TIME BEGAN**

Chapter 1 .DEFINITION OF LAYTIME

Chapter 2. TENDERING NOTICE OF READINESS(NOR)-  
& COMMENCEMENT OF LAYTIME

Chapter 3.INTERRAPTIONS ON LAYTIME

Chapter 4.CESSATION OF LAYTIME & CALCULATION

Chapter 5.CASE STUDIES

## 1.DEFINITION OF LAYTIME

In commercial shipping **laytime** is the allowed amount of time that charterer has in his possession in order to perform loading and unloading of cargo.

When charterer fails to perform loading or discharging of cargo during the pre agreed allowed time, then he is in breach of the charter party and should pay liquidated damages to the owners. These liquidated damages in shipping are most known as **Demurrage** and **is the pre agreed amount per day** which is paid to owners by charterers.

On the contrary If charterer load or unload the cargo in a period which is shorter than the agreed laytime, he will be entitled to a rebate(bonus) which is known as **Dispatch**. This amount is usually half of the demurrage rate.

Despatch does not normally apply to tanker charter parties.

## 2.NOTICE OF READINESS/COMMENCEMENT OF LAYTIME

In order laytime to commence , a vessel must fulfill below conditions:

1. The vessel must be an **Arrived Ship**, meaning that she must be within port limits and physically able to undergo cargo operations.
2. The vessel must be ready in **all her respects and in fit condition** to receive the cargo.,i.e readiness of cargo holds/properly equipped/good working condition of machineries/gear to load/upload intended cargo.
3. Arrival within **laycan period** and to be conformed with all **contractual commitments**(such as free pratique/customs clearance requirements, any other local regulation)

Once all these conditions are satisfied vessel's Master can tender **Notice of Readiness(NOR)** to charterers/agent's ,in which will state that the vessel has arrived (**place/date/time**) and is ready in all respects to load/discharge cargo(**quantity of cargo must be mentioned as well**).

This rule is very important since only when a **valid NOR** is tendered the time can start counting and laytime commences as per terms of charter party.



### 3. INTERRUPTIONS ON LAYTIME

Majority of the charter party contracts frequently include express clauses interrupting laytime in the event of:

1. **Weekends and holidays.**

This clause is most known as SHEX (Sundays Holidays excluded, or SSHEX (Saturdays ,Sundays holidays excluded.), meaning that laytime will not count for these days.

2. **Shifting between Anchorage to berth/or between berths.**

It is common practice that time for shifting between berths or between customary waiting place and berth to be for Owners account and time. Hence laytime does not count.

3. **Bad weather conditions**

This clause is often known as WWD(weather working day), under which when bad weather conditions(such as rain, fog, winds, storms) are occurred at any time, once laytime had started to run, time will not count.

4. **Breakdowns**

If a vessel's gear is being used and it breaks down, laytime should not count during the breakdown period. For example if one crane out of four has broken down, in that case laytime will count prorata at a rate of 75%.

5. **Tides:** Time period for vessel to arrive/or to departure from port due to prevailing tide conditions will not count as laytime.
6. **Strikes:** Delays due to shore strikes will not count as laytime.
7. **Turn Time:** The grace period of time given to charterers for preparing the cargo after vessel's arrival. Usually starts counting after tendering NOR and before commencement of laytime.

## 4.CESSATION OF LAYTIME & CALCULATION

Generally, dry cargo laytime ceases simultaneously with the termination of cargo operations once loading/discharging is completed. Thereafter time stops counting and all the time that vessel is needed for draft surveys, preparation of documents, waiting time for tugs, pilots, shifting to open sea ,will not taken in consideration at all.

When all previous stages are lifted ,the calculator can move on to using a time sheet to compile the laytime calculation .Paramount importance for that is to receive Master's **Valid NOR, accurate SOF**(statement of fact)in which Master must have carefully checked all timings regarding vessel's arrival /NOR/any interruption during loading/discharging operations and insert his remarks in case of any objection/misrepresentation by agent's.

Only then the calculator based on the information supplied from the SOF and considering the relevant clauses of the governed charter party will determine whether a despatch or demurrage is due.



## 5.EXAMPLES ON LAYTIME CALCULATIONS

### Example 1.

Voyage Details: Loadport: Guaiba / Disport: Kemen  
Cargo: 175503mts of Iron Ore / Laycan: 20-25<sup>th</sup> August  
Loading Terms: 3 WWDAYS SHINC WITH 6 HRS TT  
Discharging Terms: 30,000 MT PER WWD SHINC  
WITH 24 HRS TT PER PORT  
Demurrage: USD 25,000 PDPR/DHD WTS BENDS

M/V

Port: Guaiba Island Terminal (Brazil)  
Date: 20<sup>th</sup> August 2018

To: Inchcape Shipping Services Rio de Janeiro (ISS)  
(as Guaiba agents, for passing on to all concerned parties)

#### NOTICE OF READINESS

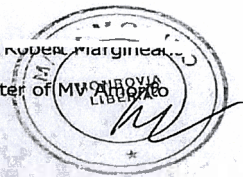
Dear sirs

this is to inform you that the M/V *ALBERTO*, of Liberia Flag, Port of Registry Monrovia, under my command, arrived and dropped anchor at outer roads of the Port of Guaiba Island Terminal, Brazil, on 18th August 2018 at 20:00 lt (on 18<sup>th</sup> August 2018 23:00 utc) and is ready in all respects to receive and load her cargo of iron ore (about 175,500 wet metric tonnes), in accordance with all the terms, conditions and exemptions of the governing Charter Party dated 24th July 2018.

This Notice of Readiness is tendered on the 20th August 2018 at 00:01 hrs lt (on 20th August 2018 03:01 utc).

Please consider this notice as the official NOR tendered in accordance with above mentioned governing Charter Party and notify concerned parties accordingly.

Capt. ROBERT MARGINAL  
Master of M/V *ALBERTO*



Received and accepted for and on behalf of .....  
at ..... local time on the .....

Signature of Shore Representative

NOTICE OF READINESS ACCEPTED AS PER CHARTER PARTY

For and on behalf of  
INCAPACE SHIPPING SERVICES  
RIO DE JANEIRO  
GUAIBA ISLAND TERMINAL



## STATEMENT OF FACTS

VESSEL	MONROVIA	FLAG	LIBERIA	DWT	179322 MT	GIT - VALE TERMINAL
PORT OF REGISTER	MONROVIA	AGENT	ISS			BERTH SOUTH
ARRIVED AT OUTER ROADS	August 18th, 2018 20:00	LT	ANCHOR UP AT INNER ANCHORAGE	August 22nd, 2018 09:30	LT	
NOTICE OF READINESS TENDERED	August 20th, 2018 00:01	LT	VESSEL BERTHED ALONGSIDE	August 22nd, 2018 11:25	LT	
NOTICE OF READINESS ACCEPTED	AS PER CHARTER PARTY	LT	LOADING OPERATION STARTED	August 22nd, 2018 18:28	LT	
DROPPED ANCHOR OUTER ROADS	August 18th, 2018 20:00	LT	LOADING OPERATION COMPLETED	August 23rd, 2018 20:43	LT	
PILOT ON BOARD TO INNER ANCHORAGE	August 21st, 2018 09:00	LT	TOTAL CARGO LOADED IN WET METRIC TONS	175503.000		
ANCHOR UP AT OUTER ROADS	August 21st, 2018 08:00	LT	VESSEL SAILED	August 23rd, 2018 PM		
DROPPED ANCHOR AT GUAIBA INNER ANCHORAGE	August 21st, 2018 10:00	LT	ETA DISCHARGE PORT	October 10th, 2018 AM		
FREE PRATIQUE GRANTED	August 17th, 2018 12:02	LT	ARRIVAL DRAFTS FORE/AFT	8.54 M / 10.52 M		
GRANTED CLEARANCE FROM PORT AUTHORITIES	August 18th, 2018 20:30	LT	SAILING DRAFTS FORE/AFT	18.31 M / 10.33 M		
PILOT ON BOARD TO LOADING PIER	August 22nd, 2018 09:15	LT	LAYDAY PERIOD	From August 20th, 2018 to August 30th, 2018		
DISCHARGE PORT			MAIN CHINESE PORTS			

DATE	TERMINAL TIME		OTHER PERIODS		NOTES
	START	END	START	END	
August 22nd, 2018	****	****	11:25	11:50	INITIAL DRAFT SURVEY
August 22nd, 2018	11:50	18:28	****	****	STOPPAGES BY TERMINAL ACCOUNT
August 22nd, 2018	18:28	24:00	****	****	COMMENCED LOADING / LOADING IN PROGRESS
August 23rd, 2018	00:00	18:36	****	****	LOADING AND STOPPAGES BY TERMINAL ACCOUNT
August 23rd, 2018	****	****	18:36	19:28	DRAFT CHECK FOR TRIMMING - VESSEL'S REQUEST
August 23rd, 2018	19:28	20:43	****	****	LOADING AND STOPPAGES BY TERMINAL ACCOUNT
August 23rd, 2018	****	20:43	****	****	LOADING COMPLETED
August 23rd, 2018	****	****	20:43	20:55	FINAL DRAFT SURVEY

REMARKS

TERMINAL TIME INCLUDES LOADING TIME AND STOPPAGES FOR TERMINAL'S ACCOUNT  
HEAVY SWELL DURING DRAFT CHECK ABOUT 1.5 METERS

## CARGO RECEIPT

This is to confirm that following cargo was received on board of the MV

AMORITO

The weight is in accordance with the draft survey and the Ship's Cargo Plan request

Hold Number	Quantity	Cargo Description
1	18,866	SINTER FEED HIGH SILICA GUAIBA
2	18,326	SINTER FEED HIGH SILICA GUAIBA
3	21,308	SINTER FEED HIGH SILICA GUAIBA
4	16,202	SINTER FEED HIGH SILICA GUAIBA
5	22,720	SINTER FEED HIGH SILICA GUAIBA
6	16,199	SINTER FEED HIGH SILICA GUAIBA
7	21,574	SINTER FEED HIGH SILICA GUAIBA
8	20,377	SINTER FEED HIGH SILICA GUAIBA
9	19,931	SINTER FEED HIGH SILICA GUAIBA

Notify

Consignee

TO ORDER

TOTAL

175,503 WET METRIC TONS

Luiz Caiufo  
Foreman/Draft Surveyor  
Id: 493649



Mauricio M. Messas  
Ship Operator  
ISS Marine Services Ltda  
As Agents Only

## LOADOPORT LAYTIME CALCULATIONS

Time Allowed:								Day	Hrs	Min			
								3:	0:	0			
Day	Date	Period							Laytime		Demurrage		REMARKS
		From	To					Hrs	Min	Hrs	Min		
Monday	20/08/2018	00:	01	-	06:	01	=	0	0:	0	0:	0	Turn Time
Monday	20/08/2018	06:	01	-	24:	00	=	1	17:	59	0:	0	Laytime Commenced
Tuesday	21/08/2018	00:	00	-	08:	00	=	1	8:	0	0:	0	Waiting to berth
Tuesday	21/08/2018	08:	00	-	10:	00	=	0	0:	0	0:	0	Shifting to Inner Anchorage
Tuesday	21/08/2018	10:	00	-	24:	00	=	1	14:	0	0:	0	Waiting to berth
Wednesday	22/08/2018	00:	00	-	09:	30	=	1	9:	30	0:	0	Waiting to berth
Wednesday	22/08/2018	09:	30	-	11:	50	=	0	0:	0	0:	0	Shifting to Berth+Draft
Wednesday	22/08/2018	11:	50	-	24:	00	=	1	12:	10	0:	0	Survey
Thursday	23/08/2018	00:	00	-	10:	21	=	1	10:	21	0:	0	Loading Commenced
Thursday	23/08/2018	10:	21	-	18:	38	=	2	0:	0	8:	17	Laytime Expired
Thursday	23/08/2018	18:	38	-	19:	28	=	0	0:	0	0:	0	Demmurgage Commenced
Thursday	23/08/2018	19:	28	-	20:	43	=	2	0:	0	1:	15	Draft Check
									0:	0	1:	15	Loading Completed
0													
Time Allowed:								3:	0:	0			
Laytime Used:								3:	0:	0			
= Despatch Inc:								0:	0:	0	= US\$	0.00	
= Demurrage :								0:	9:	32	= US\$	9,930.56	

Applied C/P Clauses:

**Notice of Readiness and Time Counting at loading /discharging port**

Notice of Readiness must be tendered after arrival of the Vessel

- at each Loading/Discharging Port,
- at any time day or night, irrespective of official hours,
- Saturdays, Sundays and Holidays included, or Thursdays, Fridays and Holidays included, whichever is applicable,
- whether in berth or not,
- whether in free pratique or not and
- whether customs cleared or not,

Provided that the Vessel arrives within the **agreed laydays** and is **ready in every respect**, to receive and load/discharge the Charterers' intended cargo.

## **Turn Time.**

After a valid Notice of Readiness has been tendered to the Charterers and their agents at a Port of Loading/Discharging, the laytime shall commence after expiration of the Turn Time **unless commenced earlier** in which case actual time used to count.

Laytime shall terminate upon completion of loading or discharging

## **Clause 19 – Shifting Costs and Time**

Shifting time between anchorages and from anchorage to berth, including waiting time for first suitable tide, if any, shall not count as laytime or demurrage, if the Vessel is on demurrage.

If the Vessel is required to load and/or discharge, at more than one berth, shifting costs between berths, other than the Vessel's Master's and crew's over-time shall be for the Charterers' account and time to count.

## **Clause 24 – General conditions applied to load/discharge port(s)**

All time lost carrying out draft surveys, unless ordered by Charterers, shall not count as laytime or demurrage, if the Vessel is on demurrage.

M/V :   
Date : 11.10.2018  
Port : KEMEN

To: Messrs. China Ocean Shipping Agency Fuzhou (Penavico Fuzhou)  
To: Whom it may concern

## NOTICE OF READINESS

Dear Sirs

This is to inform you that the M/V , of Liberia Flag, Port of Registry Monrovia, under my command, arrived at the Port of KEMEN on 11 OCTOBER 2018 at 03:00 HRS LT (on 10 October 2018 at 19:00 HRS UTC) and is ready in all respects, to discharge a quantity of 175,503.00 MT of SINTER FEED HIGH SILICA GUAIBA in bulk cargo, in accordance with the terms, conditions, exemptions of the governing Charter Party.

NOR tendered on Date: 11.10.2018 at 03:00 hrs. LT, (on 10 October 2018 at 19:00 hrs. GMT).

Please consider this notice as the official NOR tendered in accordance with relevant Charter Party terms and notify concerned parties accordingly.

Yours faithfully

Capt.   


Notice accepted on: Date: ..... at ..... LT ..... GMT.

Signed by:  .....  
Name Title/Rank Signature

中国福州外轮代理有限公司  
CHINA OCEAN SHIPPING AGENCY FUZHOU

装卸时间事实记录

LAYTIME STATEMENT OF FACTS Date OCT. 14TH. 2018

M/V " " V 07L DISCH 175503 Metric Tons of SINTER FEED HIGH SILICA GUAIBA

Date	Day of the Week	Hrs		Descriptions
		From	To	
11TH OCT 2018	THURS	0300		ARRIVED AT KEMEN ANCHORAGE AND TENDER NOR
		0300	0925	AWAITING DAYTIME HIGH TIDE FOR ENTRY
		0925	1100	ANCHORED UP AND PROCEEDED TO P STN
		1100	1218	P O B AND PROCEED TO BERTH ALONGSIDE THE WHARF OF KEMEN BERTH NO 4/KEMEN PORT
		1218	1245	FIRST LINE ASHORE AND MADE ALL FAST, FOUR TUGS ASSIST FOR BERTHING
		1245	1315	QUARANTINE FORMALITIES BEGAN AND COMPLETED
		1315		FREE PRATIQUE GRANTED
		1315	1400	IMMIGRATION FORMALITIES BEGAN AND COMPLETED
		1400	1600	INITIAL DRAFT SURVEY BEGAN AND COMPLETED
		1600	1640	PREPARED CARGO OPERATION BY TERMINAL
12TH OCT 2018	FRI	1640	2400	DISCHARGING COMMENCED AND CONTINUED
		0900	2400	DISCHARGING CONTINUED
13TH OCT 2018	SAT	0900	0400	DISCHARGING CONTINUED AND SUSPENDED
		0400	0900	MID-DRAFT SURVEY AS PER CARGO RECEIVER REQUIREMENT
		0900	2400	DISCHARGING RESUMED AND CONTINUED
14TH OCT 2018	SUN	0900	0950	DISCHARGING CONTINUED AND COMPLETED
				AT 0950 ON 14TH OCT 2018
				FINAL DRAFT SURVEY
				NO PILOT WAS BOOKED FOR VESSEL SAILING AT 1130 14/OCT
				REMARK
				N O R TENDERED AT 0300LT/11TH/OCT 2018
				N O R ACCEPTED AS PER C/P

1. Ship's G.R.T

93006

2. Number of ship's batches 9

3. Batches worked in this port Nos

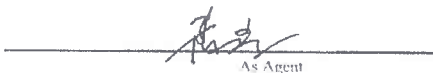
No 1,2,3,4,6,7,8,9

4. Others NIL

For and behalf of

China Ocean Shipping Agency Fuzhou

  
Master

  
As Agent

NO DELAYS ON SHIP'S ACCOUNT  
CARGO DISCHARGED A/P BILL OF LADING FIGURES

## DISPORT LAYTIME CALCULATIONS

Time Allowed:								Day	Hrs	Min				
								5:	20:	24				
Day	Date	Period						Laytime		Demurrage		REMARKS		
		From					To	Hrs	Min	Hrs	Min			
Thursday	11/10/2018	03:	00	-	16:	40	=	0	0:	0	0:	0	NOR & Turn Time	
Thursday	11/10/2018	16:	40	-	24:	00	=	1	7:	20	0:	0	Discharge Commenced	
Friday	12/10/2018	00:	00	-	24:	00	=	1	24:	0	0:	0	Discharging	
Saturday	13/10/2018	00:	00	-	24:	00	=	1	24:	0	0:	0	Discharging	
Sunday	14/10/2018	00:	00	-	09:	50	=	1	9:	50	0:	0	Discharge Completed	

	Time Allowed:	5:	20:	24		
	Laytime Used:	2:	17:	10		
=	Despatch Inc:	3:	3:	14	= US\$	39,184.03
=	Demurrage :	0:	0:	0	= US\$	<u>0.00</u>



## Example N:2(1)

Voyage Details: Loadport: Saldanha Bay / Disport: Caofeidian

Cargo: 175069 mts of Iron Ore / Laycan: 1-3<sup>rd</sup> March

Loading Terms: 90,000mt PWWD SHINC WITH 18 HRS TT

Discharging Terms: 30,000 MT PWWD SHINC WITH 24 HRS TT

Laytime for loading and discharging shall be calculated on the basis of the bill(s) of lading quantity plus any quantity in respect of which deadfreight is charged.

### **Loadport Terms:**

#### **Notice of Readiness.**

4.1 A Vessel will be considered to have "arrived" at the time of crossing the Official Arrival Line as specified in the Loadport Regulations. Vessels may not cross the Official Arrival Line without a pilot on board.

4.2 NOR may be tendered, by fax or e-mail, to the addresses provided by the Charterer and the Charterer's Nominee when the Vessel crosses the Official Arrival Line :

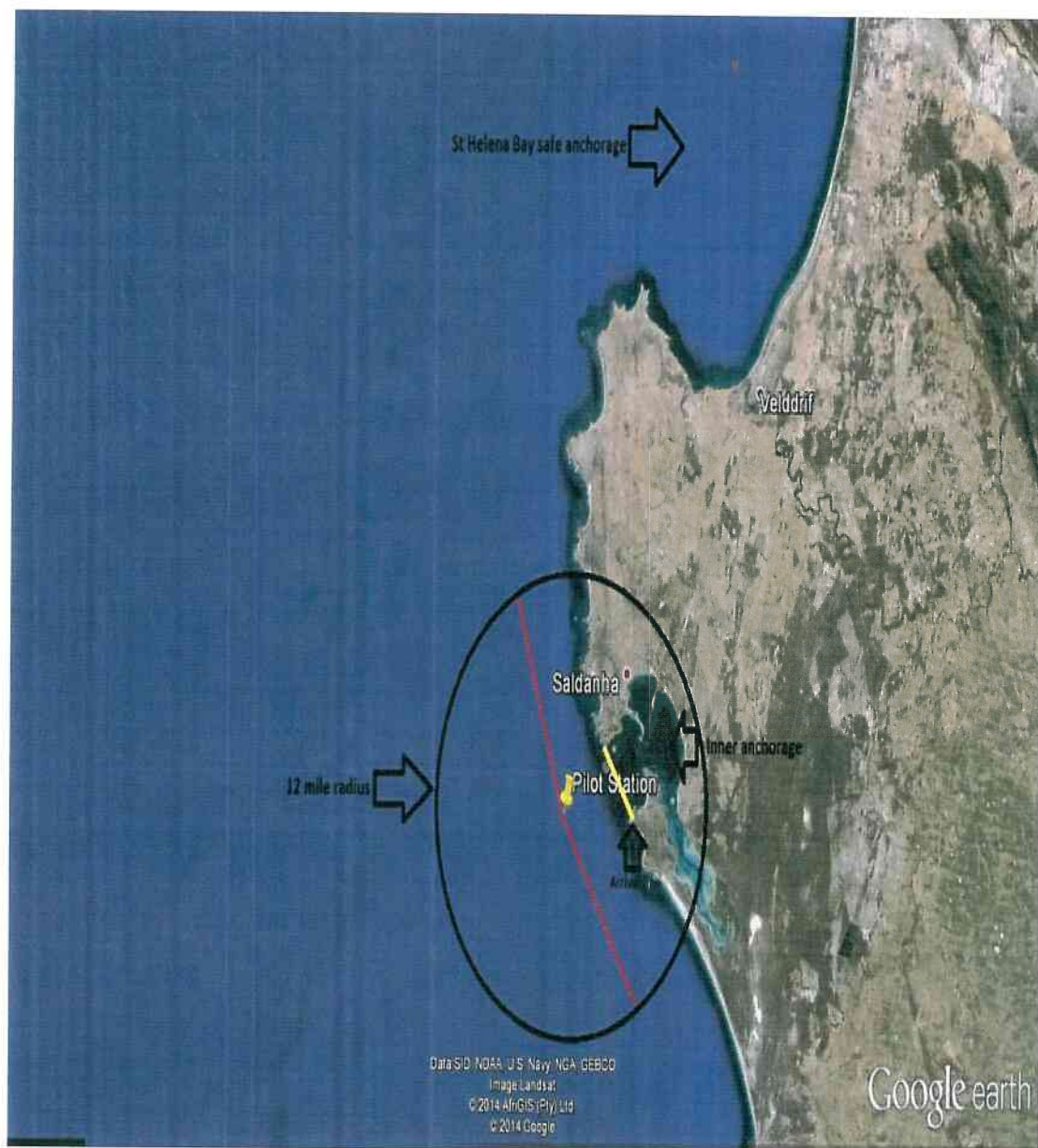
- at any time in or out of office hours,
- Saturdays, Sundays and holidays included
- within the agreed Laycan
- Has had free pratique granted (request for free pratique by radio 48 hours prior to arrival)
- in all respects is ready to load in accordance with the Loadport Regulations

4.3 Notwithstanding the above, if a Vessel is compelled to wait for a berth or inner anchorage outside of the Official Arrival Line, **NOR** may be tendered :

- 1.5 (one and a half) hours after the Vessel passes the 12 Mile Limit before arriving at the outer anchorage
- Vessels not passing The 12 Mile Limit and anchoring at St. Helena Bay may tender 6 (six) hours from anchor down, or
- should the Vessel anchor at Cape Town, 7.5 (seven and a half) hours from anchor down) at any time irrespective of official office hours, Saturdays, Sundays and holidays included

4.4 In the event that a berth **is not available** at the time a Vessel arrives at The 12 Mile Limit, the Vessel must proceed to the inner anchorage at the Loading Port and tender **NOR while crossing the Official Arrival Line.**

If the Vessel is unable to proceed to the inner anchorage due to **congestion** at the Loading Port, the Vessel must proceed to **anchor** at St Helena Bay or Cape Town, awaiting further instructions.



M/V :

Date : 01.03.2017  
Port : SALDANHA BAY

To: Messrs RENNIES SHIPS AGENCY (PTY) LTD

## NOTICE OF READINESS

Dear Sirs

This is to inform you that the M/V of Liberia Flag, Port of Registry Monrovia, under my command, arrived at the Port of SALDANHA BAY and is ready in all respects, to load a quantity of 175,000.00 MT of Iron Ore in bulk cargo (two grades), in accordance with the terms, conditions, exemptions of the governing Charter Party dated 24.02.2017

NOR tendered on Date: 01.03.2017 at 00:01 LT, on 28.02.2017 at 22:01 GMT.

Please consider this notice as the official NOR tendered in accordance with relevant Charter Party terms and notify concerned parties accordingly.

Yours faithfully

Capt. i

Notice <sup>Received</sup> ~~accepted~~ on: Date: 01/03/2017 at 00:01 LT GMT.

Signed by:

Name

Title/Rank





# Rennies Ships Agency (Pty) Ltd

A Division of Bidvest International Limited

## STATEMENT OF FACTS

PUBLIC HOLIDAYS

NIL

### SUMMER DEADWEIGHT

179 322

### FREE PRATIQUE GRANTED

13:08

HRS

26/02/2017

### ISPS / PORT CLEARANCE GRANTED

27/02/2017

### ARRIVED 12 MILE LIMIT

11:24

HRS

28/02/2017

### NOTICE OF READINESS TENDERED

00:01

HRS

01/03/2017

### NOTICE OF READINESS RECEIVED

00:01

HRS

01/03/2017

### COMMENCED LOADING

02:00

HRS

04/03/2017

### COMPLETED LOADING

20:53

HRS

04/03/2017

### COMPLETED FINAL DRAFT SURVEY

21:15

HRS

04/03/2017

### CARGO LOADED:

ASSMANG IRON ORE KHUMANI LUMP

WMT

OR

L/TONS

ASSMANG IRON ORE KHUMANI FINES

87070

85695

87999

86609

TOTAL:

175069

172304

DATE	DAY	TIME		REMARKS
		FROM	TO	
28/02/2017	TUESDAY		1124	VESSEL ARRIVES 12 MILE LIMIT LINE, PROCEEDS TO ST HELENA BAY ANCHORAGE
		1124	1530	VESSEL PROCEEDING TO ST HELENA BAY ANCHORAGE
		1530	1530	VESSEL ARRIVES AT ST HELENA BAY ANCHORAGE ARE, DROPS ANCHOR
		1530	2400	VESSEL ANCHORED AT ST HELENA BAY, AWAITING COMMENCEMENT OF LAYCAN
01/03/2017	WEDNESDAY		0001	MASTER TENDERS VESSELS NOR UPON COMMENCEMENT OF LAYCAN / MASTER
		0001	2400	TENDERED NOR IS RECEIVED BY SHIPPERS VESSEL ANCHORED AT ST HELEN BAY, AWAITING BERTH AVAILABILITY
02/03/2017	THURSDAY	0001	2400	VESSEL ANCHORED AT ST HELEN BAY, AWAITING BERTH AVAILABILITY
03/03/2017	FRIDAY	0001	0142	VESSEL ANCHORED AT ST HELEN BAY, AWAITING BERTH AVAILABILITY
			0142	VESSEL LIFTS ANCHOR, PROCEEDS TO SALDANHA BAY PILOT STATION
			0142	0536 VESSEL PROCEEDING TO PILOT STATION
			0536	0536 VESSEL RE-CROSSES 12 MILE LIMIT LINE
			0536	0610 VESSEL PROCEEDING TO PILOT STATION
			0610	0610 VESSEL COMMENCE DRIFTING OPL, AWAITING LOAD BERTH AVAILABILITY
			0610	1220 VESSEL DRIFTING OPL
			1220	1220 VESSEL SUSPEND DRIFTING OPL, PROCEEDS TO PILOT STATION
			1220	1330 VESSEL PROCEEDING TO PILOT STATION
			1330	1330 VESSEL ARRIVES AT PILOT STATION
			1412	1412 BERTHING PILOT ONBOARD
			1418	1418 VESSEL CROSSED OFFICIAL ARRIVAL LINE AND ENTER PORT LIMITS
			1518	1518 FIRST LINE ASHORE
			1548	1548 VESSEL MADE ALL FAST AT BERTH OBS
			1550	1550 GANGWAY DOWN / INITIAL DRAFT SURVEY COMMENCED
			1600	1600 CUSTOMS CLEARANCE GRANTED
			1640	1640 INITIAL DRAFT SURVEY COMPLETE / HOLDS INSPECTION COMMENCED
			1710	1710 HOLDS PASSED
			1710	1710 VESSEL ALL FAST AT LOAD BERTH / AWAITING LOAD TURN
			2400	2400

MASTER: MV: [Signature]

Rennies Ships Agency (Pty) Ltd [Signature]

## LOADPORT LAYTIME CALCULATIONS

Time Allowed: 1: 22: 41

Day	Date	Period	Laytime	Demurrage	REMARKS
		From To	Hrs Min	Hrs Min	
Wednesday	01/03/2017	00: 00 - 18: 00 = 0	0: 0	0: 0	Turn time
Wednesday	01/03/2017	18: 01 - 24: 00 = 1	5: 59	0: 0	<b>Laytime Commence</b>
Thursday	02/03/2017	00: 00 - 24: 00 = 1	24: 0	0: 0	Waiting Loading
Friday	03/03/2017	00: 00 - 01: 42 = 1	1: 42	0: 0	Waiting Loading
Friday	03/03/2017	01: 42 - 15: 48 = 0	0: 0	0: 0	Shifting

## Example N:2(1)

Voyage Details: Loadport: Saldanha Bay / Disport: Caofeidian  
Cargo: 175200 mts of Iron Ore / Laycan: 3-5<sup>TH</sup> October  
Loading rate: 90,000 mts PWWD Turn Time: 18 hrs  
Vessel's Eta:

Options for consideration before tendering NOR at Saldanha

AA)

Permission from the Harbour Master can be granted for vessel to enter to Saldanha inner anchorage on arrival, to await load berth.

NOR will **be accepted** upon vessel crossing the Arrival Line into port limits after the pilot has boarded. Extra costs applicable.

BB)

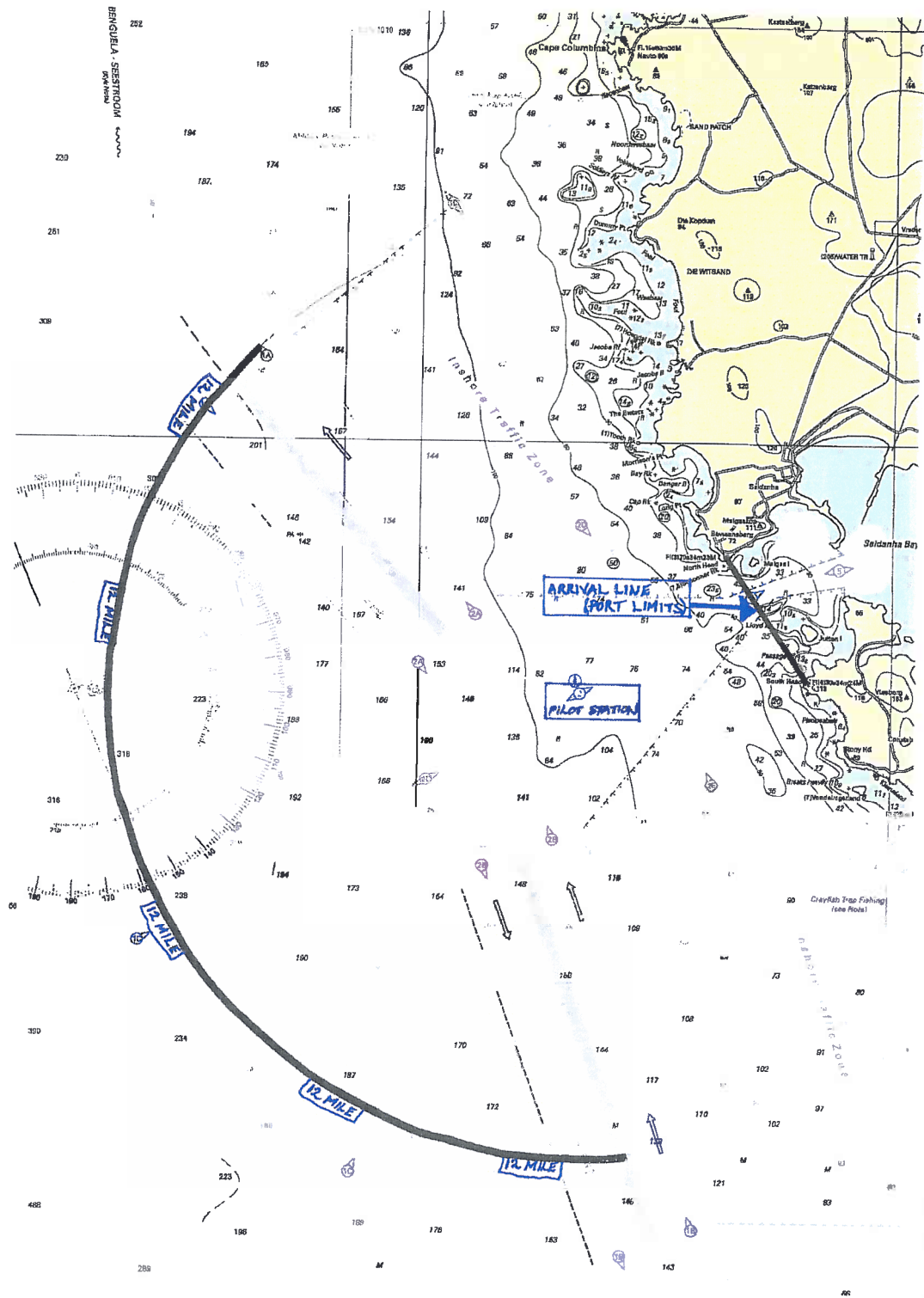
Vessel can drift outside port limits to await her load berth.

No extra costs applicable, however **NOR can be accepted upon vessel crossing the Arrival Line** into port limits after the pilot has boarded, once it is vessel's berthing turn.

CC)

Vessel can drop anchor at St Helena Bay outer anchorage, to await load berth. Steam time abt 4-5 hrs to St Helena Bay from pilot station and 4-5 hrs back to pilot station for berthing. In that **case NOR will be accepted 1.5 hrs after passing the official 12 mile line** underway to St Helena Bay outer anchorage.





KUMBA IRON ORE  
SALDANHA BAY

MASTER  
M/V \_\_\_\_\_


## NOTICE OF READINESS


THIS IS TO CONFIRM THAT THE ABOVE MENTIONED VESSEL, UNDER MY  
COMMAND, ARRIVED AT THE PORT OF SALDANHA BAY 12 MILES ON  
04-OCT-2017 AT 13:20 HOURS LOCAL TIME, AND IS READY IN ALL  
RESPECTS TO COMMENCE LOADING HER CARGO OF :

IRON ORE IN BULK

TENDERED AT 13:20 HOURS, ON 04-OCT-2017

ACCEPTED AT 19:00 HOURS, ON 04-OCT-2017

  
MASTER OF M/V

  
KUMBA IRON ORE  
KUMBA PORT OPERATIONS SALDANHA

ACCEPTANCE TO BE DETERMINED IN ACCORDANCE WITH ALL  
TERMS, CONDITIONS AND EXCEPTIONS OF THE RELEVANT CHARTER  
PARTY.

# THB Port Services & Logistics (PTY) Ltd

## STATEMENT OF FACTS

VESSEL

M/V

SUMMER DEADWEIGHT

179322.1

FREE PRATIQUE GRANTED

17:00

HRS

01-Oct-2017

ISPS / PORT CLEARANCE GRANTED

18:30

HRS

02-Oct-2017

ARRIVED 12 MILE LIMIT

13:20

HRS

04-Oct-2017

NOTICE OF READINESS TENDERED

13:20

HRS

04-Oct-2017

NOTICE OF READINESS ACCEPTED

19:00

HRS

04-Oct-2017

COMMENCED LOADING

08:55

HRS

07-Oct-2017

COMPLETED LOADING

03:42

HRS

08-Oct-2017

COMPLETED DRAFT SURVEY

04:00

HRS

08-Oct-2017

CARGO LOADED:

M/TONS

OR

L/TONS

KUMBA STANDARD FINES

50916

50111.85

KUMBA STANDARD LUMP

124284

122321.11

TOTAL :

175200

172432.96

DATE	DAY	TIME		REMARKS
		FROM	TO	
04-Oct-2017	WEDNESDAY		1320	ARRIVED SALDANHA 12 MILE
			1320	NOR TENDERED BY MASTER
		1320	1800	DRIFTING OUTSIDE PILOT STATION, AWAITING INWARDS PILOT DUE TO OTHER PORT MOVEMENTS
		1800	1845	PROCEEDING TOWARDS SALDANHA PILOT STATION
			1845	ARRIVED SALDANHA PILOT STATION
		1845	1900	AWAITING INWARDS PILOT
			1900	INWARDS PILOT ON BOARD
			1900	CROSSED ARRIVAL LINE AND ENTERED PORT LIMITS
			1900	NOR ACCEPTED BY SHIPPERS
		1900	1954	PROCEEDING TOWARDS SALDANHA INNER ANCHORAGE
05-Oct-2017	THURSDAY		1954	ANCHOR DOWN AT SALDANHA INNER ANCHORAGE
			1954	ANCHORED AT SALDANHA INNER ANCHORAGE, AWAITING BERTHING TURN
		0001	2400	ANCHORED AT SALDANHA INNER ANCHORAGE, AWAITING BERTHING TURN
06-Oct-2017	FRIDAY	0001	0118	ANCHORED AT SALDANHA INNER ANCHORAGE, AWAITING BERTHING TURN
			0118	BERTHING PILOT ON BOARD
		0118	0140	HEAVING ANCHOR
			0140	ANCHOR AWEIGH AT SALDANHA INNER ANCHORAGE
		0140	0250	PROCEEDING TOWARDS LOAD BERTH

ACCEPTANCE TO BE DETERMINED IN ACCORDANCE WITH ALL THE TERMS, CONDITIONS AND EXCEPTIONS OF THE RELEVANT CHARTER PARTY / BOOKING NOTE



MASTER



THB Port Services & Logistics (PTY) Ltd

# LOADPORT CALCULATIONS

Time Allowed: Day 1: Hrs 22: Min 43

Day	Date	Period					Laytime		Demurrage		REMARKS
		From		To			Hrs	Min	Hrs	Min	
Wednesday	04/10/2017	19: 00	-	24: 00	=	0	0:	0	0:	0	NOR Accepted
Thursday	05/10/2017	00: 00	-	13: 00	=	0	0:	0	0:	0	Turn time
Thursday	05/10/2017	13: 00	-	24: 00	=	1	11:	0	0:	0	Waiting for berth

### EXAMPLE 3.INVALID NOR/MASTERS NEGLIGENCE

Cargo: Iron Ore

Laycan: 5<sup>th</sup>-7<sup>th</sup> Dec 2018(00:01-23:59\_ VESSEL ARRIVED:4/12 15:24

LOAD PORT:DAMPIER TT:12hrs

To: Messrs. LBH Australia Dampier, LBH Australia-Sydney

To: Whom it may concern

## NOTICE OF READINESS

Dear Sirs,

This is to inform you that the M/V xxx, of Liberian Flag, Port of Registry Monrovia, under my command, arrived at the Port of Dampier on 04 December 2018 at 15:24 hrs. LT (at 07:24 hrs. UTC) and dropped anchor at WA14 Anchorage as instructed by the Port authorities and is ready in all respects, to load a quantity of 170,000 MT PB FINES cargo +/-10% MOLOO, in accordance with the terms, conditions, exemptions of the governing Charter Party dated 22.11.2018

NOR tendered on 04 December 2018 at 15:24 LT (at 07:24 GMT).  
Please inform all parties concerned.

M/V : *ALFA*

Date : 05 December 2018

Port : Dampier / WA14 Anchorage

To: Messrs. LBH Australia Dampier, LBH Australia-Sydney  
To: Whom it may concern

## NOTICE OF READINESS

Dear Sirs,

This is to inform you that the M/V *ALFA*, of Liberian Flag, Port of Registry Monrovia, under my command, arrived at the Port of Dampier on 04 December 2018 at 15:24 hrs. LT (at 07:24 hrs. UTC) and dropped anchor at WA14 Anchorage as instructed by the Port authorities and is ready in all respects, to load a quantity of 170,000 MT PB FINES cargo +/-10% MOLOO, in accordance with the terms, conditions, exemptions of the governing Charter Party dated 22.11.2018

NOR tendered on 05 December 2018 at 00:01 LT (on 04 December 2018 at 16:01 GMT).

Please inform all parties concerned.

Yours faithfully,

Master of M/V

*[Signature]*

Notice accepted on: Date: *05 DEC 2018* at *16:01* LT *05 DEC 2018* GMT.

Signed by:

Name

Title/Rank

Signature

## STATEMENT OF FACTS

MV:

DWT: 179,322 M/TONS SHIPMENT NO.: 193312

HI NO.: 25879

PORT OF DAMPIER, WESTERN AUSTRALIA  
LOADING:

PORT OF MAIN PORT(S) CHINA  
DISCHARGE:

DESCRIPTION & PILBARA BLEND FINES  
QUANTITY of CARGO: PILBARA BLEND FINES

83,894 WMT  
90,000 WMT

	DATE	TIME		DATE	TIME
Pratique Granted:	30/11/2018	12:37	Commenced Loading:	08/12/2018	13:04
Arrived in Port [CPL]:	04/12/2018	14:45	Completed Loading:	09/12/2018	08:24
NOR Tendered:	05/12/2018	00:01	Final Draft Survey:	09/12/2018	08:30
*** NOR Accepted:			Ship Sailed:	09/12/2018	11:24
Anchored:	04/12/2018	15:24	Maximum Sailing Draft:		18.071 Metres
Left Anchorage:	08/12/2018	09:15	Berth Loaded:		PARKER POINT
Pilot on Board:	08/12/2018	10:22	Charter Party:		Chinese C.I.F.
Berthed:	08/12/2018	12:00			
All Fast:	08/12/2018	12:30			

\*\*\* Notice of readiness is Accepted as per terms and conditions of the governing Charter Party/Booking Note/Sales Agreement

### OPERATIONAL TIME

DATE	DAY	LOADING TIMES	HATCH	DOWNTIME	REMARKS	WEATHER
08/12/2018	SATURDAY	13:04 - 24:00	VARIOUS	-	LOADING	FINE
09/12/2018	SUNDAY	00:00 - 08:24	VARIOUS	-	LOADING	FINE

Completed loading / Final Word: 08:24 HOURS ON 09 December 2018

Master's remarks - No delays on ships account

PILBARA IRON PTY. LIMITED

FOR THE MASTER  
DATE: 09/12/2018

Day	Date	Period		Laytime		Demurrage		REMARKS
		From	To	Hrs	Min	Hrs	Min	
Wednesday	05/12/2018	00: 01	- 12: 01	= 0	0: 0	0: 0	0	NOR tendered-Turn Time
Wednesday	05/12/2018	12: 01	- 24: 00	= 1	11: 59	0: 0	0	Laytime Commenced



EXAMPLE 5:MASTER NEGLIGENCE REGARDING SOF/DISPUTE  
WITH CHARTERERS ON NOR TIMINGS

Loadport: Dampier/ Laycan : 0001 26TH OCT / 2400 28TH OCT 2018

Vessel arrived OPL area on 25/10pm and instructed to proceed in designated place as per port authorities advice in order to comply with 96hrs reporting period before entering within port limits.

**Tendering of Notice of Readiness at Load Port(s)**

\*\*\*\*\*

Notice of Readiness **(NOR)** at load port will be tendered in writing by facsimile, email or courier, to the Charterer/Charterer's agent after the Vessel has arrived at loading berth or anchorage and is in all respects ready to load and in free pratique.

If the loading berth or anchorage is unavailable on arrival the Vessel may tender NOR from the normal recognized waiting place designated by the Port Authority, even if outside **the normal port limits** and **whether or not** the Vessel has been **cleared by customs and/or quarantine authorities.**

\*\*\*\*\*

M/V :

Date : 26 October 2018

Port : Dampier

To: Messrs. LBH Australia Dampier, LBH Australia-Sydney  
To: Whom it may concern

## NOTICE OF READINESS

Dear Sirs

This is to inform you that the M/V \_\_\_\_\_ of Liberian Flag, Port of Registry Monrovia, under my command, arrived at the Port of Dampier on 25 October 2018 at 20.30 hrs. LT (12.30 hrs. UTC) and dropped anchor at Nickol Bay Anchorage as instructed by the Port authorities and is ready in all respects, to load a quantity of 70,000 MT PB LUMP & 100,000 MT PB FINES +/-10% MOLOO cargo, in accordance with the terms, conditions, exemptions of the governing Charter Party dated 11. 10.2018

NOR tendered on 26 October 2018 at 00.01 LT (25 October 2018 at 16.01 GMT).

Please inform all parties concerned.

Yours faithfully,

Master of \_\_\_\_\_  
Capt. \_\_\_\_\_

Notice accepted on : Date: \_\_\_\_\_ at \_\_\_\_\_ LT \_\_\_\_\_ GMT.

Signed by: \_\_\_\_\_  
Name Title/Rank Signature

However once relevant documents such as (NOR,SOF) provided to Master for signed /stamped ,he totally failed to check correct timings of initial vessel's arrival, initial NOR and gave his confirmation.

Moreover, he signed/stamped 2<sup>nd</sup> NOR without put any remark that NOR is tendered without **PREJUDICE to any previous NOR tendered.**

As a result charterers / shippers found the opportunity to claim that **initial NOR was invalid** and time counting only when vessel crossed port limits and considered **arrived.**

Master's failure/negligence lead Owners to dispute with charterers regarding time of commencement of laytime and the case passed to lawyers for further legal actions and settlement.

## NOTICE OF READINESS

Messrs. Rio Tinto

Port of Dampier

mv:

Dear Sirs,

This is to notify that the above vessel has arrived at the port of Dampier and she is ready in all respects to commence loading her cargo of iron ore in accordance with the terms and conditions as per governing Charter party.

Notice of Readiness tendered

0112 hours , 27 October 2018

Yours faithfully,



Master mv Amorito  
Captain



Rio Tinto

Notice of readiness is Accepted as per terms and conditions of the governing  
Charter Party/Booking Note/Sales Agreement.

## STATEMENT OF FACTS

MV:

DWT: 179,322 M/TONS SHIPMENT NO.: 187742

HI NO.: 25791

PORT OF DAMPIER, WESTERN AUSTRALIA  
LOADING:

PORT OF CHINA MAIN PORT(S)  
DISCHARGE:

DESCRIPTION & PILBARA BLEND FINES  
QUANTITY of CARGO: PILBARA BLEND LUMP

99,811 WMT  
76,157 WMT

	DATE	TIME		DATE	TIME
Pratique Granted:	23/10/2018	13:07	Commenced Loading:	28/10/2018	19:42
Arrived in Port:	27/10/2018	01:12	Completed Loading:	29/10/2018	17:28
NOR Tendered:	27/10/2018	01:12	Final Draft Survey:	29/10/2018	17:40
*** NOR Accepted:			Ship Sailed:	30/10/2018	00:30
Anchored:	27/10/2018	01:12	Maximum Sailing Draft:	18.321 Metres	
Left Anchorage:	27/10/2018	22:50	Berth Loaded:	PARKER POINT	
Pilot on Board:	27/10/2018	23:45	Charter Party:	Chinese C.F.R.	
Berthed:	28/10/2018	01:36			
All Fast:	28/10/2018	02:15			

\*\*\* Notice of readiness is Accepted as per terms and conditions of the governing Charter Party/Booking Note/Sales Agreement

### OPERATIONAL TIME

DATE	DAY	LOADING TIMES	HATCH	DOWNTIME	REMARKS	WEATHER
28/10/2018	SUNDAY	19:42 - 24:00	VARIOUS	-	LOADING	FINE
29/10/2018	MONDAY	00:00 - 17:28	VARIOUS	-	LOADING	FINE

Completed loading / Final Word: 17:28 HOURS ON 29 October 2018

Master's Remark : No Delays on Ship's Account

PILBARA IRON PTY. LIMITED

FOR THE MASTER

DATE: 29/10/2018

## EXAMPLE 6.

Loadport: Dakar / Laycan: 10/15th aug 2017 / Vessel Ard:09<sup>th</sup> 14:15lt  
of Aug

When NOR should be tendered bss below clauses?

When Laytime Commences?

Applied Clauses:

Load Rate : 1.600mtons **pwwd shex** (sat noon/08.00 mon) eiu

**Synacomex 90:**

Time at loading port to count at 14.00 hrs if notice tendered at or before noon and at 08.00 next working day if Notice tendered after noon.

NOR to be tendered by in writing or by fax/email during ordinary office hours (mon-fri 08:00-17:00 - 08.00 hrs/12.00 hrs Sat) wibon, wipon, wifpon, wicon

### **HOLDS INSPECTION CLAUSE.**

IF THE RELEVANT NOR IS TENDERED AT ANCHORAGE OR WAITING BERTH PRIOR TO OBTAINING FREE PRATIQUE AND, UPON INSPECTION, THE VESSEL DOES NOT IMMEDIATELY GAIN FREE PRATIQUE **AND/OR PASS HOLD INSPECTION**, THEN THE TIME USED IN OBTAINING FREE PRATIQUE AND/OR PASSING HOLD INSPECTION SHALL **NOT COUNT AS LAYTIME**, EVEN IF THE VESSEL IS ON DEMURRAGE;

M/V :  
Date : 10.08.2017  
Port : KAKINADA

To: Messrs. LOTUS MARINE SERVICES PVT.LTD.

## NOTICE OF READINESS

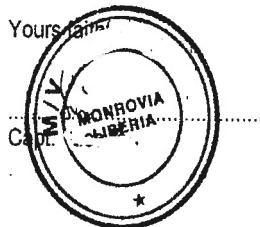
Dear Sirs,

This is to inform you that the M/V \_\_\_\_\_ of Liberia Flag, Port of Registry Monrovia, under my command, arrived at the Port of KAKINADA ( Port limits ) on 09.08.2017 at 14:15 hrs LT or 08:45 hrs GMT and on 10.08.2017 at 08:00 hrs LT or 02:30 hrs GMT she is ready in all respects, to load a quantity of abt 30,780 MT of BAGGED RICE cargo, in accordance with the terms, conditions, exemptions of the governing Charter Party dated 31.07.2017.

NOR tendered on Date: 10.08.2017 at 08:00 hrs LT or 02:30 hrs GMT.

Please inform all parties concerned.

Yours faithfully,



Notice accepted on : Date: ..... at ..... LT ..... GMT.

Signed by: .....  
Name Title/Rank Signature



M/V :  
Date : 11.08.2017  
Port : KAKINADA

To: Messrs. LOTUS MARINE SERVICES PVT.LTD.

## NOTICE OF READINESS

Dear Sirs,

This is to inform you that the M/V of Liberia Flag, Port of Registry Monrovia, under my command, arrived at the Port of KAKINADA ( Port limits ) on 09.08.2017 at 14:15 hrs LT or 08:45 hrs GMT and on 11.08.2017 at 11:00 hrs LT or 05:30 hrs GMT she passed holds inspection and is ready in all respects, to load a quantity of abt 30,780 MT of BAGGED RICE cargo, in accordance with the terms, conditions, exemptions of the governing Charter Party dated 31.07.2017.

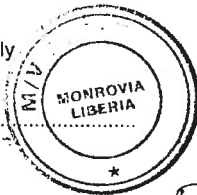
NOR tendered on Date: 10.08.2017 at 08:00 hrs LT or 02:30 hrs GMT.

NOR re-tendered on Date: 11.08.2017 at 11:00 hrs LT or 05:30 hrs GMT.

Please inform all parties concerned.

Yours faithfully

Capt.



Notice accepted on : Date: ..... at ..... LT ..... GMT.

Signed by:

MOHAMMAD SADHIK  
Name

Executive  
Title/Rank



## STATEMENT OF FACTS

M.V.  
LOADED RICE IN BAGS

KAKINADA ROADS  
DATED: 04.09.2017

NAME OF THE VESSEL	M V
NATIONALITY / CALL SIGN / IMO NO	LIBERIA / ABWS5 / 9571416
NAME OF THE OWNERS	M/S
NAME OF THE OPERATORS / MANAGERS	M/S
NAME OF THE DISPONENT OWNERS	M/S
NAME OF THE CHARTERERS	M/S VA INTERTRADING, AKTIENGESELLSCHAFT AUSTRIA
NAME OF THE CHARTERERS AGENTS	M/S LOTUS MARINE SERVICES PVT LTD, KAKINADA
NAME OF THE SHIPPERS	M/S RUCHI GLOBAL LTD M/S MANASA QUALITY ENTERPRISES LTD M/S ITC IBD M/S BALAJI RICE INDUSTRIES M/S MASTER BUSINESS ENTERPRISES
NAME OF THE SHIPPER'S AGENTS	M/S LOTUS MARINE SERVICES PVT LTD, KAKINADA M/S MANASA QUALITY ENTERPRISES LTD M/S SR SHIPPING SERVICES M/S D S NARAYANA & COMPANY PRIVATE LIMITED
VESSEL ARRIVED	AT 1415 HOURS ON 09.08.2017
VESSEL ANCHORED	AT 1610 HOURS ON 09.08.2017
NOTICE OF READINESS TENDERED BY MASTER	AT 0800 HOURS ON 10.08.2017
CUSTOMS CLEARED	AT 0900 HOURS ON 10.08.2017
SURVEYORS BOARDED	AT 0900 HOURS ON 10.08.2017
HOSE TEST CARRIED OUT	FM 0930 - 1130 HOURS ON 10.08.2017
HOSE TEST PASSED	AT 1130 HOURS ON 10.08.2017
INSPECTION OF HATCHES CARRIED OUT	FM 1130 - 1330 HOURS ON 10.08.2017
HATCHES REJECTED	AT 1330 HOURS ON 10.08.2017
SURVEYORS RE-BOARDED	AT 0850 HOURS ON 11.08.2017
RE-INSPECTION OF HATCHES CARRIED OUT	FM 0900 - 1100 HOURS ON 11.08.2017
HATCHES PASSED	AT 1100 HOURS ON 11.08.2017
NOTICE OF READINESS DEEMED TO BE RECEIVED	AS PER CHARTER PARTY
VESSEL HAVING NO OF HATCHES / HOOKS	5 / 4
VESSEL PROVIDED NO OF HATCHES / HOOKS	5 / 4
A/C MANASA QUALITY ENTERPRISES LTD	
STEVEDORE LABOURERS BOARDED	AT 1855 HOURS ON 11.08.2017
CARGO BARGES REACHED A/SIDE THE VESSEL	AT 2045 HOURS ON 11.08.2017
LOADING ONBOARD COMMENCED	AT 0135 HOURS ON 12.08.2017
LOADING ONBOARD COMPLETED	AT 0200 HOURS ON 31.08.2017
A/C BALAJI RICE INDUSTRIES	
STEVEDORE LABOURERS BOARDED	AT 1000 HOURS ON 14.08.2017
CARGO BARGES REACHED A/SIDE THE VESSEL	AT 1200 HOURS ON 14.08.2017
LOADING ONBOARD COMMENCED	AT 1250 HOURS ON 14.08.2017
LOADING ONBOARD COMPLETED	AT 1330 HOURS ON 17.08.2017
A/C RUCHI GLOBAL LTD	
STEVEDORE LABOURERS BOARDED	AT 1000 HOURS ON 14.08.2017
CARGO BARGES REACHED A/SIDE THE VESSEL	AT 1250 HOURS ON 14.08.2017
LOADING ONBOARD COMMENCED	AT 1350 HOURS ON 14.08.2017
LOADING ONBOARD COMPLETED	AT 1230 HOURS ON 16.08.2017
A/C MASTER BUSINESS ENTERPRISES	
STEVEDORE LABOURERS BOARDED	AT 0600 HOURS ON 17.08.2017
CARGO BARGES REACHED A/SIDE THE VESSEL	AT 0715 HOURS ON 17.08.2017
LOADING ONBOARD COMMENCED	AT 1800 HOURS ON 17.08.2017
LOADING ONBOARD COMPLETED	AT 1800 HOURS ON 23.08.2017
A/C ITC IBD	
STEVEDORE LABOURERS BOARDED	AT 1400 HOURS ON 23.08.2017
CARGO BARGES REACHED A/SIDE THE VESSEL	AT 1400 HOURS ON 23.08.2017
LOADING ONBOARD COMMENCED	AT 1415 HOURS ON 23.08.2017
LOADING ONBOARD COMPLETED	AT 1630 HOURS ON 04.09.2017



Wednesday	09/08/2017	14: 15	-	00: 00	=	0	0: 0	0: 0	0: 0	Vsl arvd
Thursday	10/08/2017	00: 00	-	24: 00	=	0	0: 0	0: 0	0: 0	NOR tnrd 08:00hrs lt
Friday	11/08/2017	00: 00	-	11: 00	=	0	0: 0	0: 0	0: 0	NOR accd 11:00hrs lt
	11/08/2017	11: 00	-	14: 45	=	0	0: 0	0: 0	0: 0	rain
	11/08/2017	14: 45	-	24: 00	=	1	9: 15	0: 0	0: 0	Time Commenced
Saturday	12/08/2017	00: 00	-	10: 45	=	1	10: 45	0: 0	0: 0	loading
	12/08/2017	10: 45	-	11: 25	=	0	0: 0	0: 0	0: 0	raining
	12/08/2017	11: 25	-	12: 00	=	1	0: 35	0: 0	0: 0	loading
	12/08/2017	12: 00	-	24: 00	=	0	0: 0	0: 0	0: 0	weekend
Sunday	13/08/2017	00: 00	-	24: 00	=	0	0: 0	0: 0	0: 0	weekend
Monday	14/08/2017	00: 00	-	08: 00	=	0	0: 0	0: 0	0: 0	weekend
	14/08/2017	08: 00	-	17: 00	=	1	9: 0	0: 0	0: 0	loading

## CONCLUSION

Ο χρόνος των σταλιών (laytime ) και ο υπολογισμός τους αποτελούν ένα από τα σημαντικότερα κομμάτια για τον πλοιοκτήτη/εφοπλιστή κατά την διάρκεια ενός voyage ταξιδιού καθώς αποτελεί είτε πηγή εσόδου στην περίπτωση των επισταλιών(demurrage) είτε αποζημίωσης(dispatch) προς τον ναυλωτή στην περίπτωση της επίσπευσης όπου ο διαθέσιμος χρόνος δεν χρησιμοποιείται εξολοκλήρου από τον ναυλωτή.

Επομένως είναι ιδιαίτερα σημαντικό για τον ορθό υπολογισμό των σταλιών να είναι πλήρως ξεκάθαρα πότε **η επιστολή ετοιμότητας (NOR)** μπορεί να δοθεί από τον Καπετάνιο **,πότε ο χρόνος των Σταλιών αρχίζει και πότε τελειώνει.**

Μεγάλη σημασία πρέπει επίσης να δίνεται στην σχετικές ρήτρες του ναυλοσυμφώνου με βάση το οποίο καθορίζονται οι σχετικές διακοπές κατά την διάρκεια των σταλιών, όπου ο χρόνος δεν μετράει ακόμα και αν το βαπόρι βρίσκεται σε επισταλία (demurrage).

Τέλος τα συνοδευτικά έγγραφα για τον υπολογισμό των σταλιών όπως επιστολή ετοιμότητας(NOR),και SOF πρέπει να συμφωνούν με το ημερολόγιο του πλοίου περιγράφοντας αναλυτικά τις μέρες/ώρες που το πλοίο κατέφθασε στο λιμάνι, την ώρα που δόθηκε η επιστολή ετοιμότητας καθώς και οποιοδήποτε συμβάν/γεγονός διέκοψε τον χρόνο των σταλιών. Σε αντίθετη περίπτωση ο Καπετάνιος πρέπει να αρνηθεί την υπογραφή των σχετικών εγγράφων και να δώσει επιστολή διαμαρτυρίας(Letter of Protest) και να ενημερώσει το πλοιοκτήτη για περαιτέρω οδηγίες.

The end