1. Draw a profile and cross-section for either
   (a) Handysize Bulkcarrier or (b) Very Large Ore Carrier

   Explain the principal differences and similarities between the two in relation to ship design and typical cargo.

2. Describe the main trade routes for either coal or grain and discuss all characteristics of your chosen commodity including any peculiarities or hazards of the stowage and carriage of it. You may illustrate your answer using the world map provided.

3. Your owner has been requested by the charterer to sign clean bills of lading for the loaded cargo on your ship. However the mate's receipts areclaused. You (as owner's agent) must write a message to explain the request and advise your owner accordingly. You should include all reasons for either agreeing or disagreeing with the request and explain any outcomes that either course of action will provoke.

4. Using a vessel and dry cargo commodity of your choice, draft a time charter offer for your owner. In addition explain three of the following terms:

   (a) Ballast Bonus
   (b) Laydays
   (c) Address Commission
   (d) Subjects
   (e) Fully fixed

5. Draw up a typical Statement of Facts using a vessel and cargo of your choice. Discuss the use and importance of this document in relation to the Notice of Readiness.

6. One of the main causes of dispute in a charter party contract is the financial responsibilities of each party. Draft a message to your owner discussing the different financial responsibilities they will face when time chartering their vessel compared to voyage chartering it. Include any draft clauses you think they should be aware of.
7. It is crucial in any charter party to determine where the risk of loss of freight lies. It is also important to determine where freight is payable and how it is calculated. You are a broker for a new owner and it is up to you to make sure they understand the different charter party clauses dealing with this point for both freight (voyage charter) and hire (time charter). Explain to your owner, outlining the various clauses, your advice on what should be the best position for him and how he can protect himself if charterers insist on alternative wording.

8. Piracy poses many problems for owners and charterers alike. Comment on industry initiatives aimed at reducing risk with particular regard to ships operating under charter parties.