

UNIT TWENTY FIVE

Marine Correspondence 2

FAXES, MAILS

COMMUNICATION IN VARIOUS MATTERS OF SHIP MANAGEMENT

Messages by port authorities

e. g. 16. (Owner to ship's Agent) "please proceed following tlx to mv ...":

"with reference to port circular no. : ... dated ... we wish to inform you that the port authority of ... has amended some points of the notification of the arrival of vessels as follows":

- name of vsl (in Latin)
- nationality (flag of vsl)
- kind of cargo and its weight (no codes or abbreviations)
- the next port in which the vsl is going to discharge after leaving port of ...
- last ports called by vsl consecutively before her arrival
- total tonnage of vsl
- volume of hatches and passenger cabins
- reason of vsls calling (loading, discharging, bunker, other)
- vsl's estimated time of departure"

"The port urges you to adhere to the above mentioned and draws your attention that any false information on your part will cause the application of rules and instructions of the marine authorities."
regds, owner

e. g. 17. "it has been noted that the vessel ... eta ... has violated port rules and regulations part ... sect. ... late submission of final loading advice the fines applicable for this infringement are laid down in the rules and regulations the maximum time may be imposed if an immediate explanation is not forthcoming regds, port director general"

Delay due to strike, congestion in the port

e. g. 18. (master to owner) "mv riba voy 12/07

arrived in roads: 12/09/07 07.45

pilot on board: 12/09/07 09.30

berthed: 12/09/07 10.45

bunkers o/b: fo: 190 do: 146

draft fw: 8.05 aft: 8,40

dockers union decided a spot strike today which expected to end tonight and work will resume normally tomorrow 06.30. therefore vs1 will complete/sail 14/09 p.m. one day later than previously planned shall keep you informed, regds master"

e. g. 19. (agent to owner) "re strike at ... port
confirming our today phone conv as of 18th at
12.00 hrs the strike of overtime is over stop t/.force
gangs are available as flws

weekly - fm monday to friday 4th shift

saturday - 1st - 2nd - 3rd shift

sunday - 1st - 2nd shift

mv "riba" concerned arr port of ... 19th at 19.00
hrs abt owing to terminal congestion will be
berthed on 20th evening or 21st daybreak with etd
21st late afternoon t/fore she will take bunker
available for 20th early afternoon stop will keep
you closely informed rgds ship's agent"

e. g. 20. Delay due to repair of damage (master to
owner)

“please note that total time lost order to repair
damaged cylinder owners account as flws:

1. from 18.00 hrs 31/12 (time of completion
operations at port) until 20.00 hrs pilot on trying
perform repairs inside port - 2h 00m

2. fm 2115 hrs 31/12 pilot off until 2350 hrs
waiting roads and completed repairs - 2h 15 m
total time lost - 4h 15 m

do consumed during this period on owners account
0.4 tons

sailed from ... port road 2350 hrs 31/12 eta ... port
2/01

0600 hrs then ... port 15/1 morning. master"

Clarification of cargo documents (receiver to shipper)

e. g. 21. " re: ms "riba" voy 6/86 eta houston

upon checking docs of abv vsl we note flg discrepancies however pls clarify urgently:

aa) contr no. ... port ... /port ... stowed in o6 7602b docs were not rcvd

bb) b/l no. nos of packages not reflected in b/l and manifest

cc) b/I no. port ... /port ... not reflected consignee notify name in b/I and mnfst brgds," ship's agent"

Checking free space on board: Owner to agent (for master)

e. g. 22. "for master and s.cargo mv "riba"

re: loading empty containers at ... port for port of ...

we are in receipt of your telefax cont.stow. plan dated ... as we understand from same stow.plan you have more free space for 93 teus to load empty ctnrs at port of ... as follows: ...

pls notify your eta ... port and confirm above.

brgds,

owner

Shifting of containers (owner to master)

e. g. 23. "re: cv "riba" voy 25/86

2 x 40

ctnr no. ... and no. ... loaded new york on position o6 10 04 and o6 15 02 as leghorn cargo but manifested as neaples ny-ne b/l no. ... are to be discharged neaples. ship's eta leghorn 14/10, neaples 16/10 ...

4 x 20

four ctnrs nos.,,,, loaded new orleans as karachi on positions,,, manifested as bombay cargo no-bo b/l no. will be discharged bombay after shifting four madras ctnrs. brgds, owner"

Poor port performance (breakdown of shore crane)

e. g. 24. "owing to several stoppages of shore crane during 2nd shift on 13/3 were not able to complete loading within planned time. as of sunday only one shift available. will start loading again on monday 16/3 expect to complete and sail around noon time will revert best regards master"

Cancellation of calls (owner to ship's agent)

e. g. 25. "pls be informed that due to insufficient cargo on board for discharge at port A we were forced to cancel our call at yrs 1/1/85 stop consequently please advise port authority... stop similarly inform rcvrs that cargo will be discharged at port B and transhipped shortly to port A stop do not therefore submit cgo docs to port/customs and stevedores since vsl rotation cancelled stop we apologise- for inconvenience caused stop rgds owner"

Taking over the goods

e. g. 26. lvpls be informed that the cargo in cont No. ... cannot be taken over at the port of ... as the b/l were not stamped and signed therefore advise the owner's agent by telex to "release the goods against original b/l "to mv ... without shipper's indorsement, rgds

ABBREVIATIONS:

abv	- above
abt	-about
arr	- arrival
b/l	- bill of lading
bregs	- best regards
rs/rgds	- best regards
cgo	- cargo; cgo docs cargo documento
cont	- container
contr	- container
ctnr, ctnrs	- container, containers
conv	- conversation
docs	- documento
eta	- estimated time of arrival
etd	- estimated time of departure
ets	- estimated time of sailing
flg	- following
flws	- (as) follows
fm	- from
fw	- forward
h	- hour
hrs	- hours
info'd	- informed
mnfst	- manifest
ms	- motor ship
mv	- motor vessel
no	- number
no-bo	- New Orleans Bombay
ny-ne	- New York - Neaples
o/n	- on board
P.M.	- post merldiam
cvd	- received
rcvrs	- receivers
re.	- referenze
regds	- regards
s.cargo	- supercargo
sect.	- section

stow.plan	- stowage plan
teus	- twenty-foot equivalent units
t/fore	- therefore
tlx	- telex
voy.	- voyage
vsl	- vessel
yrs	- yours (i.e. your port; your telex etc.)

QUESTIONS - COMPREHENSION

1. Why is the notification of the arrival of ships sometimes amended in certain ports? What are the possible reasons? (e.g. 16)
2. Who must adhere to the port rules and regulations? (e.g. 16)
3. Why has the vessel violated the port rules and regulations? (e.g.17)
4. What do the figures in the first part of telex no. 18 represent?
5. When was the overtime strike in the port over? (e.g. 19) Did this strike cause any delay to the ship?
6. Who bears the cost of diesel oil consumption in the case of e.g.20?
7. What were the discrepancies shown in the cargo documents in e.g. 21?
8. What is a container stowage plan? (e.g. 22)
9. Explain the meaning of the figures: 2 x 40 and 4 x 20 in e.g. 23.
10. Why was the loading of the vessel not completed as planned(e.g. 24)
11. Why was the call at the port A cancelled? (e.g. 25).
12. Why cannot the cargo in cont. No. ... be taken over? On what condition can the goods be released? (e.g. 26)

EXERCISES

I Separate each sentence in e.g. 25 by the word "stop".

II Supply the missing words (prepositions, articles) and the full verb forms in the sentences of e.g.

III Divide the text of telex no. 17 into three sentences. In the first one the phrase "because of" is left out. Put it into the right place.

IV Find the closing sentences promising to provide further information later on. See examples 16, 18, 19, 24.

V Change the opening phrase in e.g. 22 "we are in receipt of" into a full verb sentence.

VI Study the dates written in all the telexes of Unit 24 and 25 and state the differences in the form of writing. What are the possible problems?

TRANSLATE THE FOLLOWING TELEXES INTO ENGLISH:

1. (zapovjednik brodaru) Brod "Riba" stigao je i usidrio se 20. travnja ispred luke Lagos u 2200. Zbog toga što je luka kompletno zatvorena (closed) za promet predviđamo (anticipate) da ćemo se privezati oko 1900 20/4 i odmah nakon toga započeti iskrcaj. Bit ćemo s vama u stalnom kontaktu (keep advised). Zapovjednik.

2. (zapovjednik brodaru) Stigli smo na peljarsku stanicu luke New York (Ambrose) 6/10 1548 sati završeno putovanje (passage). Prešli udaljenost Rijeka-New York ... milja, vrijeme plovidbe ... sati ... minuta, prosječna brzina 13.80 čv. Prosječna potrošnja za 24 sata teško gorivo 26,8 t dizel gorivo 1,90 t stanje bunkera (rob) po dolasku teško gorivo 690 dizel 180 t. Prema uputstvima iz New Yorka sidrili smo na sidrištu Ambrose 6/10 1548 očekujemo vez. Pozdrav zapovjednik.
3. (brodar zapovjedniku) U vezi s jučerašnjim teleksom nastavite plovidbu za Kopar gdje vam je eta 06/6 u 2000. Lučke operacije (work) će započeti odmah po dolasku neprekidno do završetka iskrcaja/ukrcaja u nedjelju 8/6. Nakon Kopra vaš red plovidbe (schedule) je kako slijedi: Trst 9/6, prva i druga smjena, Rijeka 10/6 prva smjena s kontinuiranim radom, zatim Livorno, Genova, Savannah. Pozdrav, brodar.
4. (agent zapovjedniku) U nastavku (further to) na ranije obavijesti žao nam je što vas moramo obavijestiti da u našoj luci imamo još uvijek mnogo problema (face problems). Lučki radnici još uvijek štrajkaju, pa ne možemo dobiti (obtain) dizaličare za kontejnerske dizalice. Na sutrašnjem sastanku 0900 odlučit će se da li (whether) će se štrajk nastaviti ili da li će se ponovno započeti (resume) radom sutra u drugoj smjeni. Javit ćemo se čim budemo mogli. Pozdrav, lučki agent.

5. (brodar agentu) Prema informaciji od agenta u Livornu Contener br. ... Le Havre - Port Sudan složen na poziciji 051006a greškom slagatelja iskrčan je u Livornu umjesto kontejnera Rotterdam - Livorno (bez oznaka). Drugi se kontejner još nalazi (remain) na brodu. Ako je tako dovezite ga natrag u Rotterdam i izbrišite nepostojeći (non-existent) kontejner iz Hamburga iz dokumenata i plana tereta. Pozdrav, brodar.
6. (brodar zapovjedniku) Veza naš tel razgovor 12/12 s agentom Djakarta. Hitno obavijestite agenta Djakarta vaš eta koji obavezno mora biti 13/12 ne prije 1000 lt. Također javite plan iskrcaja tereta Singapur. Pozdrav, brodar.
7. (brodar agentu) Veza mb "riba" gore navedeni brod ima dozvolu (clearance) za ulazak u luku Lagos sidri te 13/10. ukoliko brod ne uspije (fail to arrive) stići do tog dana, brod će morati čekati za dozvolu pet dana. Molim da o tome obavijestite zapovjednika.
8. (brodar zapovjedniku). Agent Marseille manifestirao ukrcaj punih kontejnera kako slijedi: 75 x 40, 90 x 20. Molimo potvrdite pozicije agentu. Pozdrav.
9. (agent zapovjedniku) Veza radiogram 9/2. vaš eta u luku A treba biti 10/2 80.000 za sada imamo informaciju da ćete vez dobiti odmah po dolasku. Pobrinite se (ensure) da stignete ranije kako to zahtijevaju lučke vlasti. pozdrav.

10. (brodar zapovjedniku) javite hitno da li ste predali agentu messina dokumente livorna za luke zaljeva.
11. (brodar zapovjedniku) iskrcaj praznih kontejnera (empties) Kopar: bay 2 desno sve, bay 4 sve, ukrcaj puni Kopar: dammam 20/20, 13/40, Karachi 12/20, 11/40. pune kontejnere za Milano iskrcati u Veneciji. Sve ostale hc i o/t iskrcati u Kopru. s obzirom na izvršeni tramak (shifting) praznih Taranto nastojte se javiti večeras preko vhf. pozdrav.
12. (zapovjednik brodaru) brod "riba" stigao port said 15/1/1340 vezani 1730 ušli u konvoj 16/1/0200 prošli suez 1800 eta aden 18/1/0900 pozdrav.
13. (brodar agentu) brod predviđen (scheduled) za ukrcaj u rijeci 1/5. vaš alotment 70/40. konačnu listu kontejnera poslati liniji do 28/4 1200 sati. prihvađamo kont. za jeddah, kuwait. pozdrav.
14. (zapovjednik brodaru) mb "riba" 20 ruajn 12 pozicija 3314N 1810W vjetar sw 6/8 more sw 4-5 brzina 16 čv. eta gibraltar 22/9 1600 eta marseille 24/9 03.00 molim odobrenje za nabavu u marseilleu slijedećeg: zelena palubna boja 50 lit, peroklin 873 30 lit, č.čelo 14 mm za sohe čamaca met 300. pozdrav, zapovjednik.
15. (zapovjednik brodaru) mb "riba" eta livorno 11/11 07300 stop stanje u luci neizmijenjeno stop lučke operacije (work) na brodovima vezanih na terminalu odvijaju (go on) se veoma sporo. javit ću se s najnovijim informacijama (revert with) stop pozdrav zapovjednik.

16. (zapovjednik agentu) ovime vas obaviještavam (please be advised) da je naš brod dana ... zaustavio (detain) brod ratne mornarice ... te da je pretražio (search) i oslobodio (release) naš brod dana ... u ... sati. eta luka ... pilotska stanica dana ... u ... sati
pozdrav zapovjednik
17. (agent zapovjedniku) vaš allotment bit će do 70 teu. molimo vas da pošaljete plan krcanja kako bismo na najbolji način iskoristili (utilize) brodski prostor. agent.
18. (primalac krcatelju) Prilikom pregleda (on scrutinising) dokumentaciju gore navedenog broda primjetili (note) smo slijedeće, pa vas molimo da hitno date objašnjenje (clarify):
1. teretnica br. ... nije manifestirana (not reflected in mnfst) broj koleta
 2. molimo vas da nam date (advise) točne pozicije kontejnera po teretnici br jer se ne slažu (not tallying with) manifestom.
 3. nismo dobili deklaraciju za opasni teret (hazardous cargo declaration) za luke ... i ... molimo da javite (advise) hitno točan broj kontejnera s opasnim teretom ukrcanih u vašoj luci kako bismo mogli o tome (accordingly) obavijestiti luku iskrcaja.
19. (zapovjednik agentu) Očekujemo da ćemo stići u vašu luku 22/7 15.00. Molimo vas da osigurate vez (make arrangements for berthing) i iskrcaj odmah po dolasku. Pozdrav, zapovjednik.

20. (zapovjednik agentu) Brod "riba" skrenuo je (put into) u luku Vancouver zbog kvara na motoru (engine breakdown). Očekujem da ćemo isploviti u zoru 7/8. Molim da o tome (accordingly) obavijestite primaoca tereta. Pozdrav, zapovjednik.