



ICS Examiner's Report

OFFSHORE SUPPORT INDUSTRY 2012

Overall Comments

The standard overall was lower this year with the average brought down by an increase in the number of candidates who clearly were not sufficiently familiar with the subject.

Question One

Talking about types of vessels currently in use is not enough. We were looking to understand why and how designs have changed, which is much to do with the trend for exploration to be in deeper and often harsher environments requiring bigger vessels servicing locations further from port and having to deal with higher forces and loads. Technological developments are also pertinent.

Question Two

Whilst some clearly knew this subject well, many had misconceptions about the meaning of DP 1/2/3 citing such things as relating to the number of operators required or the number of DP computers needed.

Question Three

There was some confusion between the role of the broker and adding value. More candidates should have distinguished between the process of fixing a charter or sale and doing it in such a way that the clients derive added benefit from the broker's involvement.

Question Four

The question was all about the chartering process. The client needs to be advised about how to go about chartering vessels which includes everything from designing the wording of the requirement to vessel selection and through to charter party terms. Other considerations may include geography of base ports / distance to location, local regulations, cabotage and environmental considerations.

Question Five

This was the least popular question. Most covered the standard headline items Delivery/Redelivery/Period/Commencement/Rate/Charter-party Terms, but it's not always practical to suggest that owners should ensure payments for mob fees are made in advance if the ship is needed to sail in response to an emergency in the middle of the night when the banks are closed. Flexible phrases such as defining the workrole as "As required by charterers but always within the vessel's natural safe capabilities" and the period as "day by day as required by charterers..." either up to a maximum period or for a description of the job.

Question Six

This question should provide an opportunity to achieve a good mark, but some students just did not know enough detail. A common misconception was that Mutual Hold Harmless is the same thing as Knock-for-Knock.

Question Seven

Few students anyone really got the economies of scale achievable through a logistics company having multiple clients in one area and where they can charge on a fixed cost per tonne delivered basis. A major disadvantage is the reduced flexibility and vessels follow a relatively fixed schedule between differing client locations. It can be good if you know your supply needs in advance but it's harder to accommodate an unforeseen urgent delivery.

Question Eight

This should have been straightforward, but many described a Platform Supply Vessel instead of a Multi-Purpose Support vessel which necessarily limited the marks available.