

V. Voyage Charter Parties: main Terms, Clauses, and Forms.

A. 簡介論程傭船契約 (Voyage Charter Parties)

- a. 由船東向租船人承諾並負擔一運送任務，提供船舶全部(或部份艙位)裝運約定的貨物(約定的貨物數量、種類、項目、品名、情狀....)，從一港運至另一港，由租船人支付約定運費的契約，租船人付費享受量身訂作的貨物運送服務。可區分為①單航次論程傭船(single voyage charters)②連續航次論程傭船(consecutive voyage charters)③長期論程傭船運送合約(Contract of affreightments, COAs)。
- b. 租船人按約提供足額之約定貨物供裝載
貨量不足額→Deadfreight 空艙(載)運費
ROC 海商法，第四十八條：以船舶之全部或一部供運送者，託運人所裝載貨物，不及約定之數量時，仍應負擔全部之運費，.....
自約定之裝貨港運至卸貨港
*重要課題：船舶裝貨量的計算
- c. 運費 (Freight = Freight rate × cargo intake in MT)
- d. Laytime：裝貨時間/卸貨時間的約定與計算。
在 F.I.O.條件下，船東與租船人約定，用以限制租船人耽誤船舶船期、花費在裝貨或與卸貨的時間。
ROC 海商法，第五十二條：
以船舶之全部或一部供運送者，運送人非於船舶完成裝貨或卸貨準備時，不得簽發裝貨或卸貨準備完成通知書。
裝卸期間自前項通知送達之翌日起算，期間內不工作休假日及裝卸不可能之日不算入。但超過合理裝卸期間者，船舶所有人得按超過之日期，請求合理之補償。
前項超過裝卸期間，休假日及裝卸不可能之日亦算入之。
- e. Demurrage money，延滯費，延滯罰款，慢裝（卸）罰款；(PRC)滯期費
租船人超用裝(或卸)貨時間，將被船東懲以罰款。
Despatch money，快速費，快速獎金，快裝（卸）獎金；(PRC)速遣費
租船人未超用裝(或卸)貨時間，提早完成裝(或卸)貨工作，將可受船東施以獎勵。
- f. 載貨證券的簽發：
①船長、②船東，③經前二者授權之代理
- h. 運送人之責任：船東負擔
- i. 固定成本：船東
變動（航次）成本：船東

B. Examples of some voyage charter party forms

- a. GENCON 1922 (74/76/94) : for general use.
- b. BHPVOY : for BHP's own cargoes (coal, iron ore, other minerals).
- c. BALTIMORE FORM C 1919 (1963/74/75/76/82): general purpose grain.
- d. NORGRAIN form is for grain cargoes out of the North and South American.

- e. AMWELSH: for coal cargo.
- f. RIODOCEORE: for iron ore exported from Brazil.
- g. FERTIVOY (1978/1988): for fertilizer by Canpotex.
- h. DAMSALT: for salt cargo ex Dampier, West Australia.
- i. SUGAR '99: for bulk sugar.
- j. CEMENTVOY 1990: for bulk cement and clinker.
- k. NANYOZAI: for the log trade from south East Asia to Japan.
- l. STB form is for tanker vessels.

C. MAIN TERMS IN A VOYAGE CHARTER

論程傭船的主要條款：

1. CHARTERERS

- *A/C T POWER COMPANY, TAIWAN*

2. DESCRIPTION OF CARGO

- *CGO/QTTY : 75,000MT 10PCT MOLOO BULK STEAM COAL*

3. DESCRIPTION OF THE VESSEL

- *VESSEL : MV 'FAR EASTERN CAVALIER'*
PANAMANIAN FLAG, BUILT 2023
82,096.9MT DWT ON 14.45M SSW
GT/NT 44,543/26,987
LOA 229/BM 32.26 M
7 HO/HA, 3,489,046 CUFT GRAIN
ALL ABT
- *VESSEL : MV 'FAR EASTERN CAVALIER' OR HER SUBSTITUTE*
PANAMANIAN FLAG, BUILT 2023
82,096.9MT DWT ON 14.45M SSW
GT/NT 44,543/26,987
LOA 229/BM 32.26 M
7 HO/HA, 3,489,046 CUFT GRAIN
ALL ABT
- *VESSEL : MV 'GREAT OCEANUS NAVIGATION CORP. TO BE NAMED'*
- *VESSEL : MV 'GREAT OCEANUS NAVIGATION CORP. TO BE NOMINATED'*

4. LAYDAYS AND CANCELLING DATE

- *LAYCAN : JUNE 1 – 14, 2024*

5. LOADING PORTS (Please also refer to supplementary material at page 42~43, [Safe Port](#), [Safe Berth](#), [Safe Anchorage](#))

— *LOADING PORT : 1/2 SB 1 SP NEWCASTLE, AUSTRALIA*

6. DISCHARGING PORTS (Please also refer to supplementary material at page 42~43, [Safe Port](#), [Safe Berth](#), [Safe Anchorage](#))

— *DISCHG PORT : 1/2 SB 1 SP KAOHSIUNG, TAIWAN*

7. LOADING AND DISCHARGING RATE

— *L/D RATE : 25,000MT/20,000MT WWDSHEX EIU BENDS*

**WWDSHEX: WEATHER WORKING DAY SUNDAY HOLIDAY
EXCEPTED
EIU: EVEN IF USED**

8. FREIGHT RATE

— *FRT RATE : USD 24.25 PER MT F.I.O.S.T.*

9. FREIGHT PAYMENT

— *FRT PAYMENT: FREIGHT TO BE FULLY PREPAID TO OWNERS IN U.S. DOLLARS IN NEW YORK ON COMPLETION OF LOADING, SIGNING AND RELEASING BILLS OF LADING, DISCOUNTLESS, AND NON-RETURNABLE, SHIP AND/OR CARGO LOST OR NOT LOST.* (Please also refer to supplementary material at page 46, [Freight payment](#))

10. DEMURRAGE AND DESPATCH RATE

— *DEM/DES : USD20,000/DHD PER DAY ON LTS*

**DHD: DESPATCH HALF DEMURRAGE
LTS: LAYTIME SAVED**

11. AGENTS

— *AGENTS: OWNERS AGENTS AT BOTH ENDS*

12. COMMISSION AND ADDRESS COMMISSION

- *COMM: 2.5PCT OF ADDCOMM TO CHARTERERS OR THEIR NOMINEES, 1.25PCT OF COMM TO GOOD WAY CHARTERING INC. AND 1.25PCT OF COMM TO GNT SHIPPING N CHARTERING CO ON FREIGHT, DEADFREIGHT AND DEMURRAGE EARNED BY OWNER.*

13. CHARTER PARTY

- *OTHERWISE AS PER CHARTERERS' PROFORMA CHARTER PARTY WITH LOGICAL AMENDMENT*

14. SUBJECT CLAUSE

- *SUB TO SHIPPERS AND RECEIVERS RECONFIRMATION TO BE LIFTED 2 WORKING DAYS AMTF*

D. 論程租船(Voyage Charter) - 補充筆記

在論程租船的合約中，租船人負有的義務：

1. 提供船舶按合約要求之最低貨物量供運送；
2. 給付運費；
3. 給付延滯費；
4. 修復因裝/卸貨作業而造成船舶的損壞；

Clause of Description of cargo and quantity + Freight Rate Clause :

這兩個主要條款的配合，保障了船東在這一論程租船合約的最低運費收入。

Deadfreight 空艙運費；空載運費

租船人如果無法滿足船東依租傭船契約規定的貨量範圍內(如 75,000 公噸 +/- 10%)所選擇的貨量(如船東宣告船舶可裝 79,196.90 公噸，但是租船人備貨量只達 78,000 公噸)，針對短裝貨量($79,196.90 - 78,000 = 1,196.90$)，租船人應支付費用給船東，這部分的運費就稱為空艙運費。

船東能獲得空艙運費的條件有：(1)租約上的根據。(2)船東依照租傭船契約規定，在裝船前將上述船東依租傭船契約規定所擇定的裝貨量，正式通知租船人。(2)實際剩餘的船舶載重量與貨艙容量確實仍可裝入該一短裝的貨量。(3)要扣除船東因此所節省的费用如快速獎金，或是假設租約中規定船東應付裝卸費用(非 F.I.O.條件)而實際未付短裝量的裝卸費，故理應扣除。

Loading (Discharging) Ports have to be in geographical rotation.

有一個以上的裝貨港(或卸貨港)船舶停靠的順序應依地理順序。

Safe port, safe berth, safe anchorage:

1. Where there are general aids including tugs and pilots.
2. The well-known test on safety, set out in *The Eastern City* [1958] 2 Lloyds Rep 127, states (per Sellers LJ):-

"A port will not be safe unless, in the relevant period of time, the particular ship can reach it, use it and return from it without, in the absence of some abnormal occurrence, being exposed to danger which cannot be avoided by good navigation and seamanship."

The vessel can enter into it, use it and leave it safely and is free from any danger which could be avoided by good navigation and seamanship.

船舶得以安全地的進入、使用並離開該港口（或碼頭），且能免於遭受到任何以良好的航海與海事技術皆可避免的損害。

The fact that the charterer must nominate a safe berth and port does not relieve

the owners and master from their responsibility to ascertain the safety of a port for their vessel and to take proper action to avoid endangering the vessel.

租船人雖然必須負擔指定安全港口、安全碼頭或安全錨地供船舶停留或裝卸貨的責任，但是船東與船長仍必須確認該項租船人所指定之港口、碼頭或錨地對其履約船舶具備安全性並且應採取適當行動以使船舶免於受到危害。

E. Supplementary to main terms of Voyage Charter:**I. There are two things for Laytime to commence:**

1. **Arrived ship:** the vessel must have “arrived”, the vessel must be an “**arrived ship**”.
2. **To tender NOR:** The vessel must give **Notice of Readiness (NOR)** in order for Laytime to commence, but in order for the vessel to give NOR, the vessel must be an “arrived ship”.

The requirement to be an “arrived ship”:

Case A: Leonis Steamship Company vs. Rank, 1908, U.K.

- ① “*She must have arrived at the commercial area of the port,*” and
(船舶必須已抵達指定港口的商業區域)
- ② “*She must be at the immediate and effective disposition of the charterer and must so remain.*”
(船舶必須能在租船人立即且有效的支配之下，且持續維持如此狀態)

Case B: The MV “Johanna Oldendorff”, 1973, U.K.

- ① “*The vessel must be within the legal and geographical limits of the port,*” and
(船舶必須已抵達於指定港口之法定與地理限制區域內)
- ② “*She must be at the immediate and effective disposition of the charterer and must so remain.*”

Case C: MV “Polyfreedom”, AMC, 1975, U.S.A.

- ① “*The vessel must have reached a point as close as she may reasonably arrive to the designated loading or discharging berth and can prove that it was not possible or practical to get nearer.*” [船舶必須抵達儘量可能靠近指定之裝貨(或卸貨)碼頭的一個地點，且可證明除了該一地點，已不可能或也不切實際去要求船舶更接近指定的裝貨(或卸貨)碼頭]
- ② “*She must be at the immediate and effective disposition of the charterer and must so remain.*”

II. Laytime, 裝(卸)貨時間:

Laytime allowed, 許可裝(卸)貨時間, 即合約約定的裝(卸)貨時間: **time agreed** by both owners and charterers for loading and discharging in a voyage charter party. For example:

- 4 WWDSHEX EIU for loading/7 WWDSHEX EIU for discharging
- Total 11 WWDSHEX EIU all purpose (for loading and discharging)
- 25,000MT/20,000MT WWDSHEX EIU

If cargo loaded and thus quantity shown on the bill of lading is 71,235MT, then Laytime allowed will be calculated at $79,196.90/25,000=3.1679$ WWDSHEX (3 days 4 hours 2 minutes) will be allowed for loading and $79,196.90/20,000=3.9598$

WWDSHEX (3 days 23 hours 2 minutes) for discharging respectively.

Laytime used, (租船人)實際使用的裝(卸)貨時間

Laytime saved, (租船人)節省的裝(卸)貨時間

= Laytime allowed - Laytime used, when Laytime used < Laytime allowed

Laytime excess, (租船人)超用的裝(卸)貨時間

= Laytime used - Laytime allowed, when Laytime used > Laytime allowed

快速獎金 Despatch (=dispatch money)

在論程租船合約中，當裝卸工作較約定的裝卸期間(laytime)提早完成時，船東支付給租船人的獎金。每日快速獎金通常訂為每日延滯罰款的半數。但是在論程租船合約中，despatch 的條款如訂為 free despatch (快速獎金免計，即租船人的裝卸工作較裝卸期間提早完成，船東亦不給付快速獎金)，船東不另支付此金額。

延滯罰款(Demurrage)

延滯費(demurrage)為論程傭船人已用盡論程傭船契約約定之裝卸期間(laytime)，仍未完成裝卸作業，須繼續裝貨或卸貨時，延誤船期造成船東的經濟損失，依契約租船人對超過的時間應補償船舶所有人之費用。英國法之規則是：Once a vessel is on demurrage, the exceptions clauses relieving a charterer from liability for delay caused ... do not apply, unless there are clear words to that effect. — 參考 *Compania Naviera Aeolus SA v. Union of India* [1964] AC 868。

在英國，延滯罰款被認為是預先約定的違約損害賠償(liquidated damages)，而在美國，延滯費卻被認為是延期運費(extended freight)。

延滯罰款率通常在租船契約中約定為每天若干金額。有些合約規定，超過一定的延滯時間後則必須支付額外延滯罰款或者船期損失。

Once on demurrage always on demurrage

一旦發生延滯所有時間均計算延滯費

只要裝卸作業有延滯發生，船舶就處於延滯狀態 (On demurrage)。一旦船舶處於延滯狀態，不論裝卸期間的條件為何，其延滯時間均以連續日 (*running days) 計算，也就是說星期假日以及不能裝卸的日期這樣原為除外的時間均一律照算，所以有 Once on demurrage, always on demurrage 這樣的說法，一旦有延滯發生，就永遠處於延滯狀態，並持續計算延滯罰款到貨物完成裝貨或卸貨為止。

延滯罰款的支付時間

通常租約中會訂定租船人支付延滯罰款的時間，比如在卸貨完成後 30 天，由船東提供裝卸事實記錄的文件，然後雙方結算快速獎金與延滯罰款，這樣即使船舶在幾天內卸完，延滯罰款也要等 30 多天(如滿 30 天時恰為假期，則可延至下一銀行工作日)後租船人才會支付。因給付時間還沒到，也不存在船東可以按照如 GENCON 傭船契約的第 8 條“留置權”的規定去留置貨物來追討裝卸港的延滯罰款。

8. Lien Clause

The owners shall have a lien on the cargo and on all sub-freights payable in respect of the cargo, for freight, dead freight, demurrage, claims for damages and for all other amounts due under this charter party including costs of recovering same.

如果延滯時間的計算方式是裝卸貨港“合併”計算(laytime reversible)，則裝卸只算一次，所有裝卸貨港的裝卸時間要合併計算，延滯罰款的計算更要等到卸完貨才能計算。

III. Freight payment

1. “Freight to be fully prepaid.....”

Timing of freight payment:

- ①Freight prepaid (freight payable on signing and releasing B/L.....)
- ②Freight collect.
- ③Freight payable before breaking bulk.
- ④~ percent payable x banking days after signing and releasing B/L)

2. “Freight to be fully prepaid on the Bill of Lading weight.....”

Basis of freight payment.

3. “Freight to be fully prepaid on the Bill of Lading weight to owners in U.S. Dollars

Currency used in freight payment.

4. “Freight to be fully prepaid on the Bill of Lading weight to owners in U.S. Dollars in New York.....”

The place the freight payment is made.

5. Guaranteed freight vs. contingent freight

Guaranteed freight can be prepaid and, theoretically, collect.

“Freight is deemed earned on cargo when the ship receives the cargo whether the ship delivers it or not, ship and/or shipped cargo lost or not lost, delivered or not delivered.”

“Freight shall be deemed earned and paid to the owner upon completion of loading, signing and releasing Bills of Lading, discountless and non-returnable, vessel and/or cargo lost or not lost.”

“Freight shall be deemed earned on cargo as taken on board, vessel and/or cargo lost or not lost.”

Contingent freight is usually collect.

“Freight is earned on the outturn of the cargo in species.”

In U.S.A., unless specially specified in C/P, all freights are contingent freight.

In U.K., unless specially specified in C/P, all freights are guaranteed freight.

IV. ①F.I.O. in freight clause ⇒ Owners do not pay for loading and discharging, including stevedore. 船東不負擔裝卸貨費用但船長(船東的受僱人)有責任為維持船舶的適航能力而必須監督並指揮裝卸貨作業.

②Loading and Discharging rate clause

Guaranteed rate of loading and discharging by charterers.

③Demurrage and Despatch clause

Owners' punishment and reward to charterers.

①+②+③→使船東不負擔裝/卸貨作業的安排與付費，但卻可促使裝卸貨作業能在船長的指揮與監督之下，能夠兼顧迅速與船舶安全.

F. 裝(卸)貨時間計算：**1. 單港的計算範例：****一、C/P 條件：**

- (一) 每 **W.W.D.S.H.EX** 之裝船速率 **10,000** 公噸，星期六、日及例假日至次一工作日上午 **08:00** 止之時間，均不記入裝貨時間。

Clause 67**Laytime at Load Port**

Vessel to be loaded and spout trimmed at average rate of 10,000 metric ton per weather working day of 24 consecutive hours Saturdays, Sundays and holidays excluded, and time until 0800 hours on Mondays and days after holidays not to count, even if used.

.....

At loading and discharging port laytime shall commence to count at 0800 hours on the next working day after Notice of Readiness is validly tendered.

- (二) 船長或船東代理人依合約規定之時間與方式送達有效的書面準備完成通知後，裝貨時間自次一工作日之 08:00 起算。該項通知應於船舶已完成裝貨準備（不論是否靠泊於裝貨碼頭）、並完成報關後，附上船舶各部位已通過美國商品檢驗局及美國農業部檢驗員檢驗為乾淨且準備妥當、適於裝貨的證明(如在加拿大或其他國家港口則是當地相等的機構檢驗員檢驗的證明)，於每日（星期六下午、日及例假日除外）上午 08:00 至下午 16:00 及星期六上午 08:00 至中午 12:00 之時間內送交傭船人或其代表人。

Clause 7**Notice of readiness/Commencement of Laytime**

Notification of the Vessel's readiness to load must be hand-delivered at the office of the Charterers or their representatives between 0800 and 1600 Mondays through Fridays, up to noon on Saturdays (Saturdays afternoon, Sundays and local holidays excluded), Vessel also having been entered at the Customs House, accompanied by pass of the National Cargo Bureau and USDA Inspector or equivalent authority in Canadian or other ports in other countries attesting to the fact that the vessel is clean and ready in every respect to load in all compartments. Vessel is not allowed to tender the Notice of Readiness (NOR) until above conditions are satisfied and any NOR given earlier will be null and void. After valid tender of the NOR, laytime will then commence at 0800 on the next working day whether in berth or not.

- (三) 延滯費每日 **20,000** 美元，快速費依照全部節省之裝貨時間每日 **10,000** 每元。

Clause 36

Demurrage

(a) Charterers to pay demurrage, if incurred at loading port, at the rate of U.S.\$ 20,000 (US DOLLARS Twenty Thousand) per day for each and every day or pro-rata for part of a day, for all time used in loading in excess of allowed laytime.

.....

Clause 37

Despatch

(a) Charterers to collect despatch, if earned at loading port, at the rate of U.S.\$ 10,000 (US DOLLARS Ten thousand) per day for each day or pro-rata, for laytime saved in loading.

.....

二、 發生事實經過：

- (A) MV “DRAGON MASTER”於 2024 年 7 月 1 日（星期一）下午 15:00 抵達巴西 SANTOS，16:00 完成裝貨準備同時發出準備完成通知，且為傭船人接受。
- (B) 該輪於 7 月 8 日（星期一）上午 08:00 靠泊於裝貨碼頭，驗艙通過，開始裝貨。
- (C) 7 月 6、7、13 及 14 日為星期六、日等均不進行裝貨工作。
- (D) 裝貨工作自 7 月 15 日上午 08:00 恢復進行。
- (E) 7 月 18 日上午 08:00 完成裝貨，船上共裝 63,000 公噸散裝玉米，啟航返台。
- (F) 下雨時段：
 - 7 月 6 日 09:30~11:30；
 - 7 月 9 日 13:40~15:10；
 - 7 月 16 日 11:50~13:50 .下雨時段，裝貨工作中斷。
- (G) 7 月 1 日至 7 月 31 日期間除星期六、日放假外，在巴西 SANTOS 地區並未有其他特殊假日。

2. 當發生 Deadfreight 空艙運費時，對裝(卸)貨時間計算的影響

在租船人只能提供部份合約貨量裝船，而必須支付船東或營運人空艙運費時，按照英國法，裝卸貨時間就以確實裝船的這部份貨物數量來計算。

Therefore:

- i) Contracted cargo: 75,000 tonnes 5% MOLOO;
- ii) Ship owners declared & asked for 79,196.90 tonnes to be loaded
- iii) Loading rate: 25,000 tonnes daily;
- iv) Cargo supplied: 75,196.90 tonnes;
- v) Deadfreight: 4,000 tonnes (=79,196.90 – 75,196.9);
- vi) Laytime: $75,196.90 / 25,000 = 3.0079$ days

此外，按照英國法，船東或營運人向租船人要求空艙運費的賠償，應先扣除因為短裝貨量而獲得的好處。要做兩份裝卸貨時間的計算，一份是以實際裝貨量或卸貨量去按照合約條款計算租船人可用的許可裝(卸)貨時間，另一份則是以原始應裝船或卸船的貨量去按照合約計算租船人可用的許可裝(卸)貨時間。按照這兩份結果的差異，如果船東或營運人因短裝貨量而獲得好處，就應在租船人支付的空艙運費上，回饋給租船人。

In the above case: Actual laytime allowed is 3.0079days.

Original laytime $79,196.90 \text{ tonnes} \div 25,000 = 3.1679$ days.

以上面的例子：按照實際的貨量，許可裝(卸)貨時間為 3.0079 天，按照原始應裝貨量的許可裝(卸)貨時間為 3.1679 天。

許可裝卸貨時間節省 0.16 天應該列為空艙運費的減項。

例: Freight rate US\$10 per MT, DEM/DES US\$12,000/DHD,

則 Deadfreight = $4,000 \text{ MT} \times \text{US\$10 per MT} = \text{US\$40,000.-}$

但 $0.16 \text{ days} \times \text{US\$6,000} = \text{US\$960}$

$\text{US\$40,000} - \text{US\$960} = \text{US\$39,040.-}$ 只能取得這一部份的 deadfreight

按照美國法在發生空艙運費時，就比較直接簡單。許可裝卸貨時間就按實裝貨量加上租船人支付空艙運費的貨量去計算許可裝(卸)貨時間。

註： $(75,196.90 \text{ MT} + 4,000 \text{ MT}) \div 25,000 \text{ MT} = 3.1679 \text{ days}$

下頁之計算，分別以英國法與美國法的規定，去模擬上述發生 deadfreight 情形時，合併裝貨發生的超用時間或節省時間，及衍生延滯罰款或快速獎金等的綜合計算。

CP:							
Cargo	79,196.90	MT					
Loading rate	25,000	MT per day					
Freight rate	US\$10	per MT					
Demurrage rate	US\$12,000	per day					
Despatch rate	US\$6,000	per day					
Actual scenarios							
Cargo supplied	75,196.90	MT					
Laytime used	Case 1	1.00	days				
	Case 2	3.10	days				
	Case 3	4.00	days				
	Case 4	6.00	days				
Under UK Law					Under US Law		
Short loading	4,000	MT			Short loading	4,000	
Deadfreight	US\$40,000				Deadfreight	US\$40,000	MT
Laytime allowed by CP	3.1679	days			Laytime allowed by CP	3.1679	days
Laytime allowed by cargo quantity	3.0079	days					
Credit due to short loading	0.1600	days					
Credit in amount	US\$960.00						
Adjusted deadfreight after crediting to charterers	US\$39,040.00						
Case 1					Case 1		
Laytime used	1.0000	days			Laytime used	1.0000	days
Laytime saved	2.0079	days			Laytime saved	2.1679	days
Despatch	US\$12,047.26				Despatch	US\$13,007.26	
Balance due to Owners	US\$26,992.74				Balance due to Owners	US\$26,992.74	
Case 2					Case 2		
Laytime used	3.1000	days			Laytime used	3.1000	days
Laytime excess	0.0921	days			Laytime saved	0.0679	days
Demurrage	US\$1,105.49				Despatch	US\$407.26	
Balance due to Owners	US\$40,145.49				Balance due to Owners	US\$39,592.74	
Case 3					Case 3		
Laytime used	4.0000	days			Laytime used	4.0000	days
Laytime excess	0.9921	days			Laytime excess	0.8321	days
Demurrage	US\$11,905.49				Demurrage/Despatch	US\$9,985.49	
Balance due to Owners	US\$50,945.49				Balance due to Owners	US\$49,985.49	
Case 4					Case 4		
Laytime used	6.0000	days			Laytime used	6.0000	days
Laytime excess	2.9921	days			Laytime excess	2.8321	days
Demurrage	US\$35,905.49				Demurrage	US\$33,985.49	
Balance due to Owners	US\$74,945.49				Balance due to Owners	US\$73,985.49	

3. 有關論程傭船中裝、卸貨時間，快速獎金及延滯罰款的計算：

Demurrage: Once on demurrage, always on demurrage.

Despatch: On (all) laytime saved (= on working time saved) vs. on all time saved

(1). Despatch on laytime saved 針對所有節省的裝(卸)貨時間支付快速獎金：

當裝卸貨條件為 WWDSHEX (weather working days Sundays and Holidays Excluded 星期日例假日除外之天氣適宜工作日)時，所節省的天數中如果有星期日、例假日與天氣並不適宜工作的時間，在計算快速獎金時亦應扣除不計。

當裝卸貨條件為 WWDSHINC (weather working days Sundays and Holidays Included 星期日例假日包括在內之天氣適宜工作日)時，亦同。

(2). Despatch on all time saved 針對所有節省的時間支付快速獎金：當裝卸貨條件為 WWDSHEX (weather working days Sundays and Holidays Excluded 星期日例假日除外之天氣適宜工作日)時，所節省的天數中如果有星期日、例假日與天氣並不適宜工作的時間，在計算快速獎金時應全部列入來計算快速獎金。

當裝卸貨條件為 WWDSHINC (weather working days Sundays and Holidays Included 星期日例假日包括在內之天氣適宜工作日)時，則只有所節省的天數中天氣並不適宜工作的時間，才列入來計算快速獎金。

很明顯的，

Despatch on laytime saved 對船東比較有利；

Despatch on all time saved 則對租船人比較有利。

4. 針對裝貨港與卸貨港兩邊時間或獎罰的處理方式：

(1). Non-reversible Laytime 不合併計算裝卸時間

如果沒有特別明確地在合約中規定，且在裝貨港許可使用的裝貨時間與在卸貨港許可使用的卸貨時間是分開估算而得的，就可以認定這種裝卸貨時間是正常或不可合併計算。裝貨港的裝貨時間與卸貨港的卸貨時間完全分別估算，分別計算兩邊的超用時間或節省時間，然後再分別計算兩邊的延滯罰款或快速獎金。在許多案例中，甚至可能發生在船舶抵達其卸貨港前，就已完成裝貨港的快裝獎金或慢裝罰款的計算、索討與支付。

(2). Reversible Laytime 合併計算裝卸時間 (All Purpose)

在裝貨與卸貨港口租船人許可使用的裝貨與卸貨時間相加在一起，並一起計算的情形下，就稱為合併計算裝卸時間。可能是在合約中公然地規定可合併計算的條件，或沒有實際這樣敘述，但可能會規定如共 7 天用於裝貨與卸貨的目的，或共 16 天。裝卸貨許可時間加總之後，租船人在裝貨港任何用剩下來的時間，可以在卸貨港口繼續使用，最後在卸完貨後，計算出裝卸兩端的超用時間或節省時間，憑以計算延滯罰款或快速獎金。

(3). Average Laytime 平均計算裝卸時間

這種情況出現在單獨的比較許可裝貨時間與實際使用的裝貨時間，及許可卸貨時間與實際使用的卸貨時間，決定出在裝卸貨港各自是超用時間，還是節省時間，然後將裝貨港與卸貨港在時間上的最後結果結合起來，以評估最後產生快速獎金或延滯罰款。例如合約上雖然規定每日的延滯罰款價值費率是快速獎金的兩倍，但是如果是合約中有約定裝、卸貨港的裝卸貨時間要按照 Average Laytime(平均計算裝卸時間)來結算，那麼在裝貨港兩天的超用時間將可以被在卸貨港產生的兩天節省時間給抵消了，租船人最後就不用支付延滯罰款。

乍看起來應用合併計算裝卸貨時間與平均計算裝卸時間之間可能沒有什麼的分別。事實上可能會出現差異，而且即使按照一組相同的基本事實，採用上述的選項就可能會達到三個不同的結果。

LAYTIME CALCULATION									
NAME OF VESSEL船名		:		MV "Dragon Master"					
LOADING PORT裝貨港		:		Santos , Brazil					
ARRIVAL到港(時間)		:		1500 hours, July 01, 2024					
DEPARTURE離開(時間)		:		0930 hours, July 18, 2024					
LOADING RATE裝貨率		:		10,000mt WWDSEX EIU					
DEMURRAGE RATE		:		US\$20,000.00	per day				
DESPATCH RATE		:		US\$10,000.00	per day on Laytime saved				
CARGO QUANTITY貨量		:		Corn 63,000mt					
LAYTIME ALLOWED		:		6.3000 days					
				(6 days 07 hours 12 minutes)					
					當日使用的裝貨時間		累積已用的裝貨時間		
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D - H - M	LAYTIME ACCUMULATED D - H - M			
1-Jul-24	Mon	15:00		抵達巴西 Santos					
		16:00		提出 NOR，並被租船人接受					
				NOR was tendered and accepted	00-00-00		00-00-00		
2-Jul-24	Tue	08:00		裝貨時間開始起算，Laytime commenced					
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00		00-16-00		
3-Jul-24	Wed	00:00	24:00	等候碼頭，Waiting for berth	01-00-00		01-16-00		
4-Jul-24	Thu	00:00	24:00	等候碼頭，Waiting for berth	01-00-00		02-16-00		
5-Jul-24	Fri	00:00	24:00	等候碼頭，Waiting for berth	01-00-00		03-16-00		
6-Jul-24	Sat	00:00	09:30	等候碼頭，Waiting for berth					
		09:30	11:30	下雨，Rainy					
		11:30	24:00	等候碼頭，Waiting for berth					
		00:00	24:00	適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not counted due to Saturday	00-00-00		03-16-00		
7-Jul-24	Sun	00:00	24:00	等候碼頭，Waiting for berth					
				Laytime not counted due to Sunday					
				適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not counted due to Saturday	00-00-00		03-16-00		
8-Jul-24	Mon	00:00	08:00	等候碼頭，Waiting for berth					
		00:00	08:00	假日後的第一工作日 00:00~08:00，尚未發生裝貨延滯，裝貨時間暫停計算，Laytime not counted					
		08:00	24:00	靠碼頭開始裝貨，Berthed for loading					
		08:00	24:00	繼續裝貨，Continued loading	00-16-00		04-08-00		
9-Jul-24	Tue	00:00	13:40	繼續裝貨，Continued loading					
		13:40	15:10	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算					
				Stop loading due to rainy, Laytime not counted					
		15:10	24:00	繼續裝貨，Continued loading	00-22-30		05-06-30		
10-Jul-24	Wed	00:00	24:00	繼續裝貨，Continued loading	01-00-00		06-06-30	剩下：	
11-Jul-24	Thu	00:00	24:00	繼續裝貨，Continued loading	01-00-00		07-06-30	00-00-42	
		00:42		許可裝貨時間截止，開始計算延滯罰款					
				Laytime allowed expires, the vessel is on demurrage.					
12-Jul-24	Fri	00:00	24:00	繼續裝貨，Continued loading	01-00-00		08-06-30		
13-Jul-24	Sat	00:00	24:00	周六未進行裝貨作業，No loading for Saturday	01-00-00		09-06-30		
14-Jul-24	Sun	00:00	24:00	周日未進行裝貨作業，No loading for Sunday	01-00-00		10-06-30		
15-Jul-24	Mon	08:00		恢復裝貨作業，Resumed loading					
		08:00	24:00	繼續裝貨，Continued loading	01-00-00		11-06-30		
16-Jul-24	Tue	00:00	11:50	繼續裝貨，Continued loading					
		11:50	13:50	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算					
				Stop loading due to rainy, Laytime not counted					
		13:50	24:00	繼續裝貨，Continued loading	01-00-00		12-06-30		
17-Jul-24	Wed	00:00	24:00	繼續裝貨，Continued loading	01-00-00		13-06-30		
18-Jul-24	Thu	00:00	08:00	繼續裝貨，Continued loading					
		08:00		完成裝貨，裝貨時間停止計算	00-08-00		13-14-30		
		09:30		完成裝貨，裝貨時間停止計算					
				開航前往卸貨港，Vessel sailed for discharge port					
				許可裝貨時間 Laytime allowed			06-07-12		
				超用(裝貨)時間 Laytime excess			07-07-18		
							(7.304167 days)		
				慢裝罰款(延滯罰款) Demurrage money			US\$146,083.34		
				Once on Demurrage，Always on Demurrage					
				一旦發生延滯之後的所有時間至完成裝(或卸)貨為止的時間皆計為延滯時間					

LAYTIME CALCULATION						
NAME OF VESSEL船名	:	MV "Dragon Master"				
LOADING PORT裝貨港	:	Santos , Brazil				
ARRIVAL到達(時間)	:	1500 hours, July 01, 2024				
DEPARTURE離開(時間)	:	0930 hours, July 18, 2024				
LOADING RATE裝貨率	:	10,000mt WWDSHEX EIU				
DEMURRAGE RATE	:	US\$20,000.00				per day
DESPATCH RATE	:	US\$10,000.00				per day on Laytime saved
CARGO QUANTITY貨量	:	Com 63,000mt				
LAYTIME ALLOWED	:	6.3000 days				
		(6 days 07 hours 12 minutes)				
Depatch on laytime saved					當日使用的裝貨時間	累積已用的裝貨時間
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D - H - M	LAYTIME ACCUMULATED D - H - M
1-Jul-24	Mon	15:00		抵達巴西Santos		
		16:00		提出NOR，並被租船人接受		
				NOR was tendered and accepted	00-00-00	00-00-00
2-Jul-24	Tue	08:00		裝貨時間開始起算，Laytime commenced		
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00	00-16-00
3-Jul-24	Wed	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	01-16-00
4-Jul-24	Thu	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	02-16-00
5-Jul-24	Fri	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	03-16-00
6-Jul-24	Sat	00:00	09:30	等候碼頭，Waiting for berth		
		09:30	11:30	下雨，Rainy		
		11:30	24:00	等候碼頭，Waiting for berth		
		00:00	24:00	適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算		
				Laytime not ocunted due to Saturday	00-00-00	03-16-00
7-Jul-24	Sun	00:00	24:00	等候碼頭，Waiting for berth		
				適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算	00-00-00	03-16-00
				Laytime not ocunted due to Sday	00-00-00	03-16-00
8-Jul-24	Mon	00:00	08:00	等候碼頭，Waiting for berth		
		00:00	08:00	假日後的第一工作日00:00~08:00，尚未發生裝貨延滯，裝貨時間暫停計算，Laytime not counted		
		08:00		靠碼頭開始裝貨，Berthed for loading		
		08:00	24:00	繼續裝貨，Continued loading	00-16-00	04-08-00
9-Jul-24	Tue	00:00	13:40	繼續裝貨，Continued loading		
		13:40	15:10	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算		
				Stop loading due to rainy, Laytime not counted		
		15:10	24:00	繼續裝貨，Continued loading	00-22-30	05-06-30
10-Jul-24	Wed	00:00	08:00	繼續裝貨，Continued loading		
		08:00		完成裝貨，裝貨時間停止計算	00-08-00	05-14-30
				Completed loading and Laytime ceased to count		
		09:30		Vessel sailed for discharge port		
				許可裝貨時間Laytime allowed		06-07-12
				節省裝貨時間Laytime saved		00-16-42
						(0.695833 days)
				快裝獎金(快速獎金) Despatch money		US\$6,958.33

Depatch on all time saved									
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D-H-M	LAYTIME ACCUMULATED D-H-M			
		FROM	TO						
1-Jul-24	Mon	15:00		抵達巴西 Santos					
		16:00		提出 NOR，並被租船人接受					
				NOR was tendered and accepted	00-00-00	00-00-00			
2-Jul-24	Tue	08:00		裝貨時間開始起算，Laytime commenced					
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00	00-16-00			
3-Jul-24	Wed	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	01-16-00			
4-Jul-24	Thu	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	02-16-00			
5-Jul-24	Fri	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	03-16-00			
6-Jul-24	Sat	00:00	09:30	等候碼頭，Waiting for berth					
		09:30	11:30	下雨，Rainy					
		11:30	24:00	等候碼頭，Waiting for berth					
		00:00	24:00	適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not ocunted due to Saturday	00-00-00	03-16-00			
7-Jul-24	Sun	00:00	24:00	等候碼頭，Waiting for berth					
				適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not ocunted due to Sday	00-00-00	03-16-00			
8-Jul-24	Mon	00:00	08:00	等候碼頭，Waiting for berth					
		00:00	08:00	假日後的第一工作日 00:00-08:00，尚未發生裝貨延滯，裝貨時間暫停計算，Laytime not counted					
		08:00		靠碼頭開始裝貨，Berthed for loading					
		08:00	24:00	繼續裝貨，Continued loading	00-16-00	04-08-00			
9-Jul-24	Tue	00:00	13:40	繼續裝貨，Continued loading					
		13:40	15:10	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算					
				Stop loading due to rainy, Laytime not counted					
		15:10	24:00	繼續裝貨，Continued loading	00-22-30	05-06-30	ATS：		
10-Jul-24	Wed	00:00	08:00	繼續裝貨，Continued loading					
		08:00		完成裝貨，Completed loading	00-08-00	05-14-30			
		08:00	09:30	完成出港作業並開航，Sailing from DLOSP for discharge port	00-01-30			剩下：	
				Laytime not ocunted due to carrying out port formality					
		09:30	24:00	Laytime continued to count，許可裝貨時間尚未用罄，計入所節省的時間	00-14-30	06-05-00	00-16-00	00-02-12	
11-Jul-24	Thu	2:12		Laytime expired，許可裝貨時間截止					
		00:00	2:12	Laytime continued to count, and the whole day counts as all time saved，許可裝貨時間至 02:02 截止，本日 00:00~02:02 計入所節省的時間	00-02-12	06-07-12	00-18-12		
				許可裝貨時間 Laytime allowed		06-07-12			
				所節省的全部時間 All time saved		00-18-12			
				(從裝貨完成起到許可裝貨時間截止，共計多少時間?)		(0.758333 days)			
				快裝獎金(快速獎金) Despatch money		US\$7,583.33			

LAYTIME CALCULATION						
NAME OF VESSEL船名	:	MV "Dragon Master"				
LOADING PORT卸貨港	:	Kaohsiung, Taiwan				
ARRIVAL到達(時間)	:	0600 hours, August 29, 2024				
DEPARTURE離開(時間)	:	1130 hours, September 09, 2024				
DISCHARGING RATE卸貨率	:	8,000mt WWD SHEX EIU				
DEMURRAGE RATE	:	US\$20,000.00				
DESPATCH RATE	:	US\$10,000.00				
CARGO QUANTITY貨量	:	Com 63,000mt				
LAYTIME ALLOWED	:	7.8750 days				
		(7 days 21 hours 0 minutes)				
				當日使用的裝貨時間	累積已用的裝貨時間	
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D - H - M	LAYTIME ACCUMULATED D - H - M
		FROM	TO			
29-Aug-24	Thu	06:00		抵達台灣Kaohsiung		
		09:00		提出NOR，並被租船人接受		
				NOR was tendered and accepted	00-00-00	00-00-00
30-Aug-24	Fri	08:00		裝貨時間開始起算，Laytime commenced		
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00	00-16-00
31-Aug-24	Sat	00:00	24:00	等候碼頭，Waiting for berth	00-00-00	00-16-00
1-Sep-24	Sun	00:00	24:00	等候碼頭，Waiting for berth	00-00-00	00-16-00
2-Sep-24	Mon	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	01-16-00
3-Sep-24	Tue	00:00	15:00	等候碼頭，Waiting for berth		
		15:00	15:35	自外港移靠71號碼頭，Vessel shifted to berth #71.		
		15:35		靠碼頭開始卸貨，Berthed for discharging.		
		15:35	24:00	繼續卸貨，Continued discharging.	00-23-25	02-15-25
4-Sep-24	Wed	00:00	24:00	繼續卸貨，Continued discharging.	01-00-00	03-15-25
5-Sep-24	Thu	00:00	13:00	繼續卸貨，Continued discharging.		
		13:00	14:00	港區防火演習暫停卸貨，No working due to fire drill.		
		14:00	24:00	繼續卸貨，Continued discharging.	00-23-00	04-14-25
6-Sep-24	Fri	00:00	13:40	繼續卸貨，Continued discharging.		
		13:40	15:10	下雨停止卸貨，Stop discharging due to rainy		
		15:10	24:00	繼續卸貨，Continued discharging.	00-22-30	05-12-55
7-Sep-24	Sat	00:00	12:00	繼續卸貨，Continued discharging.		
		12:00	24:00	星期六下午碼頭停工，No working due to Saturday PM.	00-00-00	05-12-55
8-Sep-24	Sun	00:00	24:00	星期日碼頭停工，No working due to Sunday.	00-00-00	05-12-55
9-Sep-24	Mon	00:00	09:20	繼續卸貨，Continued discharging.		
		09:20		完成卸貨，準備開航，Vessel completed discharging, prepared for sailing.	00-09-20	05-22-15
		11:30		啟航前往澳洲，Vessel departed for Newcastle, Australia.		
				許可卸貨時間Laytime allowed		07-21-00
				節省卸貨時間Laytime saved		01-22-45
						(1.947917 days)

裝卸貨港兩邊：	
<u>Average Laytime</u>	
Laytime allowed in loadport	06-07-12
Laytime used in loadport	13-14-30
Laytime excess in loadport	07-07-18
Laytime allowed in dis-port	07-21-00
Laytime used in dis-port	05-22-15
Laytime saved in dis-port	01-22-45
Net laytime excess	05-08-33
Demurrage money	US\$107,125.0000
Brokerage & ADDCOMM.	5.00%
Net demurrage due to Owners	US\$101,768.7500
<u>Non-reversible Laytime</u>	
Laytime allowed in loadport	06-07-12
Laytime used in loadport	13-14-30
Laytime excess in loadport	07-07-18
Demurrage money in loadport	US\$146,083.3400
Brokerage & ADDCOMM.	5.00%
Net demurrage amount in loadport	US\$138,779.1730
Laytime allowed in discharge port	07-21-00
Laytime used in discharge port	05-22-15
Laytime saved in discharge port	01-22-45
Despatch money in discharge port	US\$19,479.1667
Net demurrage due to Owners	US\$119,300.0063

LAYTIME CALCULATION									
				(REVERSIBLE LAYTIME)					
NAME OF VESSEL船名			:	MV "Dragon Master"					
LOADING PORT裝貨港			:	Santos, Brazil					
ARRIVAL到達(時間)			:	1500 hours, July 01, 2024					
DEPARTURE離開(時間)			:	0930 hours, July 18, 2024					
LOADING RATE裝貨率			:	10,000mt WWDSEX EIU					
DISCHARGING PORT卸貨港			:	Kaohsiung, Taiwan					
ARRIVAL到達(時間)			:	0600 hours, August 29, 2024					
DEPARTURE離開(時間)			:	1130 hours, September 09, 2024					
DISCHARGING RATE卸貨率			:	8,000mt WWDSEX EIU					
DEMURRAGE RATE			:	US\$20,000.00					
DESPATCH RATE			:	US\$10,000.00					
CARGO QUANTITY貨量			:	Corn 63,000mt					
LAYTIME ALLOWED AT LOADPORT			:	6.3000 days					
				(6 days 07 hours 12 minutes)					
LAYTIME ALLOWED AT DIS-PORT			:	7.8750 days					
				(7 days 21 hours 0 minutes)					
LAYTIME ALLOWED AT BOTH ENDS			:	14.1750 days					
				(14 days 04 hours 12 minutes)					
LAYTIME CALCULATION AT LOADPORT:							當日使用的裝貨時間	累積已用的裝貨時間	剩餘未用的裝貨時間
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D - H - M	LAYTIME ACCUMULATED D - H - M	LAYTIME LEFT D - H - M		
		FROM	TO						
1-Jul-24	Mon	15:00		抵達巴西Santos					
		16:00		提出 NOR，並被租船人接受					
				NOR was tendered and accepted	00-00-00	00-00-00	14-04-12		
2-Jul-24	Tue	08:00		裝貨時間開始起算，Laytime commenced					
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00	00-16-00	13-12-12		
3-Jul-24	Wed	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	01-16-00	12-12-12		
4-Jul-24	Thu	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	02-16-00	11-12-12		
5-Jul-24	Fri	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	03-16-00	10-12-12		
6-Jul-24	Sat	00:00	09:30	等候碼頭，Waiting for berth					
		09:30	11:30	下雨，Rainy					
		11:30	24:00	等候碼頭，Waiting for berth					
		00:00	24:00	適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not ocunted due to Saturday	00-00-00	03-16-00	10-12-12		
7-Jul-24	Sun	00:00	24:00	等候碼頭，Waiting for berth					
				適逢假日，尚未發生裝貨延滯，裝貨時間暫停計算					
				Laytime not ocunted due to Sday	00-00-00	03-16-00	10-12-12		
8-Jul-24	Mon	00:00	08:00	等候碼頭，Waiting for berth					
		00:00	08:00	假日後的第一工作日 00:00-08:00，尚未發生裝貨延滯，裝貨時間暫停計算，Laytime not counted					
		08:00		靠碼頭開始裝貨，Berthed for loading					
		08:00	24:00	繼續裝貨，Continued loading	00-16-00	04-08-00	09-20-12		
9-Jul-24	Tue	00:00	13:40	繼續裝貨，Continued loading					
		13:40	15:10	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算					
				Stop loading due to rainy, Laytime not counted					
		15:10	24:00	繼續裝貨，Continued loading	00-22-30	05-06-30	08-21-42		
10-Jul-24	Wed	00:00	24:00	繼續裝貨，Continued loading	01-00-00	06-06-30	07-21-42		
11-Jul-24	Thu	00:00	24:00	繼續裝貨，Continued loading	01-00-00	07-06-30	06-21-42		
12-Jul-24	Fri	00:00	24:00	繼續裝貨，Continued loading	01-00-00	08-06-30	05-21-42		
13-Jul-24	Sat	00:00	24:00	周六未進行裝貨作業，No loading for Saturday	00-00-00	08-06-30	05-21-42		
14-Jul-24	Sun	00:00	24:00	周日未進行裝貨作業，No loading for Sunday	00-00-00	08-06-30	05-21-42		
15-Jul-24	Mon	00:00	08:00	假日後的第一工作日 00:00-08:00，尚未發生裝貨延滯，裝貨時間暫停計算，Laytime not counted					
		08:00		恢復裝貨作業，Resumed loading					
		08:00	24:00	繼續裝貨，Continued loading	00-16-00	08-22-30	05-05-42		
16-Jul-24	Tue	00:00	11:50	繼續裝貨，Continued loading					
		11:50	13:50	下雨停止裝貨，尚未發生裝貨延滯，裝貨時間暫停計算					
				Stop loading due to rainy, Laytime not counted					
		13:50	24:00	繼續裝貨，Continued loading	00-22-00	09-20-30	04-07-42		
17-Jul-24	Wed	00:00	24:00	繼續裝貨，Continued loading	01-00-00	10-20-30	03-07-42		
18-Jul-24	Thu	00:00	08:00	繼續裝貨，Continued loading					
		08:00		完成裝貨，裝貨時間停止計算	00-08-00	11-04-30	02-23-42		
				Completed loading and Laytime ceased to count					
		09:30		開航前往卸貨港，Vessel sailed for discharge port					
				實際使用裝貨時間 Laytime used		11-04-30	02-23-42		

LAYTIME CALCULATION AT DIS-PORT:					當日使用的裝貨時間	累積已用的裝貨時間	剩餘未用的裝貨時間
DATE	WEEKDAY	TIME		REMARKS	LAYTIME USED D - H - M	LAYTIME ACCUMULATED D - H - M	LAYTIME LEFT D - H - M
		FROM	TO				
29-Aug-24	Thu	06:00		抵達台灣 Kaohsiung			
		09:00		提出 NOR，並被租船人接受			
				NOR was tendered and accepted	00-00-00	11-04-30	02-23-42
30-Aug-24	Fri	08:00		裝貨時間開始起算，Laytime commenced			
		08:00	24:00	等候碼頭，Waiting for berth	00-16-00	11-20-30	02-07-42
31-Aug-24	Sat	00:00	24:00	等候碼頭，Waiting for berth	00-00-00	11-20-30	02-07-42
1-Sep-24	Sun	00:00	24:00	等候碼頭，Waiting for berth	00-00-00	11-20-30	02-07-42
2-Sep-24	Mon	00:00	24:00	等候碼頭，Waiting for berth	01-00-00	12-20-30	01-07-42
3-Sep-24	Tue	00:00	15:00	等候碼頭，Waiting for berth			
		15:00	15:35	自外港移靠 71 號碼頭，Vessel shifted to berth #71.			
		15:35		靠碼頭開始卸貨，Berthed for discharging.			
		15:35	24:00	繼續卸貨，Continued discharging.	00-23-25	13-19-55	00-08-17
4-Sep-24	Wed	08:17		許可裝卸貨時間截止，開始計算延滯罰款 Laytime allowed expires, the vessel is on demurrage.			
		00:00	24:00	繼續卸貨，Continued discharging.	01-00-00	14-19-55	00-15-43
5-Sep-24	Thu	00:00	13:00	繼續卸貨，Continued discharging.			
		13:00	14:00	港區防火演習暫停卸貨，No working due to fire drill.			
		14:00	24:00	繼續卸貨，Continued discharging.	01-00-00	15-19-55	01-15-43
6-Sep-24	Fri	00:00	13:40	繼續卸貨，Continued discharging.			
		13:40	15:10	下雨停止卸貨，Stop discharging due to rainy			
		15:10	24:00	繼續卸貨，Continued discharging.	01-00-00	16-19-55	02-15-43
7-Sep-24	Sat	00:00	12:00	繼續卸貨，Continued discharging.			
		12:00	24:00	星期六下午碼頭停工，No working due to Saturday PM.	01-00-00	17-19-55	03-15-43
8-Sep-24	Sun	00:00	24:00	星期日碼頭停工，No working due to Sunday.	01-00-00	18-19-55	04-15-43
9-Sep-24	Mon	00:00	09:20	繼續卸貨，Continued discharging.			
		09:20		完成卸貨，準備開航，Vessel completed discharging, prepared for sailing.	00-09-20	19-05-15	05-01-03
		11:30		啟航前往澳洲，Vessel departed for Newcastle, Australia.			
				實際使用卸貨時間 Laytime used		19-05-15	
				許可裝卸貨時間 Laytime allowed at both ends		14-04-12	
				超用裝卸貨時間 Laytime excess		05-01-03	
						(5.043750 days)	
				延滯罰款 Demurrage money		US\$100,875.00	
				減：租船回佣與佣金	5.00%	US\$5,043.75	
				船東收取延滯罰款淨收入		US\$95,831.25	