

SVEUČILIŠTE U RIJECI  
POMORSKI FAKULTET

Nautika i tehnologija pomorskog prometa, preddiplomski studij

## **UGOVARANJE U POMORSTVU**

### **Ugovorno dopisivanje**

PRIMJERI PORUKA IZ UREDA PRIJEVOZNIKA PREMA BROKERU I  
ZAPOVJEDNIKU PRILIKOM I NAKON PREGOVORA KOD UGOVARANJA  
BRODOVA

(Dopunska literatura za proširenje znanja)



Rijeka, 2022.

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**1. Uvod**

U nastavku slijede primjeri uobičajenih poruka poslovnog dopisivanja koje šalju stručnjaci iz odjela upošljavanja i praćenje brodova u uredu prijevoznika brokeru (chartering department) i zapovjedniku broda. Poruke se uobičajeno šalju emailom, premda može i drugim putem.

U svakoj poruci u uzglavlju se nalazi firma i odgovorna osoba kojoj je poruka upućena, te osoba koja šalje poruku u odjelu prijevoznika.

Poruke su originalno na engleski jezik uz korištenje uobičajenih kratica poslovnog izražavanja. Nakon paragrafa, slijedi slobodni, skraćeni prijevod na hrvatski jezik.

Ovaj kratki priručnik nije namijenjen za učenje u svrhu polaganja ispita iz kolegija Ugovaranje u pomorstvu, već služi kao dopunska literatura studentima u svrhu proširenja znanja, te pruža uvid u ugovorno dopisivanje u pomorstvu. Ništa od ovog materijala u priručniku neće biti na ispitu.

**2. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, brokeru - pregovori**

To: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V ELENA SURVIVOR

BULK MATERIALS - C/P 27/09/2021

VSL WILL DISCH L.BEACH ARD 13/14 OCT BUT CHTRS AGENTS STILL UNKNOWN - INTEND APPOINT TRANSMARINE FR THIS CALL SO PSE GIVE THEM ADVANCE NOTICE - OFFICIAL NOMINATION WILL FOLLOW.

Brod će iskravati teret u Long Beach-u 13/14.10., ali naručitelj agent još nije poznat – namjeravamo nominirati agenta Transmarine za ovo putovanje, stoga obavijestite ih o ovome – službena nominacija slijedi.

SHE WILL DISCHAGRE 1600 PIECES ( ABT 30000 T ) STEEL SLABS AND PRESUME DISCH. OPS. WILL NOT TAKE MORE THAN 3 OR 4 DAYS WHICH PSE CHECK - ALSO LET SU KNOW IF TERMINAL WORKS WEEK ENDS. THKS.

Brod će iskravati 1600 komada (oko 30000 t) čeličnih limova i predviđamo da iskrcaj neće trajati više od 3/4 dana, što molimo provjerite – također provjerite da li terminal radi za vikend.

LOOKING AT COUPLE CARGOES BEING QUOTED ALREADY ESPECIALLY THOSE WHERE LOADING SAME PORT. YR GOOD FRIENDS H.NEU HAVE POSSIBLE SCRAP + SHREDDED (QUOTED BY PETER) EX L.BEACH AT THEIR PRIVATE BERTH - WONDER WHAT ARE PORT CHARGES LIKELY TO BE WHICH PSE ADVISE AT YR CONVENIENCE ( NO HURRY)

Gledamo za ukrcaj neke terete koji su u ponudi, naročito one koji se krcaju u iskrcajnoj luci...

HAVE ALSO POSSIBLE SULPHUR WITH LOADRATE 8000 SHINC AND PROBABLY SOME PETCOKE WILL ALSO BE QUOTED BEFORE NOT TOO LONG.

PSE LET US HAVE PORT CHARGES FR ABOVE COMMODITIES AS WELL - THKS.

Molimo, recite koliki su lučki troškovi za gore navedene terete.

VSL WILL ALSO REQUIRE BUNKERS BUT BETTER WAIT AS PRICES ARE ASTRONOMICAL AT PRESENT.

Brod će trebati gorivo ali bolje sačekajmo budući da su trenutno cijene astronomske.

OLGA FIXED EX B.SEA WITH STEELS WILL CALL HOUSTON VERY END OCT. BEFORE CALLING COSTA RICA FR BALANCE.

Best Regards,

Capt. Peter Lasorte

**3. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, brokeru - pregovori**

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To: BRAEMAR CO - NY, Attn: Brad Walters

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V OLGA SURVIVOR

SEA TRADE - C/P 12/09/2021

REF YR LAST - WELL WE CAN ALSO DO IT ON VOYAGE BASIS DIRECT WITH ICEC IF CHTRS PREPARED TO PAY ARD USD 18.00 BASIS 1/2

Prema vašoj posljednjoj ponudi – možemo se dogovoriti i za ugovor na putovanje direktno sa ICEC ako je naručitelj prijevoz a spreman platiti oko 18,00 bazirano na 1/2 putovanja.

ALTERNATIVELY WILL PROBABLY TAKE SOMETHING LESS THAN USD 8000 WITH KROON BUT NEVER 7200/7300 WHICH IS DEF TOO LOW CONSIDERING VSL IS IN PORT ALREADY AND CHTRS WILL NOT PAY INWARDS EXPENSES. ( SAVING COULD BE QUITE SUBSTANTIAL FR THEM WITH VSL IN LONG BEACH...)

Alternativno, uzeti ćemo nešto malo manje od 8.000 USD s KROON-om ali nikada 7200/7300 što je sigurno premalo uzevši u obzir da je brod već u ukrcajnoj luci te naručitelj neće platiti ulazne lučke troškove (ušteda može biti dosta značajna za njih obzirom da je brod u Long Beach-u).

REMAINS TO BE SEEN WHAT OTHER VSL WILL ASK ,WHETHER SHE WILL TAKE SAME CARGO QTTY AND WHETHER CHTRS PREFER OUR POSITION OR THE OTHER VSL ONE.

Ostaje da vidimo što će drugi brodovi tražiti, da li će naš brod uzeti istu količinu tereta i da li naručitelj više voli poziciju našeg broda ili drugih.

PSE FOLLOW UP WHAT IS GOING ON AND REPORT

REGDS

Best Regards,

Capt. Benoit Asin

**4. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, brokeru - pregovori**

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To: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V ALMA SURVIVOR

M +R - C/P 30/09/2021

THESE PEOPLE ARE UNREALISTIC AS USUAL AND THEY STILL DONT USTAND THT THIS VSL IS WORTH MORE THAN OTHERS SINCE MODERN/GRAB FITTED.

Ti ljudi su nerealni kao i obično i još uvijek ne razumiju da je ovaj brod vrijedniji od drugih budući da je moderan brod i opremljen je s teretnim grabilicama.

LAST RPTD FIXTURE WAS DONE BY HANJIN ON TBN 43000 14/29.5 DELY F.EAST FR 4/6 MONTHS AT ABT USD 7750 DAILY. ALMA IS BIGGER - MORE ECO ON CONS. PLUS GRAB FITTED SO SHOULD DEF. BE WORTH AT LEAST USD 8000 IF NOT MORE.

Posljednji objavljeni ugovor je učinjen s Hanjin za brod koji će biti naknadno nominiran, ukrcaj 43.000 t, 14/29.5, predaja broda daleki istok, trajanje 4/6 mjeseci za oko 7.750 USD/dan. Alma je veći brod – ekonomični što se tiče potrošnje goriva, opremljen s grabilicama, te sigurno treba vrijediti najmanje 8.000 USD/dan, ako ne i više.

FR INFO - HAVE ALREADY OTHER CHTRS INDICATING EXCESS USD 8000 SO TELL YR FRIENDS TO SUBSTANTIALLY IMPROVE OR FIND ANOTHER SHIP....

Za vašu informaciju – već imamo neke druge naručitelje koji predlažu vozarinu preko 8.000 USD, prema tome recite vašim prijateljima da značajno poprave ponudu ili pronađu drugi brod.

REF ORDER ACC MCL - PSE ADVISE WHO ARE THESE CHTRS AND IF THEY CAN TAKE BIGGER VSL FR MAPUTO Mozambik/ USGULF.

YOU CAN ALSO INVESTIGATE WITH SETAF IF THEY HAVE SOMETHING FR HER POSITION - VSL SHOULD BE READY IN A WEEK TIME AT PORT OKHA Indija (BUT NOT 100 PCT SURE)

Best Regards,

Capt. Derek Jacoby

**5. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, brokeru - pregovori**

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To: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V FOMALHAUT

AIMCOR - C/P 27/09/2021

SINCE GRABS ARE REQUIRED - OBVIOUSLY KEEN TO DO SOMETHING AS WE WOULD ALSO JUST ESCAPE BEG. ICE SEASON ST LAWRENCE.

Budući da su potrebne grabilice – očito da smo voljni učiniti nešto budući da bismo tako izbjegli početak sezone leda u St. Lawrence.

VSL WILL BE READY LONG BEACH 19/20 OCT - PROBLEM IS THT SHE COULD BE TOO LARGE FR THEM BUT ON OTHER HAND ITS NOT CERTAIN THEY WILL FIND A GRABBER IN POSITION ....

Brod će biti spreman Long Beach 19/20.10. – problem je što brod može biti prevelik za njih, međutim s druge strane, nije sigurno da će moći naći brod s grabilicama na toj poziciji...

PSE ADVISE PREFERRED DATES AND RATE IDEAS - KNOWING THT THESE CHTRS ARE NORMALLY RATHER TOUGH ( REMEMBER ANTARES LAST YEAR !!) - WOULD ALSO NEED APPROX DURATION / NATURE OF CARGO AND FINAL DESTINATION ST.LAWRENCE. FR INFO DWT AT ON 30' SW IS ABT 33.200 MT

Molimo obavijestite nas o željenim datumima i dajte ideju o visini vozarine – znajući da je ovaj naručitelj, pod normalno, dosta tvrd (sjetimo se Antaresa prošle godine !!) - također trebati ćemo približno trajanje ugovora i vrstu tereta, te krajnju destinaciju u St. Lawrenc-u. Za informaciju, dwt na 30' morske vod je oko 33.200 MT.

AWAITING YR NEWS THIS PM.

Očekujemo vaše novosti ovog popodneva.

FR INFO – MARRY SURVIVOR WAS FINALLY FIXED FR EAST (NO OTHER ALTERNATIVE) AND EXPECT HER NEXT OPEN S.E.ASIA ARD 15/20 NOV.

Best Regards,

Capt. Peter Lasorte

**6. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, obavijest zapovjedniku broda**

## VOYAGE PRE-INSTRUCTIONS

Dear Capt. Holland, C/P 13/09/21, Acc. SA MARINE

Your vessel is fully fixed acc SA Marine for one T/C trip with delivery passing Cape Town, as per fixture recapitulation attached. Intention is to load titanium slag and some other bulk cargoes at Richards Bay for USEC or US Gulf. Pse note Chrs have option to load concentrates in max 2 holds.

Vaš brod je ugovoren s naručiteljem SA Marine za jedno putovanje na vrijeme, predaja broda na prolazu Cape Town, prema sažetku ugovora u prilogu. Namjera je krcati titanium slag i još neke rasute terete u Richards Bay za USEC ili US Gulf. Molimo da obratite pažnju na to da naručitelj može krcati koncentrat u najviše dva skladišta.

You will receive full voyage instruction in first loadport, but in the meantime pse note following important points:

Dobiti ćete potpuna uputstva/detalje iz ugovora u prvoj ukrcajnoj luci, no u međuvremenu obratite pažnju na sljedeće:

On completion of discharge at Tema you should proceed to Cape Town with best possible speed in order to effect delivery passing Cape Town on 25/09/21 at 00.01 hrs, or as soon as possible after this time (commencement of laydays).

Po završetku iskrcaja u Temi trebate krenuti prema Cape Town-u s najvećom mogućom brzinom s ciljem dolaska Cape Town 25/09/21 at 00.01 h ili čim prije nakon toga vremena (početak stojnica).

Cancelling date is 30/09/21 – 2400 hrs and based on present ETS Tema we believe this should be no problem. However, in case of any unexpected delays you must keep us promptly informed of all developments.

Vrijeme otkazivanja je 30/09/21 – 2400 h a prema sadašnjem ETS Tema vjerujemo da ovo neće biti problem. Međutim, u slučaju bilo kakvog nepredviđenog kašnjenja, morate nas odmah obavijestiti.

On way down you should prepare holds for loading in usual way. Providing weather convenient, you should use all time available for maintenance of holds and bringing them up to the company standard.

Na putu prema dole, trebate pripremiti skladišta za ukrcaj na uobičajen način. Kada vrijeme dozvoljava, trebate iskoristiti svaki trenutak na održavanje skladišta u skladu sa standardom firme.

Notices, Chrs agents etc: reverting

Full on-hire survey (hull + bunkers) will be carried out at first loadport, reverting with name of surveyor.

Cjelokupan pregled primopredaje (trupa i goriva) obaviti će se u prvoj ukrcajnoj luci, naknadno ćemo vas obavijesti tko je biti inspektor.

Pse confirm if/when Chrs voy. instr., name of loadport /disport/agents received

After sailing from Tema, pse keep this office informed of vsl's position, speed, cons, weather and ETA delivery point every 2 days.

Best Regards,

Capt. Benoit Asin



**7. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, obavijest zapovjedniku broda**

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VOYAGE PRE-INSTRUCTIONS for Master of M/V Aries

Dear Capt. Elington,  
C/P 13/10/21, Acc. SA MARINE

FURTHER OUR PREVIOUS FAX WITH FIXTURE RECAP - WE ARE NOW ENCLOSING COPY OF " SURVEYORS GUIDE AND CHECKLIST FOR VESSELS LOADING FERTILIZER FOR AUSTRALIA " FOR YR EASY REFERENCE.

YOU WILL NOTE THT NO CONTAMINATION IS ACCEPTABLE ( ZERO TOLERANCE).

ALL RESIDUES OF PREVIOUS CARGOES MUST IMPERATIVELY DISAPPEAR - ESPECIALLY EVENTUAL TRACES OF PETCOKE LOADED AT AMUAY BAY AND DISCH. AT ROUEN.

Svi ostatci prethodnog tereta moraju obavezno nestati – posebno mogući tragovi Petro koksa ukrcanog u Amuay Bay i iskrcanog u Rouen-u.

CHTRS SURVEYORS ARE EXTREMELY STRICT AND THEY WILL INSPECT HOLDS VERY CAREFULLY PRIOR LOADING FERTILIZER CARGO FOR AUSTRALIA . YOU SHOULD HAVE SUFFICIENT TIME WE HOPE TO PREPARE YR HOLDS ADEQUATELY FR THIS INSPECTION WHICH WILL TAKE PLACE ON ARRIVAL LAZARO CARDENAS WHERE LOADING IS EXPECTED ARD 25TH OCT.

Inspektori naručitelja su ekstremno strogi i pažljivo će pregledati skladišta prije ukrcaja umjetnog gnojiva za Australiju...

PSE ALSO NOTE THT NO TOUCH-UP OF PAINT OR PAINTING OF HOLDS IS ALLOWED PRIOR LOADING AND YOU MUST ASSIST SURVEYORS WITH SHIP'S CRANES TO EMBARK/DISEMBARK AND MOVE FROM HOLD TO HOLD THE CHERRY PICKER.

Molimo, također obratite pažnju da farbanje skladišta prije ukrcaja nije dozvoljeno, te da trebete pomagati inspektoru s brodskim dizalicama prilikom prijelaza iz skladišta u skladište, te premještanja cherry picker-a.

PSE BE GUIDED ACCORDINGLY

Best Regards,

Capt. Marc Willson

**8. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, obavijest zapovjedniku broda**

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VOYAGE PRE-INSTRUCTIONS for Master of M/V Vega

Dear Capt. Gable,

C/P 13/10/21, Acc. SA MARINE

Dear Capt. Foster, C/P 13/01/21, Acc. BULKHANDLING

Your vessel is now fully fixed for next employment, voyage basis, for trip from Slite to P. Everglades (37 FT SW max arr draft) with cargo of bulk cement acc Messrs. AS Bulkhandling.

**Vaš broda je ugovoren na putovanje, iz Slite za P. Everglades (37' SW maksimalni gaz na dolasku), teret cement...**

We are enclosing Fixture Recap. Pse pay particular attention to following points:

Laydays / cancelling 23/29 February 2021

Send immediately to Chrs and their agents Notice of expected readiness to load 42,000 MT of bulk cement and repeat this notice 24 hrs before arrival. On arrival you should also provide Chrs agents with stowage plan. Pse note tht cargo must be loaded in 4 holds only!

Holds must be clean and dry - short passage to Slite should be sufficient to prepare the holds.

Notice of Readiness should be tendered during office hours, i.e. 0800 am – 0500 pm. Pse tender Notice of Readiness on arrival port limits and if this outside office hours, repeat it next morning at 0800 hrs and also on berthing / when at loading position.

**Pismo spremnosti mora biti predano za uredovno vrijeme, 0800–1700. Predajte NOR na ulasku u lučki akvatorij, te ako je to izvan uredovnog vremena, ponovite to sljedeće jutro u 0800 i također kada je brod privezan na ukrcajnom privezu.**

It has been agreed that crew will assist final trimming out of cargo holds, if required, and provided permitted by local shore regulations (cl 55).

**Dogovoreno je da će posada po potrebi pomagati u konačnom trimovanju tereta u skladištu, ako to dozvoljavaju lokalne regulacije (klauzula 55).**

All 4 hatch covers to be sealed by Ramnek tape basis 50/50 Chrs / owners (you have to provide tape for h/c nos 1 & 2 and Chrs will supply for remaining two h/c).

**Sva četiri poklopca grotala moraju biti osigurana s Ramnek trakom, 50/50% plaćanje...**

Pse note that your vessel is fixed voyage basis and all pilot expenses are for owners account. You are therefore instructed to use only necessary pilots through Danish waters – however, if for safety reasons (poor visibility, heavy congestion etc) you think that you may need additional pilots, you are authorised to order accordingly. Pse arrange pilots directly from your side.

**Brod je ugovoren na putovanje i svi troškovi peljaranje su na prijevozniku...**

Owners will not appoint husbanding agents at loadport / disports – send us cash requirement for P. Everglades at least 7 days before arrival.

Pse proceed from Slite to P. Everglades with normal speed and report us every Tuesday / Friday Position/Speed/Consump, ETA and Weather conditions by email.

Best Regards, Capt. Peter Lasorte

**9. Pismo obeštećenja (letter of indemnity to be given in return for delivering cargo at a port other than that stated in the bill of lading and without production of the original bill of lading)**

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To : Sunset shipping Co., Sunrise Boulevard 17, London

The Owners of the M/V Orion

Dear Sirs

Ship: M/V Orion

Voyage: Portland Aus to Antwerp

Cargo: Coal

Bill of lading: MR424, 30.10.2021, Portland Aus

The above cargo was shipped on the above vessel by Cargill Co. and consigned to Wilsons Co. for delivery at the port of Antwerp but we, GrainTrade Co., hereby request you to order the vessel to proceed to and deliver the said cargo at Ghent to Rener Co. or to such party as you believe to be or to represent Rener Co. or to be acting on behalf of Rener Co. without production of the original bill of lading...

Cargill Co. je ukrcao navedeni teret na ovaj brod, za Wilsons Co. i teret treba predati GrainTrade Co. u luci Antwerp, međutim mi, GrainTrade Co. ovime tražimo od vas brod iskrca teret u luci Ghent i preda ga Rener Co. ili stranci za koju vjerujete da predstavlja Rener Co. ili koja djeluje u ime Rener Co. bez predočenja originalnih teretnica...

In consideration of your complying with our above request, we hereby agree as follows:

To indemnify you, your servants and agents and...

This indemnity shall be governed by and construed in accordance with English law...

... ..

S obzirom na to da ste ispunili naš gornji zahtjev, ovim se slažemo kako slijedi:

Da obeštetimo vas, vaše zaposlenike i agente i ...

Ovom odštetom upravljat će i tumačit će se u skladu s engleskim zakonom ...

Yours faithfully

For and on behalf of GrainTrade Co., The Requestor

.....

Signature

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**10. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, obavijest brokeru i naručitelju prijevoza (čarteru) o luci i teretu**

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To: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V Fomalhaut

BULK MATERIALS - C/P 27/09/2021

Ports / Cargo Informations

Port: LONGVIEW

Owner's (or Chrs) Agents: INCHCAPE

NOR tendered/accepted: 27.05.21-2330

Anchored: 27.05.21-2330 Columb.Riv POB-345.7/36.0

Berthed: 30.05.21-0450-1290.5/77.3

Sailed: 04.06.21-1700-1290.4/65.6; FA 04.06.-2300-1287.0/64.5; ETA NCAST 25.06.21

Loaded / Discharged Cargo: 01.06.21-1405 compl. load PET.COKE 78,304 MT; 04.06-1524 compl. load. whole cargo-Shore Scale 78,780 MT

Bunkered: 29.05.20 on Chrs acc. 947.75 / 47.25

Req./Order./Rcvd. Supply: - 50,000.- CTM /

- Paint req.05.20 /Ordered to Jotun 20.05.21/

- Services: L/Rafts serv

Req./Arranged Crew Ch.: Oiler, Messboy

Best Regards,

Capt. Peter Lasorte

**11. Iz odjela "upošljavanja i praćenje brodova" u uredu prijevoznika, obavijest brokeru i naručitelju prijevoza (čarteru) o kretanju/poziciji broda**

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To: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Peter Lasorte, Chartering Department, BestShip Management - MC

M/V Fomalhaut

BULK MATERIALS - C/P 29/03/2021

Master is giving ETA Fos Sur Mer, 12 May 2021 at 21.00 hrs lt. We understand from agents that berthing is expected on arrival and comm load 13 May 2021 at 05.00 hrs for completion monday / tuesday.

Zapovjednik je dao ETA Fos Sur Mer, 12.05.2021 u 2100 lokano vrijeme. Prema agentima, privez se očekuje na dolasku broda i početak ukrcaja 13.05.2021 u 0500, te završetak ukrcaja ponedjeljak/utorak.

Best Regards,

Capt. Peter Lasorte

**12. Iz odjela "zaštita prijevoznika" u uredu prijevoznika, obavijest brokeru i naručitelju prijevoza o šteti na teretu**

To: EKKO CHARTERING CORP - NY, Attn: Jeff Banionn

From: Capt. Henry Miller, Claims handling Department, BestShip Management - MC

M/V Fomalhaut, ETA SHANGHAI 22nd April 2021

C/P 29/03/2021

**CARGO OF RAPESEEDS CONTAMINATED WITH GRAIN****TERET RAPESEEDS ONEČIŠĆEN ŽITARICOM**

As you have been most pbly already informed by your local agents, during discharge of rapeseeds cargo at Shanghai, stevedores have discovered certain quantity of different cargo (probably wheat) mixed with rapeseeds in hold no. 4.

Kao što ste vjerojatno obaviješteni, tijekom iskrcaja rapeseeds u Šangaju, stivador je otkrio onečišćenje tereta žitaricom u skladištu 4.

Discharge from hold no. 4 was suspended, pending receivers decision. Discharge from other holds continued without delay for time being.

Iskrcaj iz skladišta 4 je zaustavljen do odluke primaoca tereta. Iskrcaj iz ostalih skladišta je nastavljen bez odgode za sada.

According relevant c/p, such kind of cargo contamination is entirely chrs responsibility and owners regret but must keep chrs fully responsible for all delays, damages and extra expenses related to a/m contamination.

Prema relevantnom c/p, ovakvo onečišćenje tereta je na odgovornost čartera, te brodovlasnici drže čartera u potpunosti odgovornog za kašnjenje, štete i dodatne troškove vezane za ovo onečišćenje.

Chrs are herewith invited to appoint surveyor to attend onboard in order to protect chrs position.

Čarter je ovime pozvan da nominira inspektora koji će doći na brod u svrhu zaštite interesa čartera.

Fyg, owners P & I club surveyor is also attending and according masters first estimate contamination is relatively minor.

P&I Inspektor je na brodu a prema zapovjedniku, onečišćenje je relativno malo.

Best Regards,

Capt. Henry Miller

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**13. Iz odjela "zaštita prijevoznika" u uredu prijevoznika, obaviještava P&I club, brokera i naručitelja prijevoza o sudaru broda i šteti**

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To: THOMAS MILLER – MIAMI, Attn: Mr. Lance Herbert

Cc: EKKO CHARTERING CORP - NY, Attn: Andrei DeFost

From: Capt. Henry Miller, Claims handling Department, BestShip Management - MC

M/V ORION, on time charter to Messrs. Western Bulk Carriers AS from Oslo arrived off Houston (from Philadelphia) on 7 May 2021 in order to resume discharge of steel cargo loaded at Black Sea ports Constantza and Ilichevsk.

**Brod Orion je stigao ispred luke Houston 07.05.2021. da bi nastavio iskrcaj terete čelika ukrasnog u lukama Crnog Mora.**

As you can see from attached Master's message, vessel come in hard contact with barge in Houston Ship Channel, between buoys 73 and 74, at 16.45 hrs LT on 7 May 2021, allegedly sustaining only minor damages.

**Kao što je vidljivo iz poruke zapovjednika, brod je lupio u teglenicu u Houston kanalu 07.05.2021., navodno pretrpivši samo manju štetu.**

Master requested attendance of LR and Club surveyors. Surveyor from 3D Marine, who was already appointed by your New Jersey office for steel cargo discharge survey, attended and we hope he is assisting Master efficiently.

**Zapovjednik je zatražio LR i P&I inspektore. Inspektor iz 3D Marine je već na brodu u nadzoru iskrcaja tereta i vjerujemo da pomaže zapovjedniku...**

We understand that barge sustained more serious damages and joint survey is requested. In order to get some idea about responsibility for collision please let us know if Coast Guard is conducting official investigations and do we have any indications of responsibility for collision at this early stage?

**Izgleda da je teglenica ozbiljnije oštećena i zatražena je zajednička inspekcija. Da li Coast Guard provodi službeno istraživanje...**

We also understand from Master that barge was in tow of tug and that there were no injuries to barge or ship crew or pollution and we are of opinion this should be verified a.s.a.p. in order to avoid nasty surprises later.

**Prema zapovjedniku, teglenica je bila u teglju i nije bilo povrijeđenih, niti onečišćenja mora. Ovo bi trebalo čim prije provjeriti...**

In case security will be requested to allow ship to sail, please arrange it urgently since it is first priority to prevent possible delays. FYI, vessel sailing is scheduled for tomorrow or latest Sunday (9th).

**U slučaju traženja novčanog osiguranja da bi brod isplovio, molim učinite to, budući da je prioritet izbjeći moguću odgodu isplovljenja...**

Please ask surveyor to let us have urgently his preliminary report including rough estimate of total amount of damages.

**Pitajte inspektora da nam hitno da njegovo preliminarno izvješće, uključujući grubu procjenu ukupnog iznosa štete.**

Best Regards, Capt. Henry Miller

**14. Zaključak**

U prethodnom tekstu dani su primjeri uobičajenih poruka poslovnog dopisivanja koje šalju stručnjaci iz odjela upošljavanja i praćenje brodova u uredu prijevoznika brokeru (chartering department) i zapovjedniku broda.

U svakoj poruci u uzglavlju se nalazi firma i odgovorna osoba kojoj je poruka upućena, te osoba koja šalje poruku u odjelu prijevoznika.

Poruke su originalno na engleski jezik uz korištenje uobičajenih kratica poslovnog izražavanja. Nakon svakog paragrafa, slijedi slobodni, skraćeni prijevod na hrvatski jezik.

Ovaj kratki priručnik nije namijenjen za učenje u svrhu polaganja ispita iz kolegija Ugovaranje u pomorstvu, već služi kao dodatna literatura studentima u svrhu proširenja znanja, te pruža uvid u poslovno dopisivanje u pomorstvu. Ništa od ovog materijala u priručniku neće biti na ispitu.