

I'm not robot  reCAPTCHA

**I am not robot!**

## Letter of protest sample shipping

**Letter of protest format. What is a proof of service letter. fujaxa**  
**How to write a protest letter. Payment under protest letter sample. hiccexu** **How to write a protest letter examples.**

Noting protest may help resist cargo loss or damage claims on the owner. A protest is a solemn declaration made on oath by Shipmaster that circumstances beyond his control have, or may have, given rise to loss and / or damage to his ship or its cargo, or have caused him to take action (such as leaving an unsafe port ) which may render his owners liable to legal action by another party. A protest ( without an extension ) is a simple statement of fact, without added details. WHEN TO LODGE NOTE OF PROTEST: After every case of General average After wind and / or sea conditions have been encountered which may have damaged cargo or caused failure to make a cancelling date. After Cargo is shipped in a condition likely to deteriorate during the forthcoming voyage. After the ship has been damaged from any cause. After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise. 2/ If you suspect that damage has been caused to the vessel only (i.e. through heavy weather, touching bottom,striking locks etc.) there is no need for a "Note Of Protest" to be issued same could be stated on a "Statement of Facts". 3/ When writing such a "Note Of Protest" bear in mind that you must stick to the FACTS and only, keeping it as brief and as clear as possible. Same can be extended upon a later date if required. Also do not express any opinions whatsoever. razuhvazucu Such statement of opinions may and do often lead to unnecessary complications and/or confusion in a later date. Furthermore due to the fact that Notary Publics around the world use various types/forms for "Notes of Protest" it is quite difficult to admit/provide you with any standard form, we do however attach a most common form which you may alter where necessary. Thus in the case that "Note of Protest" (or "Statement of Sea Protest) has been made and notarized by Notary Public do not neglect to forward a copy to office at first convenient time. Tagged with: letter of protest, merchant navy, note of protest, protest A NOTE OF PROTEST (Nop) is a declaration by the master of a ship, under oath before a notary public or a consul or a magistrate stating complete particulars pertaining to boisterous weather that vessel may have experienced during the course of the current voyage or other incidents which may have caused damage to the vessel and or her cargo or loss in chartered speed. bodasoyunu The extent of the damage may or may not be ascertained at the time of noting the protest. It is a legal document intended to safeguard the ship's owner or charterer's rights when there is a disagreement or dispute with another party engaged in the shipment. The NOP contains information about the incident or dispute, the reasons for the protest, and the party responsible for the infraction. cugefe It is frequently granted if the cargo is damaged or lost during the voyage, if there is a disagreement over the quantity or quality of the cargo, or if the vessel is delayed for causes beyond its control. By noting a protest, the master basically indicates that the vessel and her crew performed their utmost duties in protecting the vessel and her cargo but the circumstances were beyond their control. Every shipping company will have its own form which basically contains the following information: Name of vessel, net tonnage, date vessel sailed from last port with name, date and time of arrival at the port with name, type of cargo, type of weather.

1. 費輪於2010.08.19 1800hrs 於航經外海輪旋船地後駛抵Point A 基士西河引水 - 請製作一份 Notice of Readiness (NOR)通知相關單位費輪目前動態 - 另請注意費輪先期曾在航外海口時發送一份 NOR -

### Notice of Readiness

Attention: (Charterers), (Shippers/Receivers), (Port Agent)

This is to notify that M.V. (insert ship name), under my command, arrives at (Point A) at (1800LT on 19/Aug/2010) and she has been in all respects ready to (load/discharge) (insert cargo quantity) MT of (insert cargo name) as per the governing charter party.

This notice will be without prejudice to the effect of other notices of readiness I tendered previously for the captioned voyage.

Please notify all parties concerned and take immediate action for the arrangement of (loading/discharging) in due.

Yours faithfully,

Capt. ( master's name)  
Master of MV (ship's name)

After the ship has been damage from any cause. rofesenuhu After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise.

To Whom It May Concern:  
August 17, 2017

It's been some time since I sent 1,000 emails around UBC and hand delivered 500 paper packets, with the document "Why Universities Must Choose One Telos: Truth or Social Justice" by Dr. Jonathan Haidt (NYU). The responses have been incredible, and I've had a really exciting summer. Now I'd like to end the summer by providing you with some of the most interesting and useful resources I've found during my adventure.

Franz Kurtzke, UBC Philosophy, 4th year  
fkurtzke@alumni.ubc.ca

#### ESSENTIAL READING AND VIEWING:

- Heterodox Academy: "Why Universities Must Choose One Telos: Truth or Social Justice" by Dr. Jonathan Haidt (NYU)  
<https://heterodoxacademy.org/2016/10/21/one-telos-truth-or-social-justice/>
- YouTube: "Safe Spaces – Sam Harris and Jonathan Haidt on the Disturbing Trend of

After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. visupikadimuya · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise. 2/ If you suspect that damage has been caused to the vessel only (i.e. through heavy weather, touching bottom,striking locks etc.) there is no need for a "Note Of Protest" to be issued same could be stated on a "Statement of Facts". 3/ When writing such a "Note Of Protest" bear in mind that you must stick to the FACTS and only, keeping it as brief and as clear as possible. Same can be extended upon a later date if required. Also do not express any opinions whatsoever. Such statement of opinions may and do often lead to unnecessary complications and/or confusion in a later date. Furthermore due to the fact that Notary Publics around the world use various types/forms for "Notes of Protest" it is quite difficult to admit/provide you with any standard form, we do however attach a most common form which you may alter where necessary. Thus in the case that "Note of Protest" (or "Statement of Sea Protest) has been made and notarized by Notary Public do not neglect to forward a copy to office at first convenient time. Tagged with: letter of protest, merchant navy, note of protest, protest A NOTE OF PROTEST (Nop) is a declaration by the master of a ship, under oath before a notary public or a consul or a magistrate stating complete particulars pertaining to boisterous weather that vessel may have experienced during the course of the current voyage or other incidents which may have caused damage to the vessel and or her cargo or loss in chartered speed. The extent of the damage may or may not be ascertained at the time of noting the protest. It is a legal document intended to safeguard the ship's owner or charterer's rights when there is a disagreement or dispute with another party engaged in the shipment. The NOP contains information about the incident or dispute, the reasons for the protest, and the party responsible for the infraction. It is frequently granted if the cargo is damaged or lost during the voyage, if there is a disagreement over the quantity or quality of the cargo, or if the vessel is delayed for causes beyond its control.

By noting a protest, the master basically indicates that the vessel and her crew performed their utmost duties in protecting the vessel and her cargo but the circumstances were beyond their control. Every shipping company will have its own form which basically contains the following information: Name of vessel, net tonnage, date vessel sailed from last port with name, date and time of arrival at the port with name, type of cargo, type of weather. Example of note of protest: Click here to download an example of the Note of protest. It is advisable to make a log abstract of heavy weather from the ship's logbook and attach it to the note of protest form. Always prepare the note of protest in triplicate, as the notary office may retain a copy and 2 copies for the vessel.

A good rule to follow is, if in doubt note protest. It is always advisable to note protest after an accident such as grounding or collision. When to lodge a Note of Protest(NoP)? 1. After encountering boisterous weather which may have damaged cargo or caused a reduction in chartered speed. 2. If the ship has been damaged due to any cause. 3. If Cargo is shipped in a condition likely to deteriorate during the voyage. 4. If there is any serious breach of the C/P by the charterer or his agent. 5. If the consignee fails to discharge or take delivery of the cargo or fails to pay the freight. The protest must be noted as soon as possible after arrival but always within 24 hours of arrival. If in connection with cargo, it should b noted before breaking bulk. Extending Protest Sometimes, after initially noting a protest, further damage or issues may be discovered or occur. In such cases, it is essential to extend the protest to include these new developments. Extending the protest means updating the initial protest document to include the additional information. Extending a protest should not be done without proper authorization. The ship's captain or master should consult with the head office or the shipping company's management to inform them of the need to extend the protest and to seek approval for this action. This ensures that the company is aware of the ongoing situation and can provide guidance or assistance if needed. When extending a protest, it is common to have witnesses present. Witnesses are usually members of the ship's crew who can corroborate the details of the protest. Having witnesses adds credibility to the protest documentation and can be crucial if legal or insurance claims are involved. Typically, 2 or 3 crew members are involved as witnesses. Note of Protest or a NOP is a solemn declaration made on oath by a Ship Master that circumstances beyond his control have or may have given rise to loss and/or damage to his ship or its cargo or have caused him to take action which may render owners liable to legal action by another party.When to Note Protest?Whenever during the voyage, the ship has encountered conditions of wind and sea which may result in damage to cargo.When from any course, the ship is damaged or there is a reason to fear that damage may be sustained.When through the stress of weather, it has not been practicable to adopt normal precautions. eg. ventilation of perishable cargo.When the cargo is shipped in such a condition that it is likely to suffer deterioration during the voyage.When any serious break of charter party terms is committed by the charterer or his agent.

**Content-based Instruction (CBI) in Maritime English**  
Example: The Note of Protest

**TASK 1 Reading**

Read the following explanation. Study the vocabulary below to facilitate comprehension.

**What is a Note of Protest?**

A Note of Protest, also called Sea Protest, is a document of legal effect in sea transport. It is a specifically structured written declaration made by the Master of a ship on arrival in port before a Notary Public or the Consul of the country in which the vessel is registered, that the ship has encountered circumstances beyond his or her control, such as heavy weather, which may have caused losses of cargo or damage to the ship or to her cargo despite of good seamanship, exercised and precautions taken by the Master, or when it has not been practicable to take usual precautionary measures due to adverse weather conditions, or when any serious breach of a Charter Party by the Charterer or his or her agents happened.

This declaration may be necessary, for example to avoid liability for losses of cargo or damage to the ship or her cargo and for damages arising therefrom. Copies of the Sea Protest are frequently demanded by underwriters in the event of a claim.

A Note of Protest may consist of two connected parts: A more or less standardized form confirming the entry of a Notary Public Note of Protest and a Statement of Facts specifying the events originating a Note of Protest to be entered.

A Note of Protest should be entered as soon as practicable, but within 24 hours after arrival in port at the latest, and in case of fearing damage to cargoes, before starting discharging operations.

(Hansen, F. Brode, Dictionary of Shipping Terms, LLP, London 1994; R. de Klerck, International Maritime Dictionary, Antwerp, 1992)

Vocabulary	
legal effect	may be used in law-suit or before law-court
Notary Public	(pl. Notaries Public) a person, usually a lawyer, who is legally empowered to witness the signing of documents to make them legally valid
beyond control	to encounter or to meet
good seamanship	impossible to influence
	manner by which vessels are handled in all conditions of weather



A protest ( without an extension ) is a simple statement of fact, without added details. WHEN TO LODGE NOTE OF PROTEST: After every case of General average After wind and / or sea conditions have been encountered which may have damaged cargo or caused failure to make a cancelling date. After Cargo is shipped in a condition likely to deteriorate during the forthcoming voyage. After the ship has been damage from any cause. After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise. 2/ If you suspect that damage has been caused to the vessel only (i.e. through heavy weather, touching bottom,striking locks etc.) there is no need for a "Note Of Protest" to be issued same could be stated on a "Statement of Facts". 3/ When writing such a "Note Of Protest" bear in mind that you must stick to the FACTS and only, keeping it as brief and as clear as possible. Same can be extended upon a later date if required. Also do not express any opinions whatsoever. Such statement of opinions may and do often lead to unnecessary complications and/or confusion in a later date. Furthermore due to the fact that Notary Publics around the world use various types/forms for "Notes of Protest" it is quite difficult to admit/provide you with any standard form, we do however attach a most common form which you may alter where necessary. Thus in the case that "Note of Protest" (or "Statement of Sea Protest) has been made and notarized by Notary Public do not neglect to forward a copy to office at first convenient time. Tagged with: letter of protest, merchant navy, note of protest, protest A NOTE OF PROTEST (Nop) is a declaration by the master of a ship, under oath before a notary public or a consul or a magistrate stating complete particulars pertaining to boisterous weather that vessel may have experienced during the course of the current voyage or other incidents which may have caused damage to the vessel and or her cargo or loss in chartered speed. The extent of the damage may or may not be ascertained at the time of noting the protest. It is a legal document intended to safeguard the ship's owner or charterer's rights when there is a disagreement or dispute with another party engaged in the shipment. The NOP contains information about the incident or dispute, the reasons for the protest, and the party responsible for the infraction. It is frequently granted if the cargo is damaged or lost during the voyage, if there is a disagreement over the quantity or quality of the cargo, or if the vessel is delayed for causes beyond its control.

After Cargo is shipped in a condition likely to deteriorate during the forthcoming voyage. After the ship has been damage from any cause. After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise. 2/ If you suspect that damage has been caused to the vessel only (i.e. through heavy weather, touching bottom,striking locks etc.) there is no need for a "Note Of Protest" to be issued same could be stated on a "Statement of Facts". 3/ When writing such a "Note Of Protest" bear in mind that you must stick to the FACTS and only, keeping it as brief and as clear as possible. Same can be extended upon a later date if required. Also do not express any opinions whatsoever. Such statement of opinions may and do often lead to unnecessary complications and/or confusion in a later date. Furthermore due to the fact that Notary Publics around the world use various types/forms for "Notes of Protest" it is quite difficult to admit/provide you with any standard form, we do however attach a most common form which you may alter where necessary. Thus in the case that "Note of Protest" (or "Statement of Sea Protest) has been made and notarized by Notary Public do not neglect to forward a copy to office at first convenient time. Tagged with: letter of protest, merchant navy, note of protest, protest A NOTE OF PROTEST (Nop) is a declaration by the master of a ship, under oath before a notary public or a consul or a magistrate stating complete particulars pertaining to boisterous weather that vessel may have experienced during the course of the current voyage or other incidents which may have caused damage to the vessel and or her cargo or loss in chartered speed. The extent of the damage may or may not be ascertained at the time of noting the protest. It is a legal document intended to safeguard the ship's owner or charterer's rights when there is a disagreement or dispute with another party engaged in the shipment. The NOP contains information about the incident or dispute, the reasons for the protest, and the party responsible for the infraction. It is frequently granted if the cargo is damaged or lost during the voyage, if there is a disagreement over the quantity or quality of the cargo, or if the vessel is delayed for causes beyond its control. By noting a protest, the master basically indicates that the vessel and her crew performed their utmost duties in protecting the vessel and her cargo but the circumstances were beyond their control. Every shipping company will have its own form which basically contains the following information: Name of vessel, net tonnage, date vessel sailed from last port with name, date and time of arrival at the port with name, type of cargo, type of weather. Example of note of protest: Click here to download an example of the Note of protest. It is advisable to make a log abstract of heavy weather from the ship's logbook and attach it to the note of protest form. Always prepare the note of protest in triplicate, as the notary office may retain a copy and 2 copies for the vessel. A good rule to follow is, if in doubt note protest. It is always advisable to note protest after an accident such as grounding or collision. When to lodge a Note of Protest(NoP)? 1. After encountering boisterous weather which may have damaged cargo or caused a reduction in chartered speed. 2. If the ship has been damaged due to any cause.

To Whom It May Concern:

August 17, 2017

It's been some time since I sent 1,000 emails around UBC and hand delivered 500 paper packets, with the document "Why Universities Must Choose One Telos: Truth or Social Justice" by Dr. Jonathan Haidt (NYU). The responses have been incredible, and I've had a really exciting summer. Now I'd like to end the summer by providing you with some of the most interesting and useful resources I've found during my adventure.

Franz Kurtzke, UBC Philosophy, 4th year

fkurtzke@alumni.ubc.ca

**ESSENTIAL READING AND VIEWING:**

- Heterodox Academy: "Why Universities Must Choose One Telos: Truth or Social Justice" by Dr. Jonathan Haidt (NYU) <https://heterodoxacademy.org/2016/10/21/one-telos-truth-or-social-justice/>
- YouTube: "Safe Spaces - Sam Harris and Jonathan Haidt on the Disturbing Trend of Vindictive Protectiveness" <https://www.youtube.com/watch?v=K92rOsjyLBs>

**COMPLEMENTARY VIEWING:**

- YouTube: "Where Do SJWs Come From?" with Dr. Jordan Peterson (University of Toronto) [https://www.youtube.com/watch?v=x\\_BfYR0A7Hk](https://www.youtube.com/watch?v=x_BfYR0A7Hk)
- YouTube: "Professor Jordan Peterson Swarmed by Narcissistic SJW Ideologues after Uoff Rally" <https://www.youtube.com/watch?v=O-mvNAcVUPE>
- Heterodox Academy: "The Google Memo: What Does the Research Say About Gender Differences?" <https://heterodoxacademy.org/2017/08/10/the-google-memo-what-does-the-research-say-about-gender-differences/>

**HOW CAN I GET INVOLVED?**

- 1) If you see a 'Truth or Social Justice' type issue at UBC, tell the administration: President Santa J. Ono: [presidents.office@ubc.ca](mailto:presidents.office@ubc.ca)
- Dr. Neil Guppy, Senior Advisor to the Provosts, Academic Freedom: [neil.guppy@ubc.ca](mailto:neil.guppy@ubc.ca)
- 2) Visit Heterodox Academy at [heterodoxacademy.org](http://heterodoxacademy.org), and consider applying for Academic Membership, joining some UBC professors who are already members. <https://heterodoxacademy.org/join/>
- 3) Do whatever you personally can to encourage UBC to endorse the Chicago Principles. [https://en.wikipedia.org/wiki/Chicago\\_principles](https://en.wikipedia.org/wiki/Chicago_principles)

**THANK YOU! ENJOY THE REST OF YOUR SUMMER!**

**How to write a protest letter examples.**

Noting protest may help resist cargo loss or damage claims on the owner. A protest is a solemn declaration made on oath by Shipmaster that circumstances beyond his control have, or may have, given rise to loss and / or damage to his ship or its cargo, or have caused him to take action (such as leaving an unsafe port ) which may render his owners liable to legal action by another party. A protest ( without an extension ) is a simple statement of fact, without added details. WHEN TO LODGE NOTE OF PROTEST: After every case of General average After wind and / or sea conditions have been encountered which may have damaged cargo or caused failure to make a cancelling date. After Cargo is shipped in a condition likely to deteriorate during the forthcoming voyage. After the ship has been damage from any cause. After a serious breach of the C/P by the charterer or his agent ( e.g. Undue delay, refusal to load,cargo not of a sort) After the consignee fails to discharge or take delivery of the cargo or fails to pay freight. · Protest should be noted as soon as possible after arrival and always with in 24h of arrival. · If in connection with cargo, it should b noted before breaking bulk. General Notes During the course of a voyage if your vessel is or has experienced bad weather or any nature of extraordinary events and you fear that damage or loss may be caused to your vessel and/or cargo you must prepare a Note Of Protest and upon arrival and/or never after 24 hours having elapsed (not including holidays, Saturdays and Sundays) have it notarized at Notary Public. We would like to clarify this subject and give you the following instructions/information: 1/ "Notes of Protest" should be made when and if you consider it of utmost importance and necessity, not for the sake of doing so. If for example there is a possibility of a claim from another party to arise. 2/ If you suspect that damage has been caused to the vessel only (i.e. through heavy weather, touching bottom,striking locks etc.) there is no need for a "Note Of Protest" to be issued same could be stated on a "Statement of Facts". 3/ When writing such a "Note Of Protest" bear in mind that you must stick to the FACTS and only, keeping it as brief and as clear as possible. Same can be extended upon a later date if required. Also do not express any opinions whatsoever. Such statement of opinions may and do often lead to unnecessary complications and/or confusion in a later date. Furthermore due to the fact that Notary Publics around the world use various types/forms for "Notes of Protest" it is quite difficult to admit/provide you with any standard form, we do however attach a most common form which you may alter where necessary. Thus in the case that "Note of Protest" (or "Statement of Sea Protest) has been made and notarized by Notary Public do not neglect to forward a copy to office at first convenient time. Tagged with: letter of protest, merchant navy, note of protest, protest A NOTE OF PROTEST (Nop) is a declaration by the master of a ship, under oath before a notary public or a consul or a magistrate stating complete particulars pertaining to boisterous weather that vessel may have experienced during the course of the current voyage or other incidents which may have caused damage to the vessel and or her cargo or loss in chartered speed. The extent of the damage may or may not be ascertained at the time of noting the protest. It is a legal document intended to safeguard the ship's owner or charterer's rights when there is a disagreement or dispute with another party engaged in the shipment.

The NOP contains information about the incident or dispute, the reasons for the protest, and the party responsible for the infraction. It is frequently granted if the cargo is damaged or lost during the voyage, if there is a disagreement over the quantity or quality of the cargo, or if the vessel is delayed for causes beyond its control. By noting a protest, the master basically indicates that the vessel and her crew performed their utmost duties in protecting the vessel and her cargo but the circumstances were beyond their control. Every shipping company will have its own form which basically contains the following information: Name of vessel, net tonnage, date vessel sailed from last port with name, date and time of arrival at the port with name, type of cargo, type of weather. Example of note of protest: Click here to download an example of the Note of protest. It is advisable to make a log abstract of heavy weather from the ship's logbook and attach it to the note of protest form. Always prepare the note of protest in triplicate, as the notary office may retain a copy and 2 copies for the vessel. A good rule to follow is, if in doubt note protest. It is always advisable to note protest after an accident such as grounding or collision. When to lodge a Note of Protest(NoP)? 1. After encountering boisterous weather which may have damaged cargo or caused a reduction in chartered speed. 2. If the ship has been damaged due to any cause. 3. If Cargo is shipped in a condition likely to deteriorate during the voyage. 4. If there is any serious breach of the C/P by the charterer or his agent. 5. If the consignee fails to discharge or take delivery of the cargo or fails to pay the freight. The Protest must be noted as soon as possible after arrival but always within 24 hours of arrival.

If in connection with cargo, it should b noted before breaking bulk. Extending Protest Sometimes, after initially noting a protest, further damage or issues may be discovered or occur. In such cases, it is essential to extend the protest to include these new developments. Extending the protest means updating the initial protest document to include the additional information. Extending a protest should not be done without proper authorization. The ship's captain or master should consult with the head office or the shipping company's management to inform them of the need to extend the protest and to seek approval for this action. This ensures that the company is aware of the ongoing situation and can provide guidance or assistance if needed. When extending a protest, it is common to have witnesses present. Witnesses are usually members of the ship's crew who can corroborate the details of the protest. Having witnesses adds credibility to the protest documentation and can be crucial if legal or insurance claims are involved.

Typically, 2 or 3 crew members are involved as witnesses. Note of Protest or a NOP is a solemn declaration made on oath by a Ship Master that circumstances beyond his control have or may have given rise to loss and/or damage to his ship or its cargo or have caused him to take action which may render owners liable to legal action by another party. When to Note Protest? Whenever during the voyage, the ship has encountered conditions of wind and sea which may result in damage to cargo. When from any cause, the ship is damaged or there is a reason to fear that damage may be sustained. When through the stress of weather, it has not been practicable to adopt normal precautions, eg. ventilation of perishable cargo. When the cargo is shipped in such a condition that it is likely to suffer deterioration during the voyage. When any serious breach of charter party terms is committed by the charterer or his agent. Eg. unduly delaying loading, refusal to pay demurrage or refusal to accept B/L in the form signed by Master. When Consignee fails to discharge cargo or take delivery thereof and pay the freight in accordance with the charter party of B/L terms. In all cases of General Average, Please now General Average is a mechanism of sharing the maritime burden by all the stakeholders involved in a sea venture, which accounts for the allocation of costs (and sacrifices) made in the common interest of the vessel and cargo to protect the vessel and cargo from risk. A classic example of the general average is cargo jettison. Related Article: Powers of Inspectors - Dock Worker Rules 1990 How to make Note of Protest (NOP) Contact the agent and seek his assistance as the NOP is to be made before a person in a capacity of notary or somebody who is legally empowered. Total 3 originals of NOP are required- 1 Original for the vessel and 2 originals for the shipowner. Protest should be noted as soon as possible certainly within 24 hrs of the arrival in port and in the case of cargo protest before breaking bulk. Witnesses signatures may be required. Supporting documents required: Deck Logbook pages Official Logbook pages Weather Reports Any Picture evidence Sample Note of Protest Why make Note of Protest? It is for the reason that NOP is readily available and can be used in courts for arbitration purposes at a later date if required. Extended Protest At the time of noting protest, the Master should reserve the right to extend it.

Since it is impossible to ascertain the full extent of a loss of damage at the time of noting protest, an extended protest should be made when relevant facts have come to light. Letter of Protest An LOP is a written communication intended to convey and record dissatisfaction concerning some matter over which the recipient has some control and holding the recipient responsible for any legal or financial consequences arising out of it. It is always addressed to a named party. If the recipient refuses to sign LOP, then another LOP can be issued stating that the presented LOP has not been signed. When to make Letter of Protest (LOP)? Ship Shore differences in cargo quantity. Rate of Loading/Discharging too slow or too fast. Berth rendering arrangements are inadequate. Shore workers misusing ship's equipment and ignoring duty officers advice. Cargo not loaded in satisfactory condition. Sample Letter of Protest Situation Where there is a choice to make a Note of Protest (NOP) or Letter of Protest (LOP) If vessel made to sit out daytime and demurrage time. If vessel ordered to go to any unsafe port or berth. Whenever the vessel suffers damage due to whatever reason After a serious breach of Charter Party. eg. Refusal to load, refusing to accept B/L after signing because of causing by Master, Cargo not of a type allowed by charter party. After the consignee fails to take the delivery of cargo. Difference between Note of Protest (NOP) and Letter of Protest (LOP). Generally made in the cases where nobody has any control over the subject matter being complained about. Always made in cases where the recipient has some control over the subject matter being complained about. 2. Generally addressed as " To Whomsoever It May Concern" Always addressed to a named Party or Person. 3. Supporting documents may be required while making a NOP. Supporting documents are not required while making LOP. 4. Signature of witnesses may be required while making LOP. 5. Has to be attended by a person legally empowered to do so according to the law of the land in which it is being made. Attestation by a legally empowered person not required. 6. It is sworn statement made under oath. It is not a sworn statement. 7. There is no provision for the signature of the recipient. 8. There is a provision for the signature of the recipient. 8. Generally should be made within 24hrs of the vessel's arrival at next port after the event has occurred. It should be made as soon as possible after the event has occurred.