



INSTITUTE OF CHARTERED SHIPBROKERS

APRIL 2010 EXAMINATIONS

MONDAY 26 APRIL – AFTERNOON

PORT AGENCY

Time allowed – Three hours

Answer any **FIVE** questions – All questions carry equal marks

1. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the Statement of Facts.

MV Baltic Dawn

Arrived Montevideo Roads	0300 Hours Monday 1 st November
NOR Tendered	0900 Hours Monday 1 st November
Loading Commenced	0700 Hours Tuesday 2 nd November
Loading Completed	2000 Hours Friday 5 th November
Vessel Sailed Montevideo	0600 Hours Saturday 6 th November

Cargo Loaded 20,000 M/Tonnes Grain

C/P States:-

“Laytime to commence at 1300 Hours if notice is given before Noon, at 0700 Hours next working day if given after noon: Notice to be given in ordinary working hours”

“Cargo to be loaded at the rate of 5000 metric tonnes per weather working day of 24 consecutive hours.”

“Time from 1700 Friday or the day preceding a holiday to 0800 Hours Monday or next working day not to count unless used, but half of actual time used to count, unless vessel already on demurrage”.

“Demurrage rate USD 5000 Per Day and Pro Rata/Despatch at half demurrage rate on laytime saved”.

On Tuesday November 2nd Rain stopped loading between 1300-1700 Hours
On Tuesday November 2nd Rain stopped loading between 2200-2300 Hours
On Wednesday November 3rd Rain stopped loading between 0600-1000 Hours
On Wednesday November 3rd Rain stopped loading between 1100-1200 Hours
On Friday November 5th Rain stopped loading between 1800-1900 Hours

The vessel was unable to sail until 0600 Hours on Saturday 6th November as no tug-boats were available until that time.

2. With the aid of sketches describe the following vessel types. Additionally advise a range of tonnages and dimensions that would be appropriate to the vessel.
 - (a) Suezmax Tanker.
 - (b) Break-bulk cargo liner.
3. Discuss the role of the Hub agent and give specific examples of how IT plays an important role in their operations.
4. "P and I coverage is a vital service to the Port Agency industry"
Analyse this statement and discuss its merits.
5. You are the manager of a ships agency company. One of your staff members has given incorrect air draft information to a cruise liner *en route* to your port, which requires the vessel to pass under a bridge prior to arrival at your port.

The pilot has boarded the vessel at the entrance to the estuary, and after discussing the situation with the master, it is clear that the vessel cannot pass under the bridge. The master has called you to advise this, meanwhile the pilot has directed the vessel to a safe anchorage, awaiting your instructions.

Three hundred passengers are due to disembark from the vessel followed by three hundred passengers embarking at your port the next day.

The cruise liner Owner is holding you responsible, as Agents, for any additional costs and delays incurred due to your company's negligence.

Discuss your operational response to the vessel and your legal response to the owner.

6. Give practical examples of situations where a ships agent
 - Breaches a warranty of authority with negligence
 - Breaches a warranty of authority without negligence
 - Act as an agent of necessity
7. Define and comment on **FOUR** of the following terms
 - (a) DNV
 - (b) NT/GT
 - (c) ISPS
 - (d) FHEX EIU
 - (e) CQD
 - (f) DWCC
8. You are agents for a handy sized bulkcarrier calling into your port to load a cargo of grain. You have undertaken agency work on behalf of both the time-charterer and head owner.

Additionally, acting as agent only, you have arranged all cargo logistics ex store to stowed on board on behalf of the cargo exporter.

Prepare three separate disbursement accounts with relevant port, husbandry and loading costs which you would expect to see, and apportion them to the appropriate parties in a port of your choice.