



THURSDAY 17TH NOVEMBER 2016 – MORNING

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. A vessel under your agency has loaded a cargo of steel plates. You have arranged pilots and tugboats for sailing shortly, and you have boarded the vessel in order to complete the cargo paperwork. The master of the vessel however refuses to sign the original bill of lading as he states that a percentage of the cargo is rust stained. Discuss your actions.

2. You are the owner's appointed agent for a vessel which has been involved in a collision with another vessel whilst departing your port.

The vessel has been towed to a safe anchorage by harbour tugs. Four of the crew have been injured in the collision and have been evacuated by helicopter to hospital for medical treatment. You have received a call from the local media stating that oil has been noticed leaking from the vessel under your agency and polluting the local shoreline. A salvage tug has approached the vessel and contacted your office asking if the vessel under your agency requires assistance. Discuss your actions.

3. Explain why a ship's agent requires Protection & Indemnity cover.

4. Based on a port of your choice, create a formal proposal in response to an enquiry from a major steel importer for a full package of port agency and related value added services for this product.

PLEASE TURN OVER

5. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the Statement of facts below.

MV *Rio*

Arrived Hamburg Roads	0600 Hours Monday 3 rd March
NOR Tendered	0900 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	1900 Hours Wednesday 12 th March
Vessel Sailed Hamburg	0600 Hours Thursday 13 th March

Cargo Loaded 20,000 M/Tonnes Grain

Charter Party 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 normal working hours.”

“Cargo to be loaded at the rate of 5,000 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. Any time lost due to strikes or labour disputes would be for the account of the charterers.

Demurrage rate USD 5,000 per day and pro rata/despatch at half demurrage rate on laytime saved.

On Tuesday 4th March the vessel stopped loading due to rain between 1200-1600 Hours.

On Wednesday 5th March the charterer was unable to supply cargo due to a technical problem with the shoreside grain elevator from 1000-1400 Hours and also from 1600-1700 Hours.

On Thursday 6th March the vessel stopped loading due to rain between 1200-1400 Hours.

On Friday 7th March the vessel was unable to load due to a stevedores strike between 0800-1700 Hours.

The vessel loaded throughout the weekend without further interruption or stoppage.

On Monday 10th March the vessel stopped loading between 0800-1400 Hours due to rain.

The vessel was unable to sail until 0600 Hours on Thursday 13th March due to bad weather.

No local, national or international holidays occurred during this period of time.

6. Using a port of your choice, create four separate disbursement invoices covering a vessel's call under a time charter where you have also carried out duties for the head owner, exporters and ship managers.

7. For **TWO** of the following deep-sea cargo movements draw a profile of the typical vessels. Using the map attached indicate appropriate load and discharge ports, dimensions and tonnages as well as voyage routes.
 - i. LNG
 - ii. Phosphate Rock
 - iii. Timber
 - iv. Coal

8. You have been contacted by your local port authority who are asking you to make payments for the port call of a vessel under your agency whose owners have been declared bankrupt whilst the vessel is in port. The vessel's port costs are £100,000. You have not received any advance funds, and advise the port authority that you are acting 'as agents only'. The port responds by stating that within its terms and conditions they do not recognise 'as agents only' as a defence and demand immediate payment, or will no longer offer any other services to your agency. Discuss your actions.