



TUESDAY 20TH NOVEMBER - AFTERNOON

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. You are acting as the time charterer's agent for a vessel calling at a port of your choice. You are also undertaking husbandry duties for the vessels shipowner.

Create a disbursement account for each, identifying the main costs for each party on completion of the port call.

2. You are the marketing manager for a port agency with offices throughout your country. You have been approached by a grain exporter who has asked you to create a proposal for ships agency and stevedoring services in your ports.

Write a formal response identifying both core and added value services.

3. Both ships' agents and shipowners require Protection and Indemnity cover (P&I). Discuss the differing requirements both will need to have in P&I cover.

4. You are owners' agent for a vessel loading a cargo of steel. On completion of loading the master advises that a portion of the cargo is rust stained, and is subsequently refusing to sign the bills of lading. You have ordered the vessel for sailing and the pilot is onboard and the tugs are connected.

Discuss why the master has taken this action and the steps that you will take.

5. You are the agent for a cruise liner arriving in a port of your choice to embark 1,000 passengers. You are advised that an emergency has been declared as a fire has broken out in the galley. The master has commenced evacuating passengers and has asked you to cancel the sailing.

Describe your immediate actions and plan for the range of services your owners may expect from you.

PLEASE TURN OVER

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

MV "Tutorship"

Arrived Load port Roads	0400 hours Monday 10 th March
NOR Tendered	1100 hours Monday 10 th March
Loading Commenced	0700 hours Tuesday 11 th March
Loading Completed	1600 hours Tuesday 18 th March
Vessel Sailed load port	2000 hours Tuesday 18 th March

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 hours 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.

The port loaded the vessel 24 hrs per day including Saturday and Sunday

Demurrage rate USD 5000 per day and pro rata/dispatch at half demurrage rate on laytime saved.

On Tuesday 11th March Rain Stopped loading between 1200-2000 hours

On Wednesday 12th March Rain stopped loading between 1000-1200 hours

On Wednesday 12th March Cargo operations ceased between 1400-1600 due to a shortage of cargo

On Thursday 13th March rain stopped loading between 1100-1200 hours

On Friday 14th March due to rain the vessel stopped loading between 1100-1900 hours

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

The vessel was delayed in sailing due to tug boat unavailability.

7. What are the key certificates and documentation a ship agent would expect to see when boarding a vessel of your choice.

8. Choose **TWO** of the following cargoes and answer **BOTH** parts of the question.

- i. Biomass
- ii. Iron Ore
- iii. Petcoke

a) Using diagrams to support your answers, draw a clearly labeled profile for two vessels (one for each of your chosen cargoes) describing dimensions and tonnages.

b) Using the map provided show appropriate load and discharge ports with two trade routes for each of your chosen vessels.