



**MONDAY 11<sup>th</sup> APRIL 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. Discuss the added value services that the ship's agent can supply during the call of a cruise liner.
2. You are the owner's appointed agent for a vessel discharging a cargo of coal in your port. You understand that the owners may be having financial difficulties. You have requested pre funding for port costs of USD 80,000. This has not as yet been received.

The vessel is due to complete discharge later today, and the owners have requested that you arrange to sail the vessel on the next available tide. Additionally you have been contacted by a member of the ITF stating that they have boarded the vessel and have an issue with an alleged lack of salary payments being made to the crew, and due to this the crew members are not prepared to sail the vessel.

Discuss your actions.

3. Discuss the role of the classification surveyor.
4. Describe hub agency services. Use examples to support your answer.
5. A major importer of timber has contacted you requesting that you create a formal proposal offering a full package of port services and added value services in a port of your choice.
6. Describe load and discharge ports, suitable vessel types, dimensions and tonnages as well as voyage routes for **BOTH** of the following deep sea cargo movements. Use the world map provided to support your answer.
  - a) crude oil
  - b) grain

**PLEASE TURN OVER**

7. Discuss the main differences between a time charter party and a voyage charter party as far as the agent is concerned.
8. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the statement of facts.

*MV David Sinclair*

Arrived Buenos Aires Roads	02.00 Hours Monday 3 <sup>rd</sup> March
NOR tendered	09.00 Hours Monday 3 <sup>rd</sup> March
Loading commenced	07.00 Hours Tuesday 4 <sup>th</sup> March
Loading completed	23.00 Hours Monday 10 <sup>th</sup> March
Vessel sailed Buenos Aires	09.00 Hours Wednesday 12 <sup>th</sup> March

Cargo loaded 20,000 M/Tonnes grain

C/P states:

'Laytime to commence at 13.00 Hours if notice is given before noon, at 07.00 Hours next working day if given after noon: Notice to be given in ordinary working hours'.

'Cargo to be loaded at the rate of 5,000 metric tonnes per weather working day of 24 consecutive hours'.

Time from 17.00 Friday or the day preceding a holiday to 08.00 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 vessel loaded from 15.00 Hours Friday 7<sup>th</sup> March until completion of discharge at 23.00 Hours Monday 10<sup>th</sup> March without further interruption or stoppage.

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

On Tuesday 4<sup>th</sup> March rain stopped loading between 10.00-14.00 Hours.

On Thursday 6<sup>th</sup> March the vessel was unable to load cargo between 10.00-16.00 due to the vessel being unable to open hatch 2 due to a technical problem.

On Friday 7<sup>th</sup> March due to rain, the vessel stopped loading between 10.00-15.00 Hours.

The vessel was unable to sail until 09.00 Hours on Wednesday 12<sup>th</sup> March due to bad weather.

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