



# EXAMINER'S REPORT

## NOVEMBER 2017

### PORT AGENCY

**Q1. Compile a detailed time sheet and calculate demurrage or dispatch due from the information within the statement of facts. MV "Tutor" Arrived Load port Roads 0400 Hours Monday 3rd March NOR Tendered 1000 Hours Monday 3rd March Loading Commenced 0700 Hours Tuesday 4th March Loading Completed 0600 Hours Monday 10th March Vessel Sailed load port 0900 Hours Monday 10th 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 hours per day Demurrage rate USD 5000 Per Day and Pro Rata/Despatch at half demurrage rate on laytime saved. On Tuesday 4th March Rain Stopped loading between 1000-1600 Hours On Wednesday 5th March Rain stopped loading between 0900-1600 Hours On Thursday 6th March the vessel was unable to load cargo between 1000-1600 Hours due to the vessel being unable to load a technical problem with the conveyor stopping the supply of grain to the vessel from the silo On Friday 7th March Due to rain the vessel stopped loading between 1000-1500 Hours No local, national or international holidays occurred during this period of time**

The laytime question was reasonably well handled by the students.

**Q2. Discuss the main certificates that a ships' agent would be presented with by a ships' master on boarding a vessel.**

The question on ships certificates was an extremely popular question and produced some good responses from the students.

A number of students achieved 20 marks for their efforts.

Students appeared very comfortable in answering this question. Although should this question be used in the future we perhaps need to define that it is "ships" certificates that are required.

**Q3. Explain ALL of the following terms / abbreviations a) Bends b) BBB c) AAAA d) ANTHAM**

The question on abbreviations was generally well answered by student in this exam.

Most students who attempted this question answered it well.

Although surprisingly this was not a popular question with only 10 out of the 72 students selecting it.

**Q4. You have been approached by an offshore construction company who are looking to appoint a port agent to assist them in creating a logistics base in a port with a significant offshore gas pipeline project in a port of your choice. Write a formal response offering the services of your agency and suggest some of the added value services that may be required for a project of this nature.**

The marketing question was competently handled.

Most students supplied a formal style answer.

Students struggled generally to promote their company particularly effectively; however the students were able to offer a wide range of added value services that were pertinent to the specific project.

**Q5. Explain the needs of P & I requirements of the ships agent and shipowner.**

The question on P and I clubs produced a range of answer. Of the 64 papers attempted, there were 30 failures, where in almost every case the student overlooked the requirements of the Port agent, and focused solely on the requirements of the shipowner.

Some students struggled to supply the four major reasons that a port agent would require cover which is concerning.

**Q6. You have been nominated as charterer's agent to handle the port call of a vessel loading steel in your port. On completion of loading the vessel's master refuses to sign the bills of lading, as he has noted that some of the cargo is rust stained. Discuss the commercial implications and suggest the operational options available to your agency.**

The operational question on bills of lading was generally well handled, and the majority of students were able to discuss the main concepts such as the importance of the bill of lading in international trade, its three main properties, the regularity of rust stained cargo in this trade, and pragmatic options available to the owners and charterers.

In previous exams students have struggled with multi faceted questions such as this, but in this particular case it was impressively handled.

**Q7. Using the world map provided indicate appropriate load and discharge ports, suitable vessel types, dimensions and tonnages as well as voyage routes for TWO of the following deep sea cargo movements. i. Phosphate rock ii. Coal iii. Crude Oil.**

The question on ship types and maritime geography, gave cause for concern, although students could indicate accurate vessels dimensions and tonnages, the standard of maritime geography fell well below what was expected from the students. There appears to be at best only a modest grasp of where major loading ports are located around the world.

**Q8. Explain the major terms of the agency nomination noted below From: Ship Owners Ltd To: Ships Agents Ltd Subj: Port Agency Appointment We are advising you as charterers of the forthcoming cargo stem where we expect you to represent our interests in the port call MV “tbn” Laycan 7/8/17 Cargo HGSS 35,000 MT 5% MOLCO FIOSPT Load 1 SB USG Discharge ARAG range Freight USD 20 PMT 5000 Per day SHEX load SHINC Discharge.**

The vessel appointment question was a new type of question on the port agency examination. However a few students misinterpreted the question, and wrote a generic answer on vessels appointments rather than interpreting the abbreviations in the question. The students that read and answered the question properly did well.