



**TUESDAY 15<sup>TH</sup> MAY – AFTERNOON**

## **PORT AGENCY**

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. 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 3 <sup>rd</sup> March
NOR Tendered	1000 Hours Monday 3 <sup>rd</sup> March
Loading Commenced	0700 Hours Tuesday 4 <sup>th</sup> March
Loading Completed	1600 Hours Monday 10 <sup>th</sup> March
Vessel Sailed load port	1200 Hours Tuesday 11 <sup>th</sup> 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 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/Despatch at half demurrage rate on laytime saved.

On Tuesday 4<sup>th</sup> March rain Stopped loading between 1000-1700 hours

On Wednesday 5<sup>th</sup> March Rain stopped loading between 1000-1200 hours

On Thursday 6<sup>th</sup> March the vessel was unable to load any due to strike action taken by stevedores.

On Friday 7<sup>th</sup> March Due to rain the vessel stopped loading between 1100-1900 Hours

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

**PLEASE TURN OVER**

2. You are a charterer's nominated agent for a handy sized bulk carrier discharging a cargo of grain in your port. A competitor agency has been appointed as husbandry agent for the vessels, Discuss your duties for the port call.
3. Explain four of the following terms / abbreviations and discuss the importance of these terms to the port agent
  - FIO
  - Liner In / Liner Out
  - LI/FO
  - FLT
  - CIF
4. Discuss the concept of general average and the involvement of the ships agent in this process.
5. Discuss with the use of examples the concept of breach of warranty of authority with and without negligence.
6. An offshore vessel under your agency is mobilising in your port. The basic port costs are \$30,000. Due to issues with Port State Control the vessel has incurred unexpected repair costs of an additional \$50,000. Your contractual agreement with the owners offer thirty days credit terms. However, your financial department has drawn to your attention that despite several requests the company has not paid for previous port calls over the thirty-day limit, consequently the debt over thirty days excluding the present port call is \$200,000. The vessel owners have urgently requested additional crane hire and stevedoring costs at an anticipated cost of \$20,000 in order to conclude the mobilisation and sail. Discuss your actions.
7. Discuss the ship agent's requirements for P&I cover.
8. 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.
  - LNG
  - Lumber
  - Bauxite