



EXAMINER'S REPORT NOVEMBER 2018

PORT AGENCY

General comments.

The questions were chosen from a wide range of subjects within the syllabus. Port operations, laytime, ships types, cargoes and routes, vessel certifications, the requirements of the agent and owner for P and I cover and port agency marketing. Students have to take care to produce correct and well labelled mapwork.

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.

The question on the differential disbursements for the ship-owner and time charterer was very well handled.

Students were very comfortable with the concept and could highlight the major costs incurred for both parties.

Some students overlooked the requirement to complete an actual disbursement account for each part.

The time charter's DA should include such items as ship dues, clock dues pilotage, towage, ISPS, Light Due, and agency fee.

The owner's DA should include such items as crew costs, owner agency fee, cash to Master, chandler costs, ship spare parts and maintenance.

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.

The question on ships agency marketing was largely well handled, although students could have supplied more comprehensive information on the ship agency company's background/ core services and perhaps greater focus on influencing the prospective client.

However, equally, some student did well to discuss QHSE and qualifications.

Most students were able to offer added value services aligned to the requirements of the agricultural business.

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.

The question on P and I coverage for the owner and the ships agent was well handled.

This question has, over the years posed significant problems to students, but in this particular exam, students were able to adequately give some historical background on P and I as well as clearly defining both the owners and the agents requirements.

Owner's covers should include such items as collision, damage to cargo, crew illness and death, piracy, cargo claims, stowaway, salvage and oil spill.

Ship agents cover should include such items as wrongful delivery of cargo, act errors and omissions and breach of warranty of authority.

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.

Students were comfortable with the question on bills of lading and were able to highlight the three main roles of the bill of lading and the operational options available to the agent with regard to the damaged cargo.

Students needed to explain that the agent needs to move quickly and understand that any cancellation costs will need to be met by the owner.

The role of LOIs and mates receipts should also be discussed.

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

The question on the port call of the cruise liner was relatively well handled, as the majority of students understood the concept and operational requirements arising there from.

Students needed to discuss the impact to the ship, involving class, P&I, and local/national authorities and the requirements of the crew and passengers, immigration/customs, accommodation and alternative travel arrangements.

However, virtually all of the students overlooked the important aspect that an incident of this nature would create, local, national and perhaps even international media interest, and comments should have been made accordingly to at least make reference to this and have a plan in place to handled media enquiries.

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 10th March

NOR Tendered 1100 hours Monday 10th March

Loading Commenced 0700 hours Tuesday 11th March

Loading Completed 1600 hours Tuesday 18th March

Vessel Sailed load port 2 000 hours Tuesday 18th 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.

Students who were able to present a coherent and understandable laytime statement managed to at least achieve a pass mark.

Students should clearly state when laytime commences, identify the delays and whether laytime continues to count, or not, during these delays and apply the ½ time to count clause from 1700 on.

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

Students were required to list and give a brief explanation for each ship certificate and documents expected to be found on board.

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 labelled 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.

The students tended to be able to provide an adequate answer on iron ore, however struggled with the main load ports for petcoke. Students needed to correctly mark and label ports and trade routes on the map.

Vessel profiles had to be clearly labelled, showing the correct dimensions for each ship.