



INSTITUTE OF
CHARTERED
SHIPBROKERS

THURSDAY 16TH 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. You are acting as the charterer's nominated agent for a vessel which has arrived and anchored outside of your port. The master has tendered Notice of Readiness at the time of anchoring. Charterers have requested that you do not receive or accept the NOR as the port has been closed for 48 hours due to a technical problem with the entrance lock.

Discuss your legal position and your actions.

2. You are the owners' agent for a vessel which has unfortunately ran aground. Over USD 100,000 in port costs have been incurred to remove the vessel from the shore with the aid of tugs and pilots, unfortunately the vessel has sustained significant hull damage and requires local repairs to be seaworthy.

You have also received an initial quote for dry docking repairs of USD 800,000, to effect repairs to the vessels hull. The class surveyor has advised that the repairs are vital and the vessel is unable to sail without the repairs.

Despite daily requests to the owners you have still not received any pre funding from them.

The local dry dock managers have contacted you and advised that unless you confirm that the vessel is to berth in the dry dock later today, which will require an advance payment of the USD 800,000, the managers have another client ready who will undertake a lengthy refit for their vessel. No other dry dock is available locally.

PLEASE TURN OVER

The owners have contacted you and demanded that you arrange the drydock with immediate effect or they will hold you responsible for the delays to the vessel. Discuss your actions.

3. 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	1400 Hours Monday 10 th March
NOR Tendered	1500 Hours Monday 10 th March
Loading Commenced	0700 Hours Tuesday 11 th March
Loading Completed	0900 Hours Wednesday 19 th March
Vessel Sailed load port	2000 Hours Wednesday 19 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 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 11th March rain stopped loading between 1400-2300 Hours.

On Wednesday 12th March rain stopped loading between 0900-1000 Hours.

Cargo operations ceased between 1400-1600 due to a technical problem with loading equipment.

On Thursday 13th March rain stopped loading between 1100-1600.

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

The port working hours were 0001-2359 Mon-Sun.

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

4. Define the core services which ships' agents provide to their principals and what you consider to be added value services which may be undertaken or sub contracted by the agent.
5. Explain the differing requirements that a ship's agent and a shipowner will have for P&I cover.
6. You are the charterer's nominated agent for a vessel carrying a cargo of timber. During the voyage the deck cargo has caught fire and a portion of the deck cargo has required to be jettisoned in order to save the remaining cargo on board. Consequently the shipowner has declared general average.

Write a formal communication to the cargo receiver advising the developments, explaining what general average means for them, and outlining what is required to release the cargo.

7. Choose **ONE** of the following commodities:
 - i. Crude Oil
 - ii. LNG
 - iii. Bauxite
 - a) Draw ONE suitable vessel with dimensions and tonnages for your chosen commodity.
 - b) Using the world map provided show appropriate load and discharge ports with sea transits for the commodity.
8. Discuss the range of services that a ship's agent may be expected to provide to a cruise liner when in port.