



MONDAY 18th NOVEMBER 2019 – AFTERNOON

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Explain **EACH** of the following.
 - a) MOLCO
 - b) CIF
 - c) LI/FO
 - d) ARAG
2. How do port agents manage cash flow?
3. You are the charterer's nominated agent for a vessel discharging a cargo of steel in a port of your choice. On behalf of the local receiver you have arranged stevedores and a fleet of vehicles to deliver the cargo direct to the receiver premises directly from the ship. However the vessel master has not agreed to open the hatches as the original bill of lading has not been presented and is not in your possession. Discuss your actions.
4. Explain the terms 'breach of warranty of authority with negligence', and 'breach of warranty of authority without negligence'.
5. You have been approached by a tanker owner. They have requested that you supply a formal proposal for handling weekly port calls of a 10,000 dwt tanker discharging kerosene cargoes. The owners have asked you to provide a full package of agency and relevant added value services. Write a proposal offering your full agency services.
6. How will new technologies affect the role and function of ship agency?

PLEASE TURN OVER

7. Using the world map provided show appropriate load and discharge ports, suitable vessel types, dimensions and tonnages as well as voyage routes for **ONE** of the following cargoes.
 - i. Grain
 - ii. Woodpulp
 - iii. Bauxite

8. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the statement of facts.

MV Tutorship

Arrived Buenos Aires Roads	0400 Hours Monday 3 rd March
NOR Tendered	1000 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	0600 Hours Monday 10 th March
Vessel Sailed Buenos Aires	0900 Hours Monday 10 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 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 0900-1400 Hours.

On Wednesday 5th March - Rain stopped loading between 1000-1400 Hours.

On Thursday 6th March - The vessel was unable to load cargo between 1200-1800 Hours, due to 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 1000-1100 Hours.

On Sunday 9th March - Rain stopped loading between 0900-1200 and 1300-1700 Hours.

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