



**NOVEMBER 2020 EXAMINATION SESSION
MONDAY 9th NOVEMBER 2020 – AFTERNOON**

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Discuss the effects of the Covid-19 pandemic on the shipping agency business operationally in your region. Suggest changes in the working environment which may result from the pandemic.
2. You have been appointed marketing manager of a shipping agency company. Using examples discuss how you would develop brand awareness online.
3. You are the charterer's nominated agent for a timber cargo due to be discharged in a port of your choice. During the voyage the vessel's deck cargo of timber caught fire and the master, officers and crew had to jettison cargo to ensure the remaining cargo on board was safe. Subsequently the vessel owners declared general average. Construct an email to the cargo receivers defining general average, and their responsibilities.
4. You are the owner's nominated agent for a vessel which has called at a port of your choice to undertake repairs. The total cost of disbursements incurred to date has reached USD 90,000. Despite numerous attempts to communicate with the owners, you have not had a response for the past 48 hours. Subsequently you have heard via media reports that your principal has declared bankruptcy. Several crew members have arrived at your port office claiming that wages have not been paid, whilst the port authority have contacted you demanding payment for all port dues incurred to date. Discuss your actions.
5. Differentiate between core agency services and added value services for a port agent specifically focusing on the tanker market.

PLEASE TURN OVER

6. 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	1200 Hours Monday 3 rd March
NOR Tendered	1400 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	1200 Hours Monday 10 th March
Vessel Sailed Buenos Aires	1900 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 hours Friday or the day preceding a holiday to 0800 Hours Monday or the 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.

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 1000-1800 Hours

On Wednesday 5th March, the vessel was unable to receive cargo due to a technical fault with hatch covers.

On Friday 7th March Due to rain the vessel stopped loading between 0800-1300 Hours

On Sunday 9th March rain stopped loading between 0800-1300

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

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 cargo movements. Draw the voyage route on the map and mention any specific weather difficulties which the vessel may encounter en route.
- Crude oil
 - Timber
8. You are the charterer's nominated agent for a bulk carrier. The vessel is fixed for a port call on a FIOST basis and the charterers are acting under Incoterms of an FOB contract for an export grain cargo from your port.

Create a range of owner's, charterer's and receiver's disbursement accounts to ensure all costs for the impending port call are fully recovered.