



INSTITUTE OF  
CHARTERED  
SHIPBROKERS

**NOVEMBER 2025 EXAMINATION SESSION**  
**MONDAY 17<sup>th</sup> NOVEMBER 2025 - MORNING**

## **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 concept of the charterers nominated agent in a voyage charter party, and the reasons why the charterer may choose to nominate the port agent.
2. You are the charterers nominated agent for a handy-sized bulk carrier discharging a cargo of grain. During the discharge there has been intermittent periods of rain. In order to improve the discharge rate the shipowners have requested that the agent liaises with the charterer and presents the shipowner with a rain letter. The request for the rain letter has been duly rejected by the charterer. Advise your position.
3. Define **FOUR** of the following abbreviations and explain their use.
  - i. FHEX
  - ii. VLCC
  - iii. NOR
  - iv. BIMCO
  - v. SOLAS
4. You have boarded a ship on arrival at a port of your choice. Discuss **TEN** certificates you would expect a vessel to have onboard in order to comply with international regulations.
5. You are the charterers nominated agent for a vessel which has called at a port of your choice to discharge cargo. You have arranged stevedores and trucks to discharge and transport the cargo directly to the receivers' premises. However, you have not as yet received the original bill of lading. Consequently, the Master has refused to open the hatches until an original bill of lading is presented. Discuss your actions and the role of the original bill of lading in this specific situation.

**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	1500 Hours Monday 3 <sup>rd</sup> March
NOR Tendered	1600 Hours Monday 3 <sup>rd</sup> March
Loading Commenced	0700 Hours Tuesday 4 <sup>th</sup> March
Loading Completed	1800 Hours Tuesday 11 <sup>th</sup> March
Vessel Sailed Buenos Aires	0100 Hours Wednesday 12 <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 5,000 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

Demurrage rate USD 5,000 Per Day and Pro Rata/Despatch at half demurrage rate on laytime saved.

On Tuesday 4<sup>th</sup> March Rain stopped loading between 1800-2100 hrs

On Wednesday 5<sup>th</sup> March Rain stopped loading between 1000-1300

On Thursday 6<sup>th</sup> March 1000-1500 the vessel was unable to receive cargo due to temporary shortage of supply from the charterer.

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 trade routes for **ONE** of the following cargo movements:
  - a) Iron Ore
  - b) LNG
  
8. You are owners' agent for a vessel which has discharged a cargo of fuel oil in a port of your choice. One of your agency staff members has incorrectly calculated the initial pro forma disbursement. The vessel has now completed the port call and sailed. Prefunding for the requested pro forma amount has been received. However, final invoices have been received, and the total port cost is USD 30,000 more than the pro forma disbursement due to the error. You have contacted the owners who have rejected the additional costs. Discuss your actions.