



INSTITUTE OF
CHARTERED
SHIPBROKERS

**POSTPONED MAY 2020 EXAMINATION SESSION
MONDAY 13TH JULY 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. 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 3rd March

NOR Tendered 1700 Hours Monday 3rd March

Loading Commenced 0700 Hours Tuesday 4th March

Loading Completed 1200 Hours Monday 10th March

Vessel Sailed Buenos Aires 1900 Hours Monday 10th 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

Demurrage rate USD 5000 per day and pro rata/despatch at half demurrage rate on laytime saved.

PLEASE TURN OVER

On Tuesday 4th March, rain stopped loading between 1000-1600 hours

On Wednesday 5th March, the vessel was unable to load cargo between 0001-2359 due to lack of cargo availability from the local shippers.

On Friday 7th March, due to rain the vessel stopped loading between 0800-1100 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.

2. You are the owner's agent for a tanker vessel loading in a port of your choice. The owners have issued the below agency appointment instructions.

Define and explain **ALL** the abbreviations used below;

- a. MT "Tutorship"
 - b. Load – One SB UK East coast
 - c. Discharge – One SB USAC/USG chopt range
 - d. Cargo 100,000 M/Tonnes crude oil
 - e. Freight WS 120
 - f. NOR to be tendered as and when vessel has arrived at the berth or the normal waiting place, and NOR to be given during normal office hours.
 - g. All cargo to be loaded across all designate COT's
 - h. Whenever unresolved differences between ship and shore quantities at the load port exceed 0.3 percent VEF applies
 - i. If fitted vessel to use IGS
 - j. Master to report H2S levels daily and meet terminals H2S regulations at all times.
 - k. Chtrs agents BENDS
3. You have undertaken ships agency services for a vessel under time charter. You have also undertaken husbandry services on behalf of the head owner and crew change services on behalf of the crew manager. You have arranged discharge and transportation costs for the local receiver. Prepare the four accounts which would incorporate all costs associated with the activities of the agent.
4. Discuss the differing requirements that a port agent and shipowners would require from P and I clubs

PLEASE TURN OVER

5. You are the charterer's nominated agent for a vessel which has called at a port of your choice to undertake repairs. Despite requesting advance funds of USD 70,000 the owners have not responded, you have been contacted by the shipyard who are looking to receive payment for USD 50,000 in labour and repair costs. The owner has instructed you to sail on the next high water tide. Meanwhile a number of the crew have arrived at your office and have advised that they are unwilling to return to the vessel as allegedly they have been unpaid for the last few months.
Discuss your actions.

6. You have been approached by the operator of a ro-pax ferry service which intends to commence operations from a port of your choice. Create a formal proposal, introducing your company, offering port agency services and added value services for both freight and passengers.

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.
 - a. Iron Ore
 - b. LNG

8. Discuss the major trading certificates which a ship's agent would expect to find on board a vessel.