



INSTITUTE OF
CHARTERED
SHIPBROKERS

MAY 2023 EXAMINATION SESSION
THURSDAY 25th MAY 2023 – MORNING

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 a charterer's nominated agent for a vessel loading a steel cargo in a port of your choice. On completion of loading the master has noted that some of the cargo has visible rust stains. Consequently, the master has refused to sign clean bills of lading and has requested that comments are made on the bills regarding the damaged cargo. The charterer has refused this request. Discuss your actions and define the importance of the bill of lading in International trade in this instance.
2. You have been approached by a major grain trader, they have requested that you send a proposal to them offering a consolidated port agency service covering all of the ports in a country of your choice. Construct the formal proposal and include relevant added value services.
3. Define **FOUR** of the following abbreviations and explain their use.
 - i. FONASBA
 - ii. BIMCO
 - iii. DWAT
 - iv. FIOST
 - v. ITF
4. You are a ships agent boarding a bulk carrier in a port of your choice. The master has presented you with the ships seagoing certificates.
State the main certificates which you would expect to receive with a brief explanation of each.

PLEASE TURN OVER

5. 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 rd March
NOR Tendered	1600 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	1100 Hours Wednesday 12 th March
Vessel Sailed Buenos Aires	1800 Hours Thursday 13 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 5,000 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 hours per day.

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

On Wednesday 5th March Rain stopped loading between 0900-1700 hrs

On Thursday 6th March the vessel was unable to load as cargo was not available between the following hours.

0800-0900

1000-1200

1400-1600

On Tuesday 11th March rain stopped loading between 0800-1200

The vessel was delayed in sailing due to a lack of available pilots

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

6. You are owners appointed agent for a vessel carrying timber arriving at a port of your choice. During the sea voyage the deck cargo caught fire and the master jettisoned a percentage of cargo to ensure the vessel could safely continue its voyage. Subsequently the owners have claimed General Average. What do you understand by this term and outline the additional requirements which the port agent will have to undertake during the port call.

7. Using the world map provided, show appropriate load and discharge ports, suitable vessel types, dimensions and tonnages as well as trade routes for **BOTH** of the following cargo movements:

- a) Grain
- b) Crude Oil

8. What do you understand by the legal concept of "Breach of warranty of authority". Using examples, discuss its importance to the port agent and how a port agent can limit liability.