



INSTITUTE OF
CHARTERED
SHIPBROKERS

NOVEMBER 2022 EXAMINATION SESSION
TUESDAY 22nd NOVEMBER 2022 – 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 the owner's agent for a vessel which has been under repair in a port of your choice. Despite several request for funding you have not received any communication from the owners on this topic, nor any funds. Repairs have now been concluded and the local repair company have approached you for immediate payment for USD 500,000. The port authority also require the vessel to move from the repair berth to the loading berth where it is chartered to load a cargo of iron ore. A further USD 25,000 is incurred by this shifting process which needs to take place immediately.

Discuss your actions.

2. Discuss the importance of the Notice of Readiness and specifically when the port agent was nominated by the charterer.
3. Outline the various methods which a port agency company may use to promote their business in a written presentation to a shipowner.
4. Define **FOUR** of the following abbreviations and explain their use:

- a) FIO
- b) ARAG
- c) CHOPT
- d) NAABSA
- e) FHEX

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	1400 Hours Monday 3 rd March
NOR Tendered	1500 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	2200 Hours Monday 10 th March
Vessel Sailed Buenos Aires	1600 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 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, including weekend.

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

On Tuesday 4th March Rain Stopped loading between 1200-1400 hours

On Wednesday 5th March Rain stopped loading between 1100-1700 hours

On Thursday 6th the vessel was unable to load cargo as shifting on berth at charterers request 1200-1400 hours

On Monday 10th March rain stopped loading between 1600-1700 hours

The vessel was delayed in sailing due to a strike by tugboat operators

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

6. Discuss the role of the P & I club and the differing cover offered to a shipowner and a ships agent.
7. You have been approached by a company looking to commence the importation of iron ore cargoes into a port of your choice. Create a formal response offering core and relevant added value services.
8. 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) Steel
 - b) LPG