



INSTITUTE OF
CHARTERED
SHIPBROKERS

MAY 2024 EXAMINATION SESSION
WEDNESDAY 22nd MAY 2024 – AFTERNOON

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 arrived after completing a voyage through rough weather. The Master and owners have requested that you arrange a "Sea Protest." Discuss the purpose of such a protest, define how you would arrange such a service locally.
2. You have been approached by a tanker owning company who have requested you to offer port agency services in a number of ports in your country. Create a formal proposal outlining company history, fees, and a range of core and added value services appropriate to this market sector.
3. Explain each of the following **FOUR** abbreviations.
 - a) FONASBA
 - b) FHEX
 - c) CHOPT
 - d) ARAG
4. Discuss the differing requirements that a port agent and shipowner would require from a Protection and Indemnity (P&I) association.
5. You have been appointed owner's agent for a vessel which has declared general average and is due to arrive at your port which is acting as a port of refuge. You have been contacted by a consignee who has asked you to define the concept of general average and advise them what steps they need to take to receive their cargo as quickly as possible.
6. Using the world map provided to support your answer, 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) Biomass
 - b) Crude Oil

PLEASE TURN OVER.

7. Discuss the major trading certificates which a Master would present to the ships agent when boarding the vessel.
8. Compile a detailed time sheet and calculate demurrage or despatch due from the information below within the Statement of Facts.

MV "Tutorship"

Arrived Buenos Aires Roads	1500 Hours Monday 3 rd March
NOR Tendered	1700 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	1400 Hours Tuesday 11 th March
Vessel Sailed Buenos Aires	1900 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 Tuesday 4th March Rain stopped loading between 1400-1500hrs

On Wednesday 5th March the vessel was unable to load cargo between 0800-1000 as the vessel was unable to open the hatch covers due to a technical fault.

On Friday 7th March Due to rain the vessel stopped loading between 0800-1100 Hours

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