



INSTITUTE OF
CHARTERED
SHIPBROKERS

MAY 2025 EXAMINATION SESSION

MONDAY 19th MAY 2025 - AFTERNOON

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Answer **BOTH** parts of the question.

You are an owner's agent for a vessel which has been forced to jettison part of a deck cargo of timber due to a fire. Subsequently, the owners have declared general average.

- a) Describe the concept of general average and the process which the cargo receivers will need to undertake in order to receive their cargo.
- b) Describe the involvement of the port agent in this process.

2. Discuss the different services that a shipowner and Ships agent would each require from a P&I club.

3. Define and discuss **ALL** of the following port agency roles:

- a) Protective agent
- b) Charterers nominated agent
- c) Husbandry agent
- d) Hub agent

4. You are nominated to attend as agent for a vessel discharging a cargo of grain in a port of your choice. Describe the main cargo documents required to provide a smooth discharge, and their importance in international trade.

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	0800 Hours Monday 4th March
NOR Tendered	0900 Hours Monday 4th March
Loading Commenced	1000 Hours Monday 4th March
Loading Completed	1600 Hours Tuesday 12th March
Vessel Sailed Buenos Aires	0200 Hours Wednesday 13th 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 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.

On Monday 4th March Rain Stopped loading between 1100-1200 hrs

On Wednesday 6th March Rain stopped loading between 1000-1700 hrs

On Thursday 7th March the vessel was unable to receive cargo due to a problem with opening cargo hatches. All loading was ceased from 1200-1600 and again from 1800-2200.

On Friday 8th March Rain stopped the vessel loading between 0800-1100 Hours

The vessel's sailing was delayed to the next available high water tide on 13th March

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

6. You are the owner's appointed agent for a vessel in a port of your choice. The disbursements for the port call are USD 100,000. Despite numerous communications the shipowners have not responded to your requests to transfer funds. The vessel is due to complete discharge imminently and the owners have communicated with you to request that the vessel sails on the high water that evening. Furthermore, you have been approached by a delegation from the crew members advising you that they are unwilling to sail as they have been unpaid for several months. Discuss your actions.
7. Your company has been approached by a time-charterer who will commence importing regular shipments of steel slabs into your port. Create a formal response to the charterer, introducing your company and offering core and relevant value added services to this specific trade.
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) Forest products
 - b) Crude Oil