



INSTITUTE OF  
CHARTERED  
SHIPBROKERS

**MAY 2021 EXAMINATION SESSION**  
**MONDAY 17<sup>th</sup> MAY 2021 – MORNING**

## **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 3 <sup>rd</sup> March
NOR Tendered	1700 Hours Monday 3 <sup>rd</sup> March
Loading Commenced	0600 Hours Tuesday 4 <sup>th</sup> March
Loading Completed	1900 Hours Wednesday 12 <sup>th</sup> March
Vessel Sailed Buenos Aires	2200 Hours Wednesday 12 <sup>th</sup> 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.

On Wednesday 5th March the vessel was unable to load cargo between 1500-1700 due to the vessels having a technical issue and being unable to open a cargo hatch.

On Friday 7th March due to rain the vessel stopped loading between 1200-1400 Hours

On Sunday 9th March rain stopped loading between 1000-1200 and 1400-1600

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

Port operations were undertaken on 24 hour seven day per week basis.

**PLEASE TURN OVER**

2. Explain what you understand by the terms:

- a) As agent only
- b) Breach of warranty of authority

With the use of examples define the importance of these terms to the port agent.

3. You have been approached by a shipowner who is looking to appoint an agent for regular shipments of steel products in a port of your choice. Create a formal response to the shipowner offering core agency services and a package of added value services particular to the requirements of this trade.

4. Discuss the role of the port agent when a vessel under your agency has declared General Average.

5. You are a charterers nominated agent for a vessel loading a cargo of steel coils in a port of your choice. On completion of loading you have presented the bills of lading to the ship's master for signing. Subsequently the master has refused to sign the original bill of lading as it has been noted that several coils have been loaded while displaying rust stains.

Discuss the uses of the bill of lading in international trade, and offer a realistic solution to the problem.

6. Define and explain **FOUR** of the following abbreviations:

- a) BWAD
- b) BENDS
- c) NAABSA
- d) ARAG
- e) BIMCO

7. Using the world map provided show **TWO** appropriate load and discharge ports, suitable vessel types with dimensions and tonnages as well as voyage routes for **ONE** of the following cargoes.

- a) Grain
- b) Crude Oil

8. Discuss the major trading certificates which a master would present to the ships agent when boarding the vessel.