



EXAMINER'S REPORT

NOVEMBER 2021

PORT AGENCY

Question 1

A vessel under your agency has sailed without making the promised pre funding payment of USD 100,000 which was required to cover port costs. Subsequent communications to the owner have not been responded to. The port authority has contacted you and is demanding immediate payment of the vessels port costs. Discuss your actions.

Many students completely overlooked one of the main issues that was raised in the question which was the fact that no prefunding was supplied and the vessel had sailed. The students that tackled this aspect of the question scored well, those that ignored the salient parts of the question scored poorly.

Question 2

You are a charterer's nominated agent for a vessel loading a grain cargo in the port of your choice. The vessel has arrived at the designated anchoring area, and the master has tendered Notice of Readiness in accordance with the charter party. The charterers have contacted you, there are several other vessels waiting to load ahead of this vessel and they are also suffering a problem with a lack of cargo availability. They have requested that you ignore the tendering of the master's Notice of Readiness. Write a formal response to the charterers.

This was a challenging question for students in that it required the student to deal with two separate issues, one was understanding the issues related to the Notice of Readiness and the legitimacy of the master and owners tendering the said NOR. The second aspect of the question required the student to understand the concept of the charterers nominated agent, and the occasional issues which this can create when there is a dispute between the owner and the charterer. Most students however were able to understand the concepts at hand and were able to address the separate issues in the answer.

Question 3

You have been approached by a shipowner who is looking to appoint an agent to handle shipments of crude oil from your local export terminal. Create a formal response to the shipowner offering core agency services, a full background to your company and a package of added value services specifically aligned to the requirements of this trade.

The question on marketing was reasonably well handled, the better answers focused on the specific requirements of the trade and were able then to offer added value services aligned to the tanker trades. Most students were able to give answers which covered a reasonably amount of depth, but answers could have been enhanced by more in depth discussions on the company's history, health and safety and compliance policies.

Question 4

Discuss the different requirements that the ship's agent and the shipowner have for the cover offered by the P and I clubs.

The majority of students were able to discuss the requirements of both the ship owner and port agent in the answer, and in doing so achieved a high pass mark.

However as in previous years, a large number of students were unable to define that the answer required information regarding both the ship owner and the port agent requirements. In most cases these answers focused on the ship owners interests only, and unfortunately this meant that half of the marks available were overlooked.

Question 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	0200 Hours Monday 3 rd March
NOR Tendered	0500 Hours Monday 3 rd March
Loading Commenced	0700 Hours Monday 3 rd March
Loading Completed	0200 Hours Wednesday 12 th March
Vessel Sailed Buenos Aires	1200 Hours Wednesday 12 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 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 hours per day

Demurrage rate USD 5000 Per Day and Pro Rata/Dispatch at half demurrage rate on laytime saved.

On Tuesday 4th March Due to rain the vessel stopped loading between 0900-1100

On Wednesday 5th March the vessel was unable to load cargo between 0200-1600 due to a lack of cargo availability.

On Thursday 6th March the vessel was unable to load cargo between 0400-0800 due to the vessel being unable to open hatches.

On Friday 7th March Due to rain the vessel stopped loading between 0900-1300 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.

A number of students were able to achieve full marks with correct answers. The students who were unable to achieve full marks still tended to produce good quality laytime

statements which generally scored between 6-10 marks.

Question 6

You are appointed owners agent for a vessel which has suffered a total engine breakdown whilst in port. Define the different organisations, and their roles that you would make contact with in your role as port agent as you attempt to assist the owners.

This was a question which was generally well handled by students. Most were able to provide a good overview of the main organisations such shipowners, class surveyors and towage companies who would be contacted in such a circumstance. Unfortunately some students appeared to not read the question properly and scored poorly.

Question 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) Iron Ore

b) Forest products

Generally this question was well handled with students able to give good examples of the major iron ore and forest products cargoes. Map work was generally well handled, and had shown a slight improvement on previous years.

The majority of students selected Iron ore as a preferred cargo and were able to offer the major load ports and terminals in Brazil, South Africa and Australia. China was a well used discharge area.

Question 8

Name TEN certificates you would expect the master to present the port agent with on arrival at your port. Describe the purpose of FIVE of these certificates.

The question on trading certificates was a “banker” for students with a large percentage of the students who attempted this question achieving high pass marks.