



INSTITUTE OF
CHARTERED
SHIPBROKERS

NOVEMBER 2021 EXAMINATION SESSION
MONDAY 15th NOVEMBER 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. 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.
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.
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.
4. Discuss the different requirements that the ship's agent and the shipowner have for the cover offered by the P and I clubs.

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	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.

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.
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
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.