



NOVEMBER 2024 EXAMINATION SESSION
TUESDAY 12th NOVEMBER 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 have been appointed ship's agent for a vessel which will change ownership in a port of your choice. You are representing the buyer of the vessel. Discuss the various parties which you, as agent would interact with during this process.
2. Define **EACH** of the following abbreviations and explain their use.
 - a) IMO
 - b) P&I
 - c) DNV
 - d) LAT
3. You are charterers nominated agent for a vessel loading a cargo of steel. The vessel has completed loading. You have arranged pilots and tugs to sail the vessel and have boarded the vessel just before sailing and presented the master with the bills of lading. The master refuses to sign the original bills of lading noting that several of the steel plates are rust stained. Discuss your actions.
4. Your company has been approached by a Shipowner who will commence importing regular shipments of grain into your port. Create a formal response to the owner, introducing your company and offering port agency and relevant value added services to this specific trade.
5. You have boarded a ship on arrival at a port of your choice. Discuss **TEN** certificates you would expect a vessel to have onboard in order to comply with international regulations.

PLEASE TURN OVER

6. 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	1900 Hours Monday 3 rd March
NOR Tendered	2100 Hours Monday 3 rd March
Loading Commenced	0700 Hours Tuesday 4 th March
Loading Completed	1300 Hours Wednesday 12 th March
Vessel Sailed Buenos Aires	0100 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 seven days per week

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 1000-1400 Hours

On Wednesday 5th March Rain stopped loading between 1400-1600 Hours

On Thursday 6th March The charterers were unable to supply cargo due to logistical problems between 0800-1800 Hours

On Friday 7th March Rain stopped the vessel loading between 0800-1100 Hours

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

7. You have been appointed port agent for a vessel on time charter which has loaded a cargo of Iron Ore at a port of your choice. During the port visit you have also undertaken work for the head owner of the vessel and a third party crew manager. Additionally, your company are also responsible for arranging and administrating all relevant cargo costs.

Create **FOUR** disbursements which clearly show the types of costs which would be incurred by each party during the port call.

8. Select **ONE** of the following cargoes:

- a) GRAIN
- b) LNG

Using the world map provided, show appropriate load and discharge ports. Give details of suitable vessel types, dimensions and tonnages as well as trade routes for **ONE** of the cargo movements.

