

INSTITUTE OF CHARTERED SHIPBROKERS

APRIL 2009 EXAMINATIONS

MONDAY 27 APRIL – AFTERNOON

PORT AGENCY

Time allowed – Three hours

Answer any FIVE questions – All questions carry equal marks

1. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the Statement of facts.

MV “Tutorship”

Arrived Hamburg Roads	0600 Hours	Monday 1 st May
NOR Tendered	0900 Hours	Monday 1 st May
Loading Commenced	0700 Hours	Tuesday 2 nd May
Loading Completed	2100 Hours	Thursday 11 th May
Vessel Sailed	0600 Hours	Friday 12 th May

Cargo Loaded 20,000 M/Tonnes Petcoke

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.

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

On Thursday 11th May loading was stopped due to rain from 1000-1100 Hours

On Thursday 11th May loading was stopped due to lack of cargo availability from 1400-1800 Hours.

The vessel was unable to sail until 0600 Hours on Friday 12th May due to engine problems.

2. With the aid of sketches supply details of TWO of the ship types described below. Give detailed dimensions of the vessels and suggest specific load and discharge ports appropriate to voyages, which such vessels would undertake in commercial conditions.

General cargo Tweendecker
Refrigerated cargo ship
Short sea chemical tanker

3. Discuss the major safety certificates, and their period of validity, which the ships agent would expect the vessels master to be able to present on arrival at the port of call.

4. You are acting as agent for a Principal who has a vessel in your port. Despite several requests, prefunding for USD 50,000 has not been received. You have recently been informed that the owner has declared bankruptcy. You have received a call from the Financial Director of your Port Authority looking for clarification of payment of port costs. The master has advised you that he wishes to order a pilot and tugs to sail immediately. Meanwhile, several of the crew have arrived at your office, stating that they have not been paid any wages for several months and wish you to contact the ITF. Discuss your actions.

5. Define and explain four of the following terms

HWOST
WCCON
CHOPT
FOW
FD

6. Your company has appointed a Financial Director who does not have a background in the Shipping industry. Your Managing Director has requested you create an internal memo to the Financial Director highlighting the various types of disbursement accounts that your company would deal with, and has asked you to supply examples of costs against each disbursement.

7. Under the term “charterer’s nominated agent” what are the reasons for; the role and the responsibilities under such an appointment.

8. Your company is the agent for a vessel loading a cargo of steel. You have presented the original bills of lading to the master of the vessel for signature. The master has refused noting that the cargo is rust-stained and therefore “not clean on board”. The pilot is aboard the vessel and tugs are connected ready to sail the vessel. Discuss your actions.

THE INSTITUTE OF CHARTERED SHIPBROKERS

PORT AGENCY (PA)

2009

EXAMINER'S REPORT

OVERALL COMMENTS

Despite clear instructions, 4 candidates answered more than 5 questions; one candidate in fact answered all 8. In all cases only the first five answers were marked the rest ignored. Conversely, only 2 candidates failed to answer 5 questions which is significantly better than previous years and may explain some of the overall improvement in the pass rate this year.

As in previous years, the most popular question, attempted by 89% of candidates, was number 1, the demurrage calculation.

The least popular this year was number 5, the acronyms, although those who attempted it returned the highest average mark of 14.