

# THE INSTITUTE OF CHARTERED SHIPBROKERS

APRIL 2007 EXAMINATIONS

FRIDAY 20 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 “Lesley”

Arrived Leith Roads 0600 Hours Monday 1<sup>st</sup> March  
NOR Tendered 0900 Hours Monday 1<sup>st</sup> March  
Loading Commenced 0700 Hours Tuesday 2<sup>nd</sup> March  
Loading Completed 2100 Hours Friday 5<sup>th</sup> March  
Vessel Sailed 0545 Hours Sunday 7<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 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.

Other salient notes: Normal port working hours 0700-1700 Hours Monday to Friday. Work outside normal hours on overtime rates.

On Tuesday 2<sup>nd</sup> March loading was halted due to rain from 0900 –1200 Hours

On Wednesday 3<sup>rd</sup> March loading was halted due to rain from 1000-1200 Hours

On Friday 5<sup>th</sup> March until Sunday 7<sup>th</sup> March vessel was unable to sail due to inclement weather.

**PTO**

2. With the aid of sketches supply details of **TWO** of the ship types described below. Please advise detailed dimensions of the vessels and suggest specific load and discharge ports appropriate to voyages, which such vessels would undertake in commercial conditions.
- Pure Car Carrier
  - Short Sea Chemical Tanker
  - LNG Carrier
  - Refrigerated Cargo Ship

3. Your company is acting as Owner's appointed agent for a vessel loading a cargo of paper reels. Without receiving approval from the shipper a member of your agency staff has issued a 'rain letter' allowing the Master to continue loading throughout a period of prolonged heavy rain.

On completion of loading the Master of the vessel refuses to sign "Clean on Board" bills of lading, and the shippers lodge a formal claim holding your company responsible for any costs arising there from.

Discuss your actions.

4. You are a charterer's nominated agent for a vessel en route to your port with a cargo of timber. Whilst at sea the Master has contacted you to advise that the deck cargo has caught fire, and consequently a percentage of the deck cargo has been jettisoned in order to save the remaining cargo onboard. Subsequently the vessel has declared general average and entered a port of refuge.

You have advised the cargo receiver, who has never heard of the term 'general average' before. He requests that you advise him exactly what he has to do and why in order to receive his cargo in the promptest manner possible.

5. Define and discuss with use of examples **FOUR** of the following abbreviations
- SWAD
  - WWReady
  - F(DF)DEDVAOCLONL
  - AAAA
  - IWL

6. A vessel under your agency has been detained by port state control. The local surveyor has highlighted significant deficiencies and a quotation from the local ship repair yard has estimated a cost of USD50,000 to rectify the deficiencies.

Despite sending a proforma followed by subsequent reminders you have not received any advance funds for normal disbursements amounting to USD100,000.

After informing the owners of the Ship repair costs, they have immediately responded asking you to ignore Port State control and sail the vessel immediately to the next port of call, where they advise repairs will be effected.

Meanwhile four of the vessels crew have arrived at your office, stating that the Owners of the vessel have not paid their salaries for the last six months, and they are refusing to return to the vessel.

Advise your actions.

**PTO**

7. Your Directors have requested that you provide a Memo on whether in your opinion the company needs to continue paying for Protection and Indemnity coverage for your Ships Agency division.

Prepare a formal response.

8. A grain export company has requested that your company propose a formal tender for Ships Agency services in your home port. Construct a formal tender specifically aligned to the needs of this particular trade, and develop the tender to display any added value services, which you may wish to introduce to the potential customer.