



THURSDAY 19TH APRIL 2012 – 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 nominated by an oil charterer to undertake the ships agency calls of a new contract of affreightment at a local oil terminal. Shortly after undertaking the call of the first vessel you are then contacted by another charterer with whom you have a longstanding relationship, and have handled their agency calls at the terminal for some time. They advise that they can no longer nominate your company as agent in the future as by undertaking the agencies for the new oil charterer you have created a conflict of interests. Discuss your actions.
2. You are the owner's appointed agent for a bulk carrier which has recently arrived at your port. On boarding the vessel the Master informs you that he has discovered two stowaways on board during the voyage. The stowaways wish to claim political asylum, whilst the Master requests the stowaways are removed from the vessel. Discuss how you would best guide your principal.
3. You have undertaken the agency call of a vessel under a time charter contract. You have also undertaken agency work on behalf of the head owners as well as the crew managers. Create three separate disbursement accounts, showing which costs the respective principals have to bear.
4. A timber company has approached your company with a request for agency and stevedoring services to discharge and store cargoes of timber at your port. Create a formal proposal to the prospective client marketing your agency services and stevedoring services and any other added value opportunities which may be available.
5. Your agency manager has asked you to assist in creating a training manual for junior agents in your company. Create a document which guides and assists the junior boarding agents in terms of the ship's certificates which they would expect to receive from the Master when boarding the vessel.

PLEASE TURN OVER

6. Compile a detailed time sheet and calculate demurrage or despatch due from the information within this statement of facts:

M.V. *Lindsay*

Arrived Rosario Roads	1200 Hours Monday 5th March 2012
NOR Tendered	1230 Hours Monday 5th March 2012
Commenced Loading	1300 Hours Monday 5th March 2012
Completed Loading	1100 Hours Sunday 11 th March 2012

Cargo Loaded 20,000 M/Tonnes Wheat

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 US\$ 5000 Per Day and Pro Rata/Despatch at half demurrage rate on laytime saved.

On Tuesday March 6th the vessel stopped loading due to a technical fault with shoreside elevator loading equipment between 1000-1200 Hours and 1400-1600 Hours.

On Wednesday March 7th rain stopped loading between 0800-1600 Hours.

On Wednesday March 7th rain stopped loading between 1630-1730 Hours.

On Thursday March 8th rain stopped loading between loading 0800-1400 Hours.

The vessel loaded 24 hours per day on weekdays and weekends except during stoppages noted above.

The vessel was unable to sail until 2300 Hours on Sunday 11th March due to a strike of tugboat workers.

7. Discuss the different risks which the shipowner and the ships agent need to cover under P&I insurance cover.

8. You are owner's agents for a vessel berthing at an oil terminal. The Master has tendered Notice of Readiness when the vessel arrived at the anchorage, which is the normal waiting place, at 0900 Hours on 1st February.

The vessel berthed at 2200 Hours on 5th February, as the terminal was occupied by another vessel, which was delayed due to lack of cargo readiness.

Charterer's agents are also in attendance when you meet the Master and they advise that they will only receive the Notice of Readiness at the time of the vessel berthing.

Discuss your actions, and the consequences for the owners and charterers.