



TUESDAY 15th APRIL 2014 – AFTERNOON

PORT AGENCY

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Answer **all** parts of the question:
 - a) Draw a profile and cross-section of **either** an Aframax tanker **or** a deep sea ro-ro vessel, describing typical tonnages and dimensions.
 - b) Describe **two** voyages with key ports for your chosen ship, using the world map provided.

2. Explain the role of **two** of the following types of agent:
 - a) Charterer's nominated agent
 - b) Hub Agent
 - c) General Agent
 - d) Agency of Necessity

3. Discuss the meaning of the term 'As agents only' and using examples, define its importance to the port agent.

4. You have been appointed by a company which is looking to import a significant volume of grain to your port. They have requested that you arrange all port requirements on their behalf.

Write a proposal highlighting what agency and added value services your company can offer to this specific market sector.

PLEASE TURN OVER

5. Compile a detailed time sheet and calculate demurrage or despatch due from the information within the Statement of Facts:

MV Simone

Arrived Rotterdam roads	0300 hrs Monday 3rd March
NOR Tendered	0900 hrs Monday 3rd March
Loading Commenced	0700 hrs Tuesday 4th March
Loading Completed	2000 hrs Friday 7th March
Vessel sailed Rotterdam	0600 hrs Saturday 8th March

Cargo Loaded 20,000 metric tonnes of grain.

Laytime to commence at 1300 hrs if notice is given before noon, at 0700 hrs 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 hrs Friday or the day preceding a holiday to 0800 hrs Monday or next working day not to count unless used, but half 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 Tuesday 4th March rain stopped loading between 1200-1900 hrs.

On Wednesday 5th March due to a technical issue with the shore installation loading stopped between 0900- 1200 hrs.

On Friday 7th March due to technical issues with the vessel's hatches the vessel stopped loading between 1000-1200 hrs.

The vessel was unable to sail until 0600 hrs on Saturday 8th March as no tugboats were available until that time.

No local holidays occurred during this period of time.

6. Your principal, a tanker operator in a port of your choice, has contacted you and requested that you review all port costs and advise where possible financial savings can be achieved.

Write a report to the vessel's owner.

7. You are the charterer's nominated agent for a bulk carrier discharging a cargo of steel in a port of your choice. Stevedores and hauliers are in place to commence the discharge as the vessel has recently berthed.

However, you have not yet received the original Bill of Lading, and due to this the Master will not allow commencement of discharge until it is presented by you. Stevedores and hauliers are contacting you advising that unless the delay is resolved promptly they will charge additional waiting time.

Discuss your actions.

8. What are the commercial opportunities available to a ship's agent supporting cruise liner visits?