WEDNESDAY 17th APRIL 2013 – AFTERNOON

PORT AGENCY

Time Allowed – Three Hours
Answer any FIVE questions – all questions carry equal marks
Please read the questions carefully before answering

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

MV Keilan
Arrived Leith Roads 0600 Hours Monday 4th February
NOR Tendered 0900 Hours Monday 4th February
Loading Commenced 0700 Hours Tuesday 5th February
Loading Completed 2100 Hours Friday 8th February
Vessel Sailed 0900 Hours Sunday 10th February

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 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.

Demurrage rate USD 5000 per day and pro rata/despatch at half demurrage rate on laytime saved.

Other salient note: There were no local or national public holidays during the dates aforementioned.

On Tuesday 5th February loading was halted due to rain from:
0800 - 0900
1100 - 1200
1300 - 1530
1630 - 1730

Please turn over
On Wednesday 6th February loading was halted due to rain from:
0900-1130
1330-1600
1630-1700

On Thursday 7th February loading was halted due to rain from:
1030-1200

On Friday 8th February loading was halted due to rain from:
0900-1200

The vessel was unable to sail until Sunday 10th February 0900 hours due to lack of tugboats.

2. Draw in detail one of the ship types below, give detailed dimensions and tonnages of the vessel.

   (a) Aframax tanker
   (b) Panamax bulk carrier
   (c) Laker
   (d) Deep Sea Ro-Ro vessel

   On the world map provided show specific load and discharge ports appropriate to voyages which such a vessel would undertake.

3. Analyse the different insurance requirements that a shipowner and ship’s agent would require.

4. Discuss, with the use of examples, situations in which ships’ agents can provide added value services to their principals.

5. Explain with use of examples four of the following terms:

   (a) Pre-arrival information
   (b) Boarding and Husbandry duties
   (c) Disbursements
   (d) As Agents only
   (e) Classification surveyor
6. You are the charterer’s nominated agent for a steel vessel loading cargo in your port. The vessel has been detained by Port State Control, because they have found several defects. On behalf of the owners you have appointed a class surveyor who, in accordance with local engineers, has advised that repairs to the vessel will cost USD 50,000. Despite requesting and making subsequent calls to the owners you are still awaiting USD 150,000 to cover disbursements. The vessel is due to complete loading tomorrow and the charterer has advised you that they require the vessel to sail from the berth immediately on completion, as they have other vessels at anchor awaiting the berth. Discuss your actions.

7. You have been contacted by operators of a deep sea ro-ro vessel. They have requested that you provide them with a formal proposal offering ships agency and added value services in a port of your choice.

Draft a proposal specific to the requirements of the ro-ro trade.

8. Using examples, explain the term ‘breach of warranty of authority’ with and without negligence. Discuss the implications for the ship’s agent.