A satiabatory result with the majority of candidates showing conçetesice in the purely basic, practical seas of Pa Agency. It
gives c 1lw cosenor, lamv, that a sigoflesat amber dlspyr dl little or no knowledge beyond those pm.ii of ships
lasehandry. A lad of aweness of the Kwh? eleineat ia only results in poorer examination marks bid angers ill i1w di
ingss ges care

Question 1 - Time Sheet exercise

A poorly answered question on the whole with only a small porcidence of candidates s's*fly getting the rigid answer.
C4uuideraes given 1lw simple eshmir il era’s which ore puhis aqisemble flora .ininnin room strees nking
was principally aimed the rigid method. 11 main pinNan was candidates failing to dlrish when laytime actually
Many she made the anions nk of coik'urg time conNing after completion of cage cperionç not thebyiime ‘dock’ mdl the vessel eniled after co.isetioo cfergmerparr

Question 2 - Cash Flow management

(iite well answered with the majority of candldats understanding the need for advance fluids in ceder to protect the business
ri didar ships ageat and tomi.ili apadive cash flow. lire best answers alsuwed good all-rowal commercial animen.

Unflitunately everst candidates failed to ssp the zmcqt of the question despite the expimalon s flow appatuig twice
its wwding. These c& 1. ‘wled to li the manber ofahip. bmimhfy items which the agei* may oigaime cii behalfofthe
principal arid eveidually bill then in the fural dishursemeid acocind.

Question 3 - Seeking a new tanker agency client

Not a well anawered question with many candidates &illg to note that it was clearly a twp pt question. Seal simply liued
the thdles of a port ageist and totally failed to align the ans specifically to tire vices zeqiavd by teakor owners.

On a positive note, moat caridides wxleriod that they had to prodece a hrmal tester to the tanker ow although the actual
quality of these tenders was only avenge. Simple dh8i c often forgetter, mitlerlinighes desde remenbering to add tire
date, addressing the tender to a specific person etc.

A small snarer of esalidatea geve good ararwure, covering the ctpierneeds of tire lu imhnty avii as 24 her oiwe,
LSO certiflcnicm, tor aworeress courses fir cy staffetc

Question 4 - General Average

The majority of raídles tended to ‘theny-pick’ those smas of this question which they wanted to answer indeed vary fhw
eenontdred upon the issue ofarstoms clearance aim! delivery.

Many dseae only to i gemaal awange about which they showed a good knowledge hut unfortunately ciily a few
ndkelphced dreir knowledge wiil the om attire question and to develop other dsnieawillhi the mi

Nanly all candidates igaxed tire initial informedon the they w charms’s nominated ageds and tinis failed to conw w cii
lls in tlr answers.

Question 5 - Ship under arrest

This question was generally well answered with most chdies displaying a good knowledge of ship arrest. The better
even ‘ed law aim! ccnwaiosis.

Good gonal comp.we schitions were suggested to resolve with conflict aitbough, disconcertingly, vary fuw candidates
noted th they migd be in a position of finl ri* if they pe4umled the owners requiring services to resolve an west
Reasonably well answered, perhaps due to the fact that a question of this type has appeared regularly over the years. Most candidates showed a fair knowledge of a general cargo vessel and produced good quality sketches showing main decks, hatch coamings, one or more tweendecks etc. Often the model for the diagram would be an SD 14 type. More advanced drawings showed heavy lift derricks and wing tanks. Sketches of an ISO were also generally well produced with candidates showing a good basic knowledge of this type of ship.

Oi 7- nitions

This geremily well answered.

In the case of HAT candidates showed good knowledge of tidal ports. The better answers gave examples of ports where tidal restrictions applied and added commercial examples of where they had used such tidal abbreviations in the course of agency activities.

Most candidates who chose Cesser Clause and Jensen Paramount understood the meaning and purpose of these clauses.

Candidates discussing IG systems were divided between those with a good knowledge of inert gas systems and those with little tanker experience who tended to guess. The more confident candidates wrote in depth on the properties of the system and in some cases, gave considerable technical detail of how it worked.

Answers on Bale Capacity were generally good with most candidates being able to draw comparisons between bale and grain capacity. The better answers gave examples of typical cargoes where the bale capacity was important for calculating the volume of cargo which could be loaded.

8- Arrival Shi

Although this expression may often figure in the law papers it is vitally important at the practical level but several candidates appeared to have little knowledge of its crucial role in establishing when laytime commenced to count. The number who had little grasp of the significance of this point gives cause for concern.

Some candidates read the question as if it asked what duties have to be performed when the ship arrived and puwaaded to list theni.

The more confident candidates discussed the term and its application to laytime, a few showed in depth knowledge and disaissed the Reid and Parker tests.

Conclusion

There are probably more legal disputes over laytime (Q1) and time counting generally (Q2) than any other part of a charter party. As the port agent is the one who provides the raw material it is vital that lecturers and students pay more attention to this part of the syllabus.

The most disappointing aspect this year was the poor showing in the time sheet question after the distinct improvement last year. It is essential for port agents to master the mechanics of a time sheet if only to ensure that nothing vital is ever omitted from a Statement of Facts.