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

1. “I-Lanna.h”
- Arrived: 0600 Wednesday 2nd May
- N.O.R Tendered: 0900 Wednesday 2nd May
- Loading Commenced: 0700 Thursday 3rd May
- Loading Completed: 1100 Tuesday 8th May
- Vessel Sailed: 0155 Thursday 10th May

Cargo Loaded: 20,000 MiTonnes

The Charter party states:

“Laytune to commence at 1300 His if notice given before Noon, at 0700 next working day if given after noon: notice to be given in ordinary office 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 Monday or next working day not to count unless used, but only 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 Monday to Friday. Outside normal hours on overtime basis.

On Monday 7th May rain stopped all work in the port from 1000-1100 Hrs.

The vessel worked from 0700-2359 on Saturday 5th May.

The vessel’s sailing was delayed due to bad weather.

p.t.o
2 Define and comment on FOUR of the following.

A MLWN
B HWOST
C MOLCO
D SousPalan
£ WIFPON

3 A major shipper of forest products has requested you to produce a formal tender to handle the calls of their fleet and additionally handle the storage, clearance and distribution of cargo in your port. Produce a suitable response fully aligned to this trade sector.

4 You are charterer’s nominated agent for a vessel which has arrived to discharge a grain cargo at your port.

The Master does not have in his possession an original bill of lading, furthermore the Charterer has advised that the bill of lading are presently within the booking system and will not arrive in the agents possession in the foreseeable future. The owner has advised that under no circumstances should the ship discharge without presentation of the original bill of lading, whilst the charterer is in urgent need of the cargo.

Furthermore the local stevedores have advised that, should you be unable to offer a solution, they intend to tow the vessel from the berth and replace it with a vessel that has recently arrived and is fully prepared for discharge.

Advise your actions.

5 “In order to survive, the modern ship’s agent must constantly seek to add value to their core services”.

Analyse this statement and discuss the various types of added value services the ship’s agent can provide.

6 Discuss the requirement for the ship’s agent to procure suitable P & I coverage.

7 Comment in detail on the main features and dimensions of the following ship types. Supplement your comments with sketches.

A Handy Sized Geared Bulkcarrier

B ULCC

8 Discuss the techniques which the ship’s agent can employ to ensure a positive cash flow.