TIME ALLOWED — THREE HOURS

Answer any FIVE questions — All questions carry equal marks

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

M.V. “Brodie”

<table>
<thead>
<tr>
<th>Event</th>
<th>Time</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrived</td>
<td>0600 Hrs</td>
<td>Wednesday 9th June</td>
</tr>
<tr>
<td>N.O.R. Tendered</td>
<td>1100 Hrs</td>
<td>Wednesday 9th June</td>
</tr>
<tr>
<td>Loading Commenced</td>
<td>0700 Hrs</td>
<td>Thursday 10th June</td>
</tr>
<tr>
<td>Loading Completed</td>
<td>1200 Hrs</td>
<td>Tuesday 15th June</td>
</tr>
<tr>
<td>Vessel sailed</td>
<td>2100 Hrs</td>
<td>Tuesday 15th June</td>
</tr>
</tbody>
</table>

Cargo loaded 20,000 metric Tonnes Grain in Bulk

“Lay time to commence at 1300 Hrs if notice given before noon. At 0700 Hrs next working day if given afternoon, notice to be given in ordinary working hours (0900-1700 Hrs Monday to Friday)”.

“Cargo to be loaded at the rate of 5,000 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 only actual time used to count, unless vessel already on demurrage.

Demurrage rate $5,000 per day pro rata despatch rate at half demurrage rate on lay time saved.

Other salient notes: Normal port working hours 0700-1700 Monday to Friday. Working outside aforementioned normal hours is available on overtime basis.

On Monday 14th June rain stopped work in the port from 0900-1000 Hrs.

The vessels owners agreed an overtime shift from 0700-1600 Hrs on Saturday 12th June.

The vessels sailing was delayed due to an engine problem on 15th June.

P.L.O.
Define and explain FOUR of the following terms:

i. H.A.T.
ii. IWL
iii. WIFPON
iv. COP
v. M[WS

With the aid of sketches describe the following vessel types.

i. Suezmax Tanker
ii. Handy Sized Geared Bulk Carrier

Describe the full range of vessels characteristics. Additionally also suggest appropriate trade routes for such vessels.

The owners of a timber vessel under your agency have advised you that due to fire during the voyage the vessel was forced to jettison some cargo at sea, and has entered a port of refuge to effect repairs. The owners have also advised you that they have declared General Average. One of the local cargo receivers has advised you that they have not encountered this situation before. Construct a formal letter to the cargo receiver informing them of the situation explaining their obligations under general average and how you can assist them.

You are Charterer’s Appointed agent. A vessel recently arrived under your agency has been detained by Port State Control. They have identified substantial faults and the local ship repair yard estimates costs in excess of £50,000 in order to make the vessel seaworthy. You have contacted the owners, yet received no response. Furthermore, several of the crew have avised at your office claiming that they have not been paid for several months and are asking you to contact the local representative of the ITF. Charterer’s wish to commence loading the vessel at 0800 Hrs tomorrow morning as this is crucial if they are to complete before the forthcoming holiday period.

Discuss your actions as agent.

A vessel under your company’s agency has loaded a paper cargo. During the loading process there were intermittent periods of rain. Your company has verbally advised the master that loading can continue during inclement weather. However, on completion of loading the master has noted a significant amount of cargo damage and is refusing to sign clean on board Bills of Lading.

Furthermore the vessels owners have contacted you holding you responsible for any potential consequences arising from the damaged cargo.

Discuss your actions as agent.

Discuss how the recent developments in communications and IT have affected the role of the Ships Agent. Give examples of how agency companies can embrace such changes to add value to their services.

A tanker owner has requested that your company submits a formal tender for ships agency services in your local port. An important aspect of the tender was the owners request for information on your company’s in-house Health and Safety procedures and an awareness of the various safety protocols that apply in the wet trades.

Construct a formal tender outlining your corporate profile, focusing on the specific requirements of the Tanker Operator.