**ICS Examiners Report**

**Port Agency 2010**

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**Overall Comments**

Generally the candidates applied themselves well to the Port Agency Paper. There were a couple of “banker” questions this year, which will have increased the overall pass rate. However in general the overall perception of the students was that they were well prepared for the exam.

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**Question One - Demurrage**

The question on laytime was generally well handled. A Reasonable percentage of students achieved full marks, and a high proportion of students achieved a pass mark for the question, as they were only perhaps an hour or two away from the correct despatch answer. Of those who scored less well most failed to deal correctly with the periods when only half time was to count.

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**Question Two - Sketches**

The ‘old chestnut’ of vessels diagrams achieved a mixed bag of responses, with most vessel diagrams being of a reasonable quality, however a number of students failed to produce any dimensions, or indeed a small percentage of students failed even to supply a diagram. This was a particular shame, given tonnages and dimensions were explicitly requested in the question.

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**Question Three – Hub Agents**

The new question on “Hub” agent was on the whole moderately answered. Some students had a reasonable view on hub agency activities, whilst others thought this was an opportunity to write at length on the role of the husbandry agent. It wasn’t. Other students, perhaps from a liner background became confused with “hub” ports. In fact, there was some confusion with a significant number basing their answer on a ‘logistical hub’ rather than the role of ‘hub agent’.
**Question Four – P&I Coverage**

Surprisingly, a number of students still would only discuss why the owner requires collision damage cover, rather than that of the port agent.

On the whole though, this question was slightly better handled by the candidates than in recent years, with many correctly identifying the intermediary role of the agents, and why cover is critical.

**Question Five – Incorrect Air Draft**

Another multi part question, which was only moderately well answered by candidates. Students managed to offer reasonable operation solutions to the scenario. However generally, there was very little lateral thought into what added value benefits the agent could bring to solve the issues, and little was offered by way of a legal response. As a result, many candidates struggled to achieve a good result.

**Question Six – Breaches of Warranty of Authority**

A well answered question, with agents being able to give good examples from their own working experience on where breaches of principals authority had occurred. Students who instead addressed issues in agents errors in dealing with their principals struggled to succeed.

**Question Seven - Acronyms**

Very well answered by all students. High pass marks were generally achieved in this question

**Question Eight – Disbursement Accounts**

Another question which was in part rather too much of a ‘banker’, and was very well answered by students, who correctly assigned costs to owners, time charterers and cargo exporters accordingly.

With only few exceptions most students scored consistently over all three disbursement accounts. Unfortunately some provided a sound level of detail on disbursements in general but failed to allocate the costs for the Head Owner, Time Charterer and Cargo Exporter.