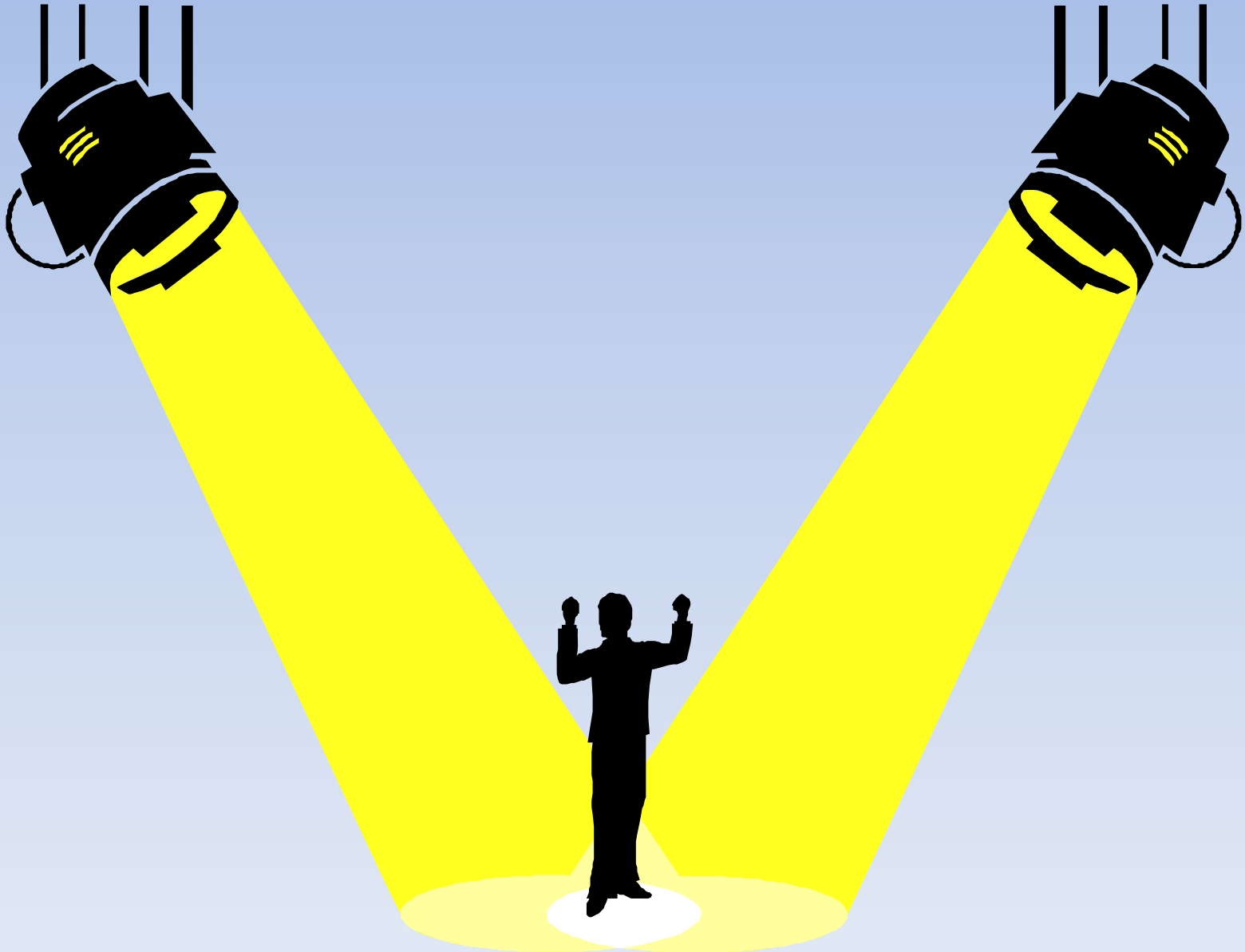


3rd European Maritime Day

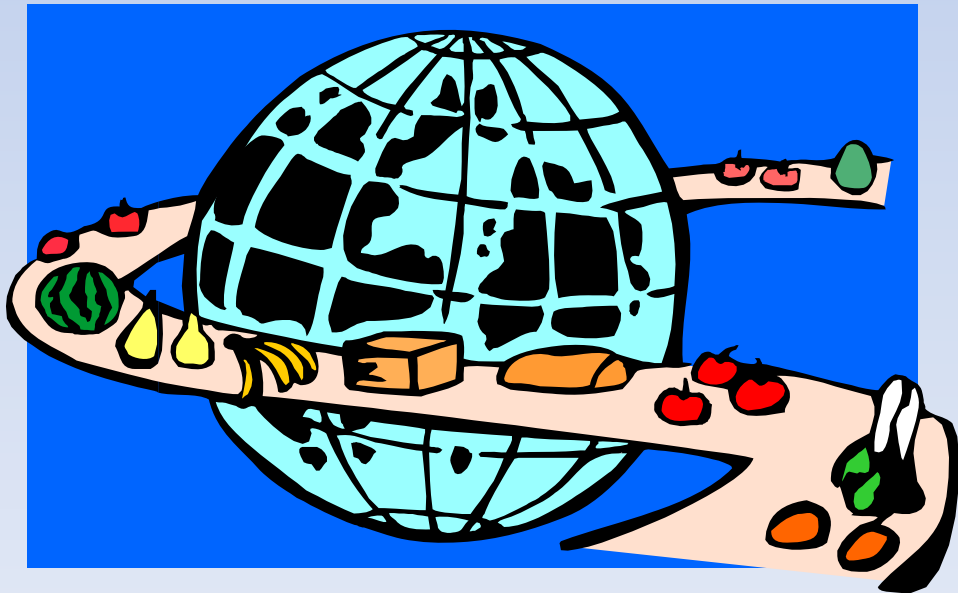
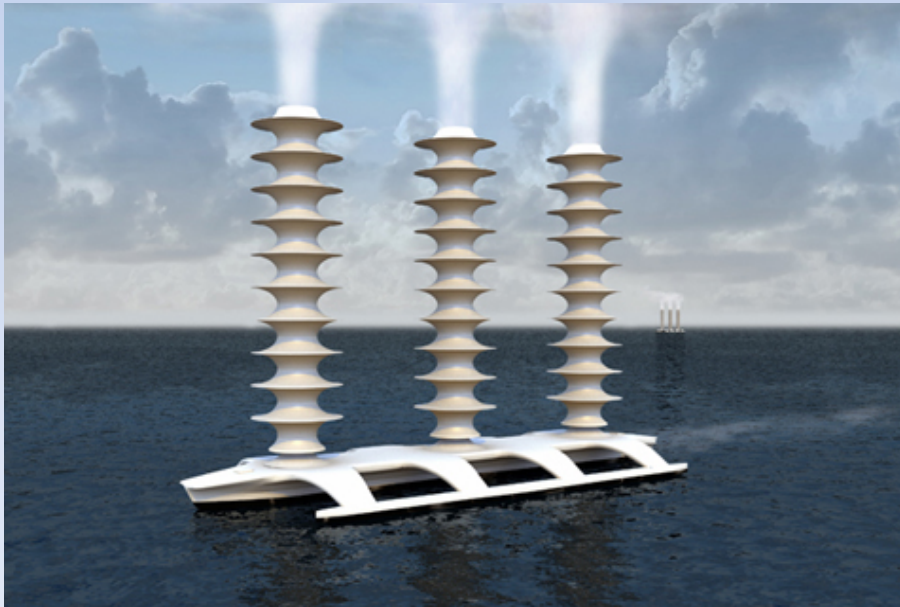


THE SHIP AGENT









SHIP AGENT



Overview of Shipping and Navigation History

- The first ship was probably nothing more than a log used to cross a stream. That journey may have taken place 15,000 or more years ago and it was to be repeated many times in the centuries that followed. At some stage, two or more logs were fastened together to form a raft. A log was hollowed out to form a boat and paddles and oars were invented to propel it.
- Later, sails were introduced- the first illustrations of sailing ships are from Egypt, and go back to around 5,000 BC - and seafarers began to venture away from rivers into the sea. Probably the first ones to do so were fishermen, who had discovered that there were more fish in the sea than in any river.

Overview of Shipping and Navigation History

- Others went in search of new lands and different peoples with whom they could trade. At first they kept to the coastline, moving along it slowly and fearfully, for by then they would have learnt that the sea is dangerous and capricious and can turn from calm to storm within a few hours. According to one story, in 609 BC a Phoenician ship left Suez, intending to keep the coast to starboard, and four years later arrived back in Egypt, having sailed right round Africa. But eventually curiosity triumphed over timidity and at some point seafarers set out for the horizon and kept going until, behind them, the familiar coast had disappeared.

Overview of Shipping and Navigation History

- Despite the uncertainties and dangers involved, it soon became apparent that trading by sea had advantages over trading by land. Land traders had mountains ranges and deserts to contend with and had to go miles out of their way to avoid them: ships could go more or less in straight lines. And ships could carry more goods more cheaply than horses and camels.
- Move forward a few thousand years, and ships and seafarers had made the world grow smaller and less mysterious. The Polynesians had explored the Pacific, Norsemen had taken advantage of a change in climate to cross the Atlantic and discover Greenland and Labrador. Later the Portuguese rounded the tip of Africa and found a new route to the Spice Islands of Asia and Christopher Columbus tried to do the same by going in the opposite direction and found America instead.

Phoenicians

Greeks

Romans

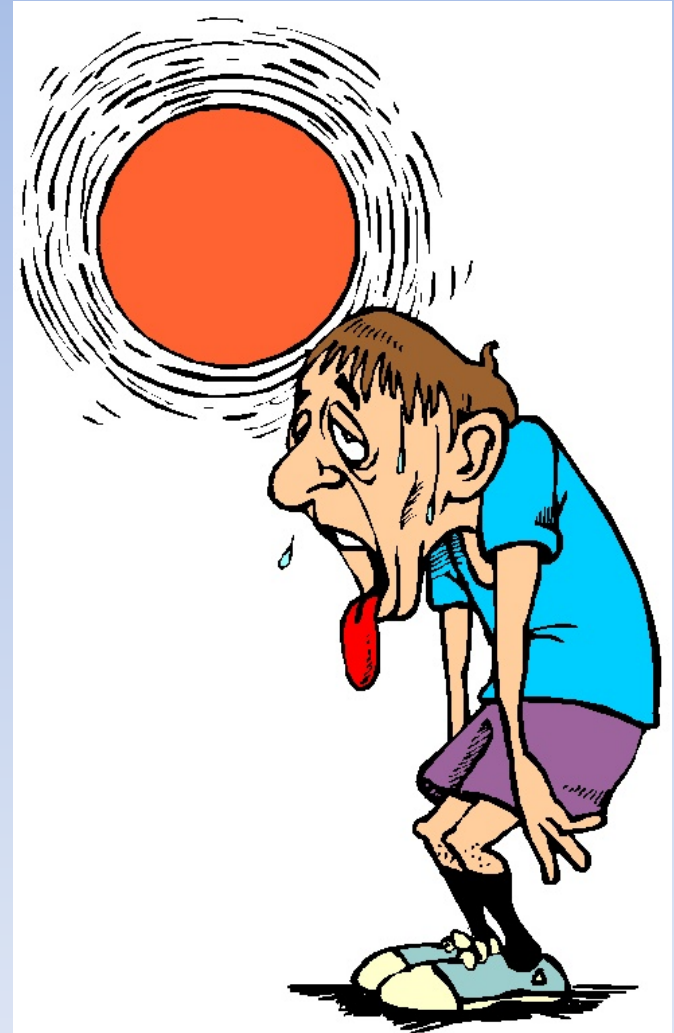
Portuguese

Spanish

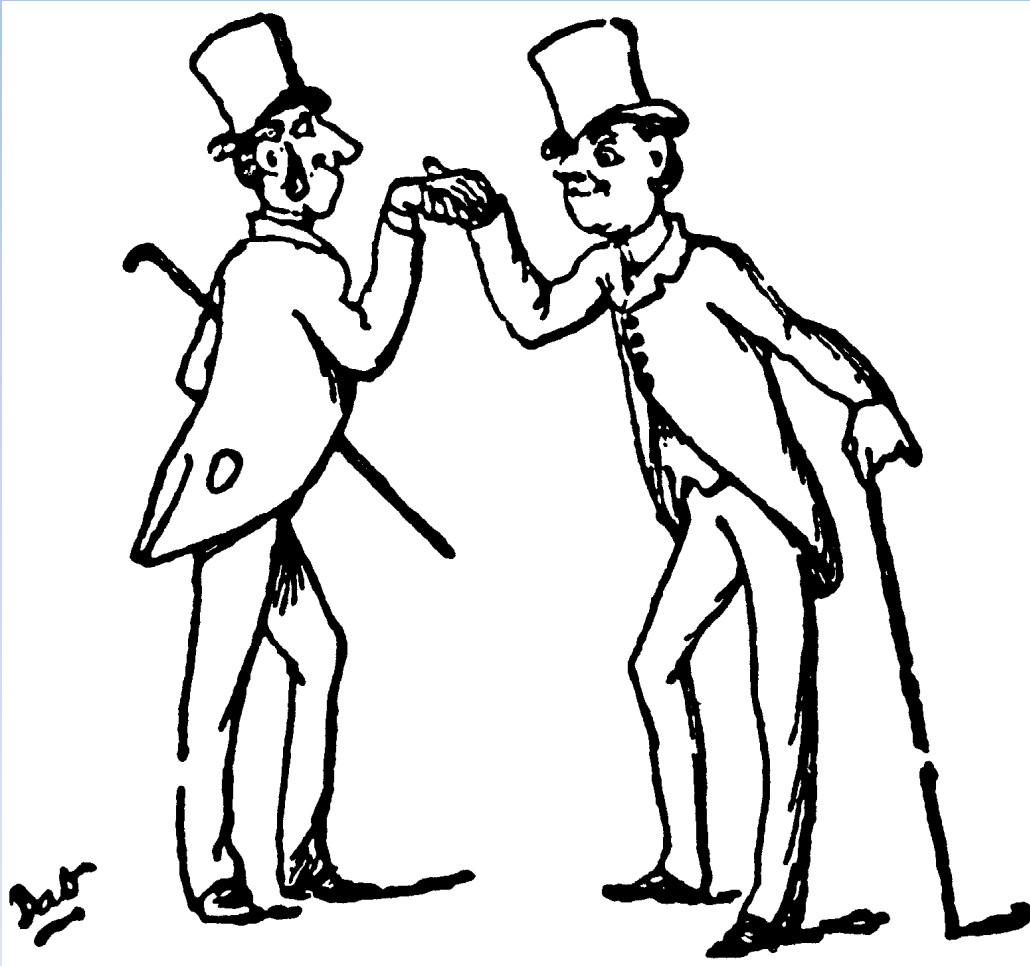


PRODUCERS/TRADERS

- PRODUCE
- LOAD THE GOODS
- TRANSPORT
- UNLOAD THE GOODS
- SELL/CHANGE
-
- BUY/CHANGE
- LOAD THE GOODS
- TRANSPORT
- UNLOAD THE GOODS
- SELL/CHANGE
- PRODUCE



SPECIALIZATION



SHIP AGENTS

SHIP AGENT

A ship agent is employed to represent the interests of either the ship's owner, the ship's operator, or the cargo's owner (consignee) while the ship is in port.



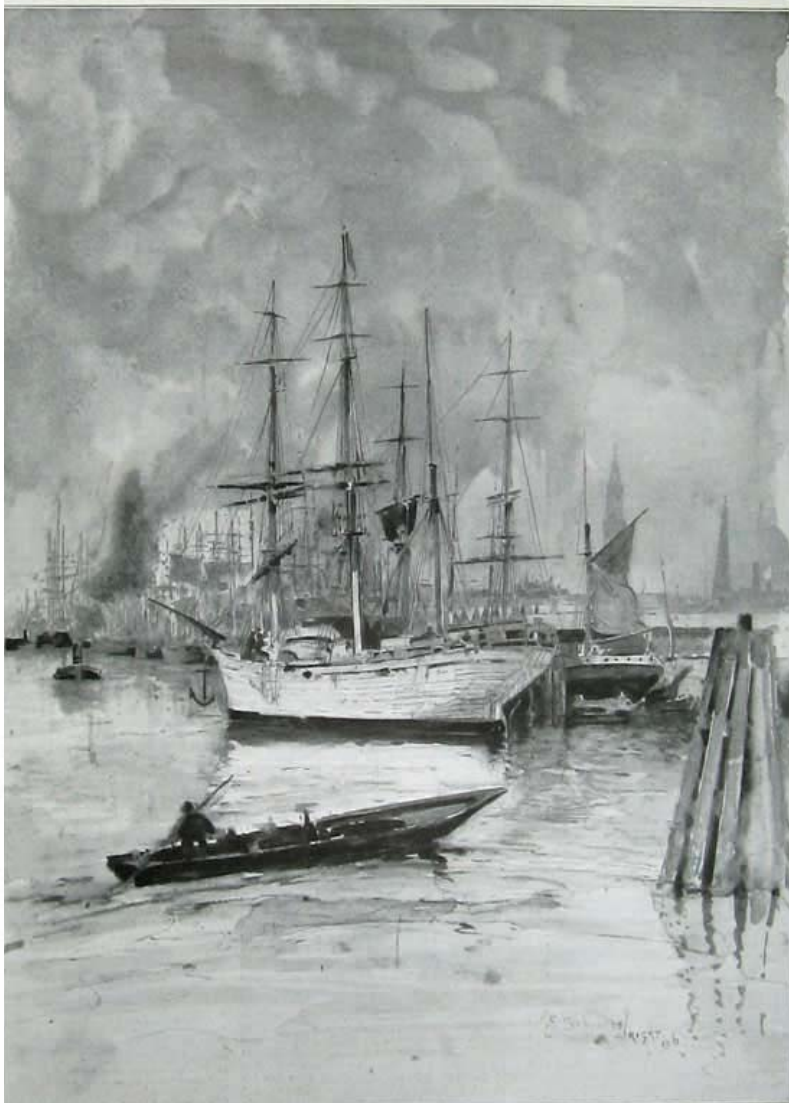
THE ILLUSTRATED LONDON NEWS.

REGISTERED AT THE GENERAL POST OFFICE AS A NEWSPAPER.

No. 3008—VOL. CIX.

SATURDAY, DECEMBER 12, 1896.

SIXPENCE
By Post, 9d.



THE HAMBURG DOCK STRIKE: AN IDLE PORT.

Drawn by our Special Artist, Mr. B. C. Sappleton Wright.



SOL

No. 4 W

No 41

SOUTHERN

SHIP AGENT

- Port Agent

A port agent attends to the owner's and ship's business of husbandry, port services, such as repairs, bunkering, and assists the master with the organization of cargo handling. There are companies specializing in world-wide services, providing co-ordination between ports, standardized fees and financial reporting.

- Husbandry agent (ship manager)

A husbandry agent attends to the non-cargo matters of the ship, its crew, repairs, provisioning and supplies, classification surveys, etc.

PLANNING & COORDINATING





Pilots





TUG IN

TUG OUT



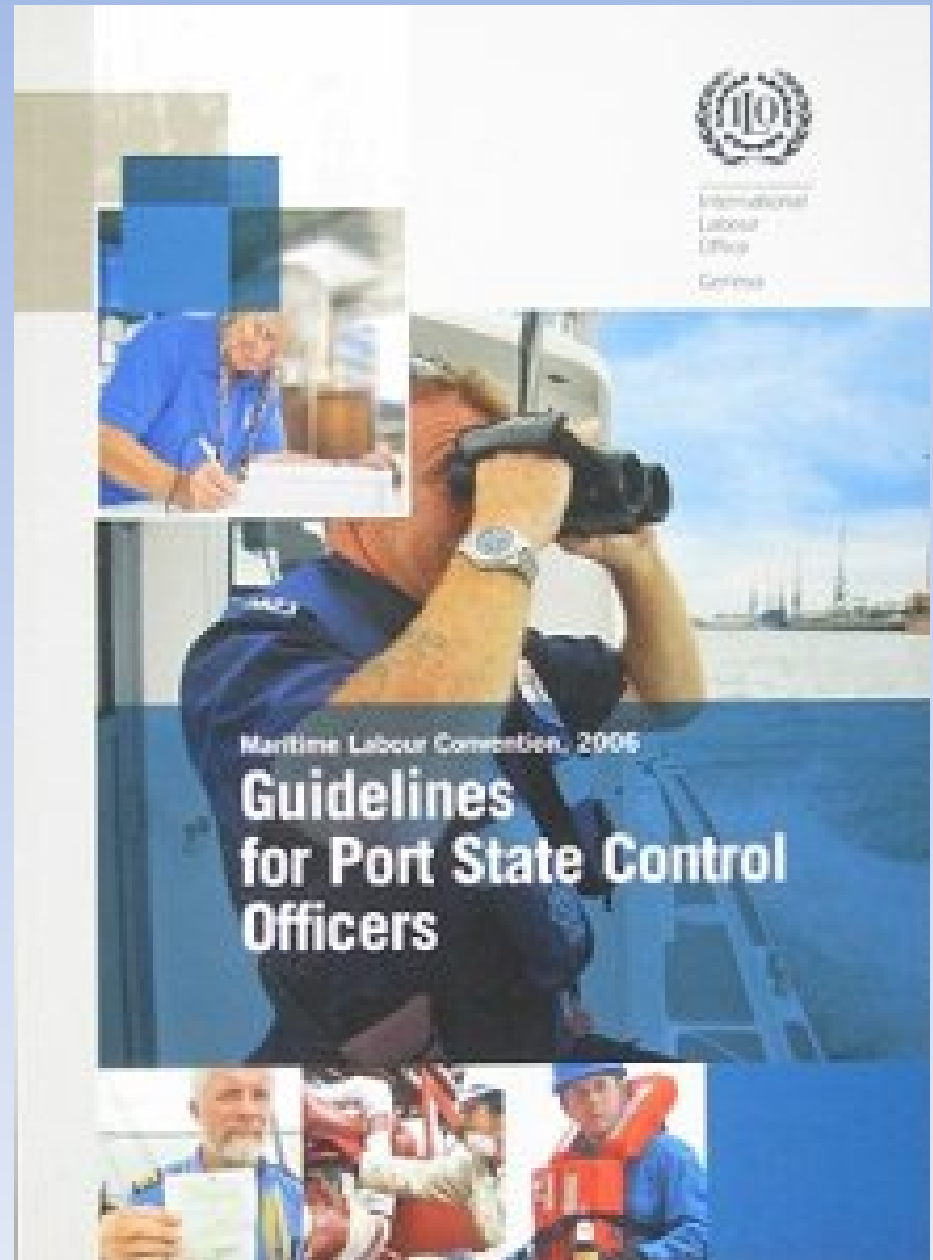


MOORING

BERTHING



CUSTOMS/Port State Control



SHIPYARD







CARGO SHIP CREW

CRUISE SHIP CREW



EMBARKING



ASSISTING







now

tomorrow

yesterday

SHIP AGENT



Shipping brokers and agents may perform one or more functions. the smaller firms tending to specialize in a particular function. The larger liner companies have development their own in-house departments with world-wide computer systems booking cargo and tracking ships. Many independent agents have become more specialized or have merged to form larger national or international groups.

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2251

M.G.W. 24,000 KG
TARE 2,270 KG
NET 21,730 KG
CU CAP. 1.370 CBM

1000 1
251
P



SHIP AGENT



SHIP AGENT

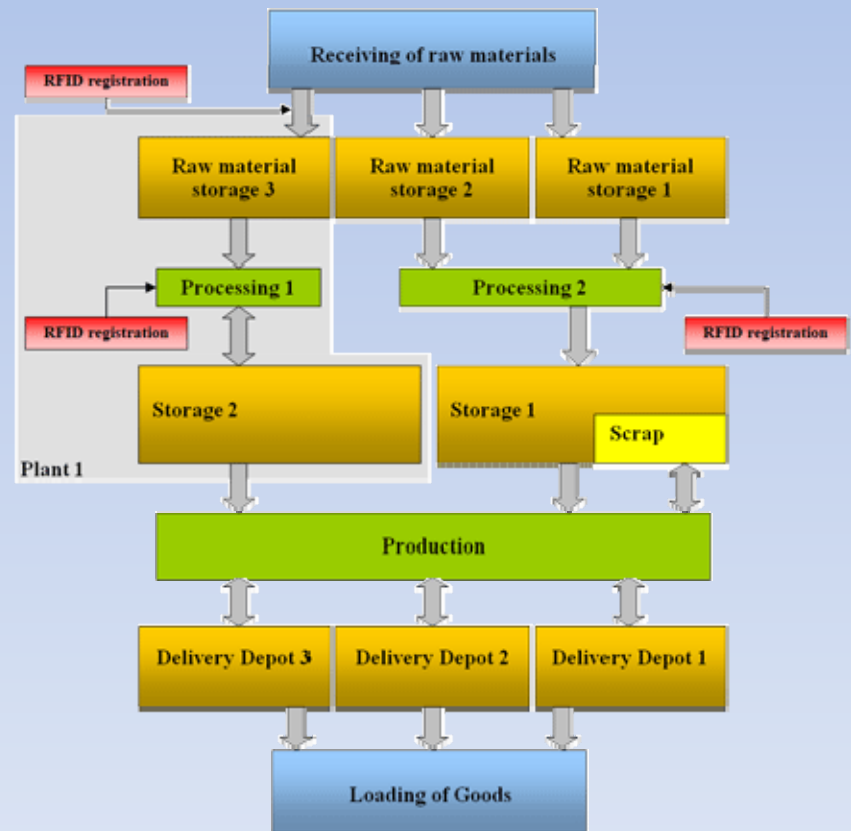
Customer Relationship Management
How To Build Solid Trust
Between Companies And Customers





You **Destine, We Deliver**
Secured, Reliable, Quality Service

LOGISTIC CHAIN (Door to Door)





We deliver more

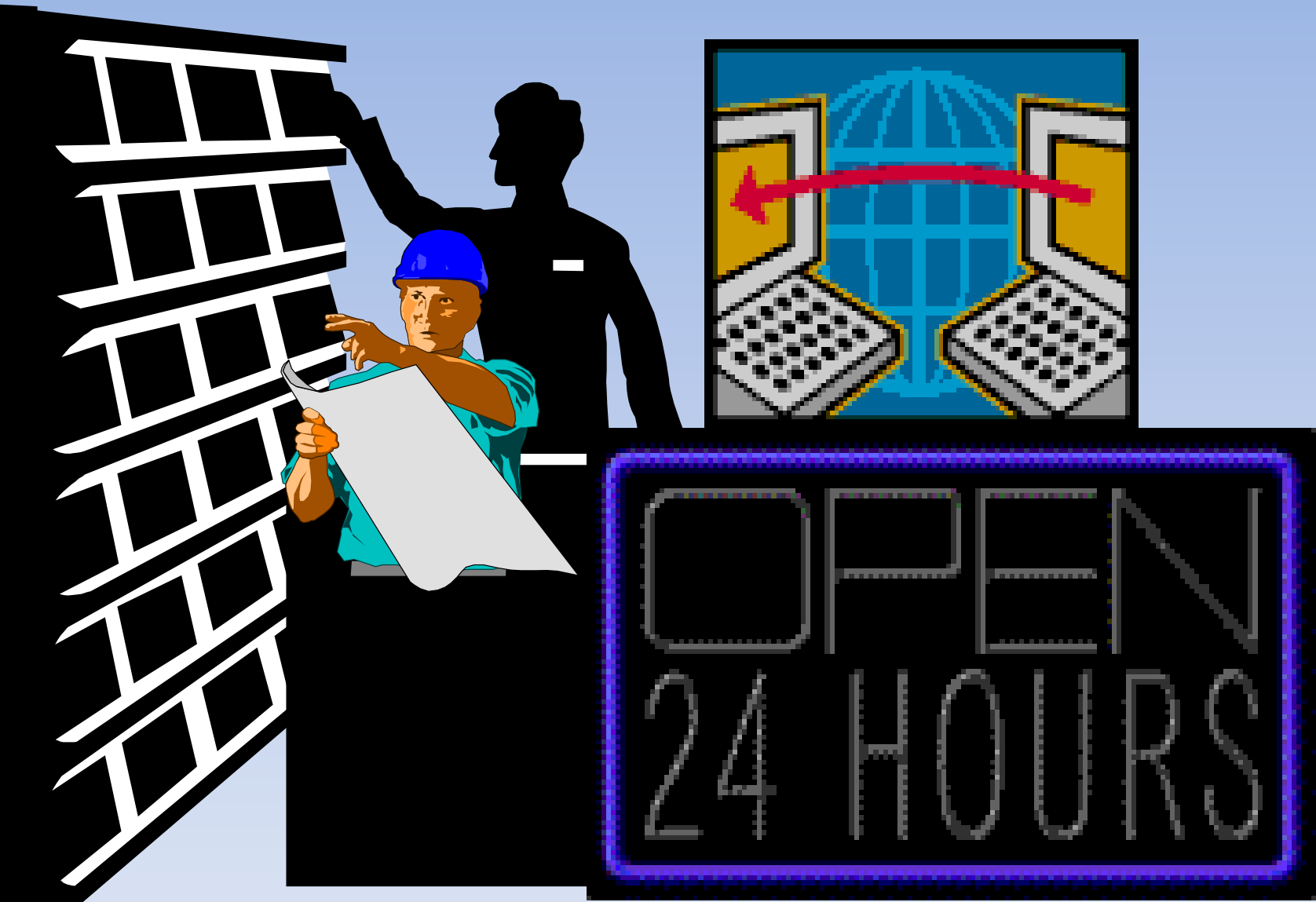
The Future

NEXT EXIT 



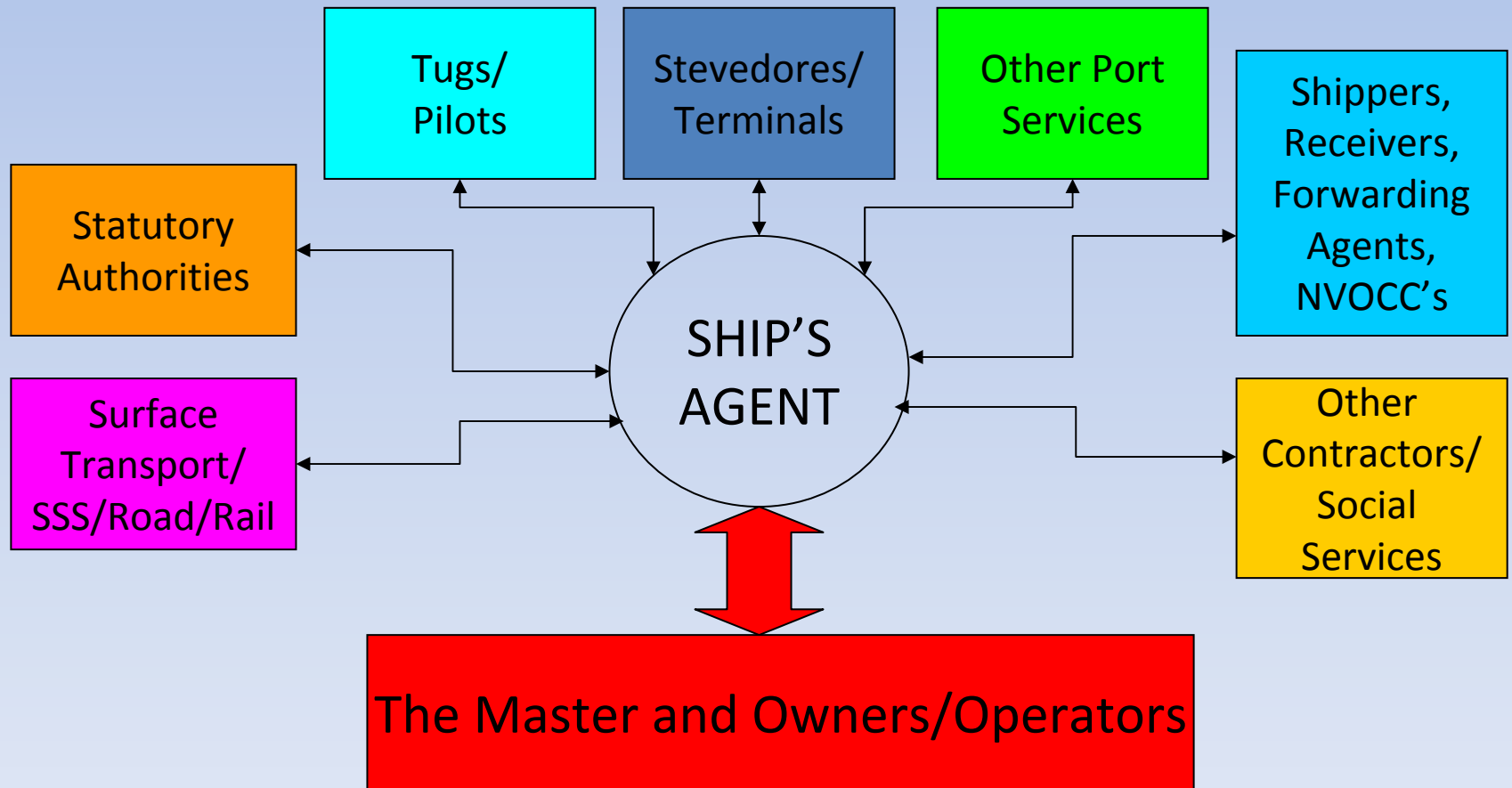




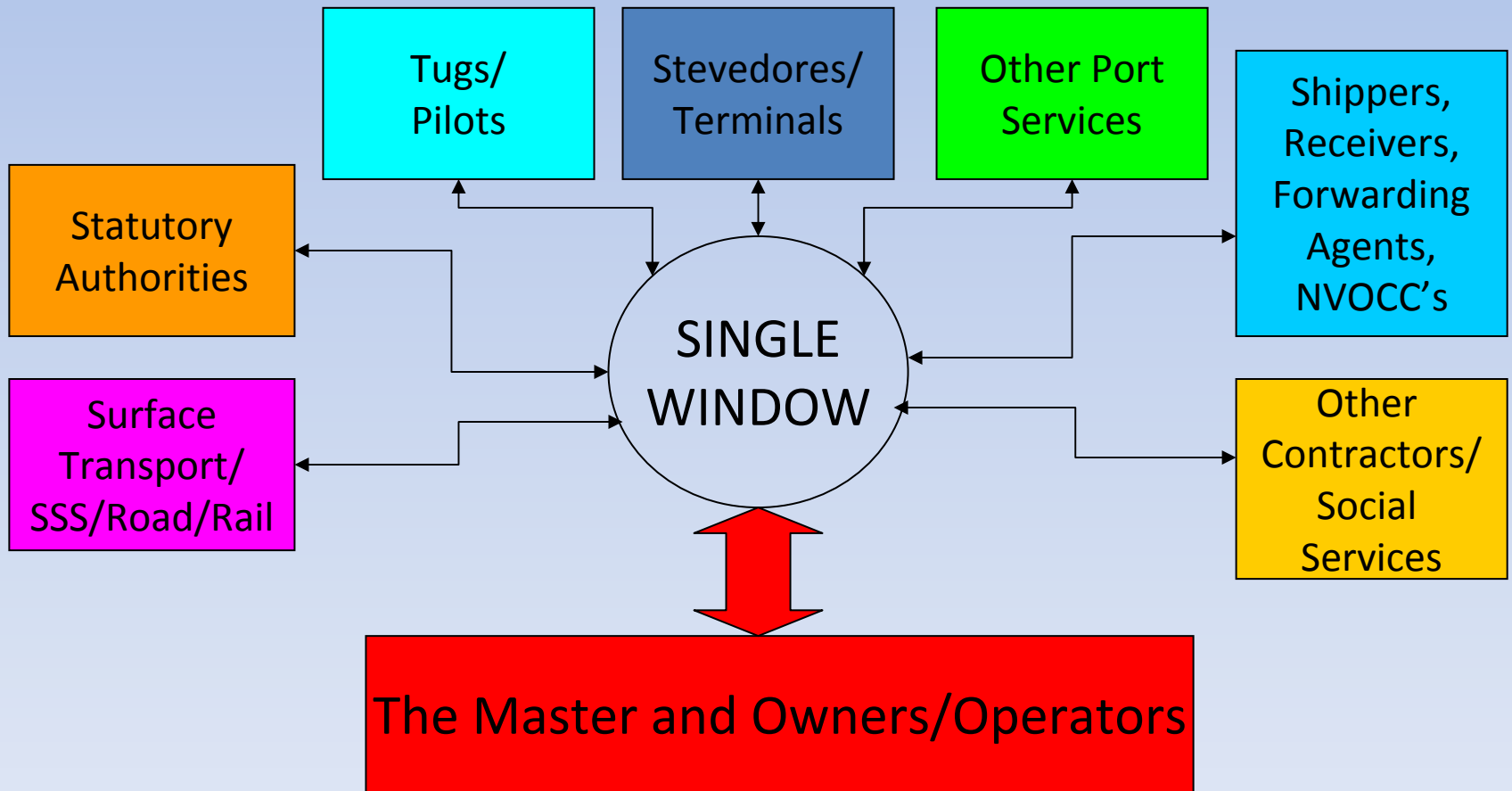


ONE STOP SHOP

THE ROLE OF THE SHIP'S AGENT IN MARITIME TRANSPORT



THE ROLE OF THE SHIP'S AGENT IN MARITIME TRANSPORT



SHIP AGENT – THE PORT SINGLE WINDOW





