



## Professional Qualification in SHIPPING & LOGISTICS

### Level 4 Diploma

#### UNIT 3 – PRINCIPLES OF SHIPPING AND INSURANCE MANAGEMENT

##### Question 1

**Discuss** how to conduct a ship's hold and hatch survey. (20 marks)

##### Question 2

- (a) **Discuss FOUR** operational safety features on a liquid bulk carrier, when loading a volatile hydrocarbon cargo. (8 marks)
- (b) **Differentiate** between the role of hydrocarbon product carriers and crude oil carriers. (12 marks)

##### Question 3

**Illustrate** the commercial obligations of the ship owner (also the carrier) and the charterer (also the shipper) in a voyage charter party agreement. Use a diagram to support your answer. (20 marks)

##### Question 4

- (a) **State** what is meant by the marine insurance principle of subrogation. (4 marks)
- (b) **State** what is meant by the marine insurance principle of insurable interest. (4 marks)
- (c) Referring to your answer to Question 4a, **discuss** the process the ship officers should follow if a crane driver using grabs was witnessed damaging the hold frames and girders while unloading bulk grain from the ship's cargo hold. (12 marks)

##### Question 5

- (a) **Identify FOUR** perils of the sea particular to transportation on the seas. (4 marks)
- (b) **Explain** why General Average is still used in modern shipping, when ships are generally insured by the Hull and Machinery marine insurance policy. (6 marks)
- (c) **Discuss** how the average adjuster can assist in any claim arising due to General Average. (10 marks)