



## Professional Qualification in SHIPPING & LOGISTICS

### Level 4 Diploma

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

##### Question 1

- (a) **State** why the container industry uses standardised fittings and unit sizes such as the Twenty-Foot Equivalent Unit (TEU). (4 marks)
- (b) **Explain** the advantages of the Less than Container Load (LCL) system. (6 marks)
- (c) **Discuss** the reasons for the ever increasing TEU capacity of container ships, such as the Ultra Large Container Vessel (ULCV). (10 marks)

##### Question 2

- (a) **Describe FOUR** features of a chemical tanker that enhance its operational safety. (8 marks)
- (b) **Differentiate** the safety features of tankers that carry volatile oil cargo with tankers carrying non-volatile oil cargo. (12 marks)

##### Question 3

**Illustrate** the differences between a bareboat charter and a voyage charter. Use a diagram to support your answer. (20 marks)

##### Question 4

- (a) **Describe** the role that the subrogation principle plays in marine insurance. (6 marks)
- (b) **Explain** why the principle of Uberrimae Fidei is important in a marine insurance contract. (6 marks)
- (c) **Discuss** the role of the broker when insuring a vessel with Lloyds of London. (8 marks)

##### Question 5

- (a) **Explain** the purpose of the York-Antwerp Rules. (6 marks)
- (b) **Distinguish** between a General Average loss and a Particular Average loss. (14 marks)