



## Professional Qualification in SHIPPING & LOGISTICS

### Level 4 Diploma

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

##### Question 1

- (a) **State TWO** major dry bulk and **TWO** minor dry bulk commodities. (4 marks)
- (b) **Compare TWO** operational differences in the carriage of a dry bulk commodity with a liquid bulk commodity by sea. (6 marks)
- (c) **Discuss** the factors to be considered in stowage when loading a breakbulk general cargo for a multiport discharge, so that the cargo is loaded safely with minimum delays at the discharge ports. (10 marks)

##### Question 2

**Illustrate** the safe loading stages required to load a liquefied natural gas carrier (LNG) as it arrives in the loading port, the vessel was dry docked in the last port. (20 marks)

##### Question 3

- (a) **Illustrate FOUR** contractual obligations of the charterer and the ship owner under a voyage charter. Use a diagram to support your answer. (8 marks)
- (b) **Suggest** the circumstances when a voyage charter or a time charter should be used by a charterer who has goods for international transportation. (12 marks)

##### Question 4

- (a) **Explain** the principle of subrogation in marine insurance. (6 marks)
- (b) Referring to your answer to Question 4a, **suggest** a course of action to be taken to effect full indemnity in the following case study:

'The ships chief officer notices the stevedore deliberately ramming the side of the ships hold with a small bulldozer to dislodge coal from the frames. He is told to stop and on inspection some of the girders in the hold are damaged. The vessel is scheduled for dry docking in two months' time.' (14 marks)

### Question 5

- (a) **Discuss** the legal principal of the Law of General Average. (10 marks)
- (b) **Compare** the differences between Total Loss and Total Constructive Loss in marine insurance. Give examples to justify your answer. (10 marks)

Past Paper