



Professional Qualification in SHIPPING & LOGISTICS

Level 4 Diploma

UNIT 3 – PRINCIPLES OF SHIPPING AND INSURANCE MANAGEMENT

Question 1

- (a) State **FOUR** liquid bulk sectors. (4 marks)
- (b) Explain the difference between dry bulk and break bulk cargo. (6 marks)
- (c) Referring to your answer to Question 1b, differentiate between the cargo loading operations of a break bulk cargo and a dry bulk cargo. (10 marks)

Question 2

Illustrate how the ship shore safety checklist used prior to and during loading a petroleum tanker enhances safety on board. Use examples to support your answer. (20 marks)

Question 3

- (a) Illustrate the advantages of time chartering a vessel, over owning a vessel and running it at your own expense. Use examples to support your answer. (10 marks)
- (b) Discuss the differences between a bareboat charter and a time charter. (10 marks)

Question 4

Discuss the level of importance to the ship owner in the course of running his business, between the following types of insurance; Hull and Machinery (H&M); Protection and Indemnity (P&I), General Average (GA) and self- insurance. Justify your answer. (20 marks)

Question 5

- (a) Discuss the marine insurance principles of indemnity and insurable interest in the event of total loss of the ship and cargo belonging to multiple cargo owners. (10 marks)
- (b) Illustrate what is meant by the Law of General Average, use examples to support your answer. (10 marks)