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MARINE INSURANCE MASTERCLASS

Advanced Marine Failures - Surveying, LNG, Underwriting Claims, Liability Warranties and Insurance



ABOUT THIS TRAINING COURSE:

Reduce your risk and exposure in the Marine Insurance, Shipping and LNG industry. A master class in marine engineering, insurance, warranty, claims handling. It is a practical course covering issues and problems encountered by those involved in the insurance and maritime industry.

Get an in depth understanding and learn why many marine insurance claims are now in excess of \$6USD Million per claim. Protect your interests in the ever-changing marine insurance 'risk' environment with escalating costs. Understand the complexities and how to resolve them.

The course provides grounding in the main areas of successful multinational insurers and underwriters, as they apply to all floating structures, and marine assets and explore areas of specific interest. This seminar acquaints the participants with the skills and explains how to utilize them in the marine insurance and LNG sectors. It gives the student an underlying understanding of the transportation of cargo, including ship owners, charterers, traders, underwriters, brokers and port agents. It will enable you to know not only 'where to look for trouble' in the marine insurance market place but also why the troubles occur in the insurance industry and how to avoid costly errors of judgement.

Factual Case studies and worked examples are provided and students are to work through each of these. Through a combination of theory, discussion and practical case studies in every session, delegates will gain a comprehensive understanding. Finally, the outlook for LNG and its role in the Energy Transition in the maritime industry – towards a lower carbon emissions future – will be discussed.



MARINE INSURANCE – MASTER CLASS.

KEY LEARNING OUTCOMES

- Explore different aspects of marine insurance and losses and how it can affect your business
- Understand how the survey function can add value and mitigate risks, and how.
- Discuss the commercial, technical and financial obligations of owners and charterers
- Discuss underwriters' and assureds' obligations and who is responsible for what
- Appreciate the role of surveyors, port agents and their vital functions and obligations
- Create a step-by-step cargo claims check list
- Improve your handling of claims by identifying specific issues and the legal intricacies associated with lost or damaged cargo and marine engineering failures
- Resolve cargo claim disputes successfully through cost effective means
- Master the strategies necessary for effective marine engineering
- Equip individuals and response teams with techniques, procedures and resources to manage marine engineering investigations in a maritime environment
- Learn the real value to your business of physical and documentary evidence regarding marine insurance claims
- Manage response to crisis events through clear, defined and concise lines of investigation, responsibility, communication and action
- Ensure compliance to legislation and audit requirements to maintain business continuity
- Protect business image by avoiding serious disastrous and hazardous accidents and effective marine engineering investigation techniques

Through a combination of theory, discussion and practical case examples across every session, participants will gain a comprehensive understanding of the fundamentals involved in how best to manage marine insurance claims with surveyors and other practitioners.

COURSE OBJECTIVES

Led by a highly experienced and skilled Offshore Oil/Gas Project and Marine Engineering Insurance expert for multinational underwriters and insurers worldwide this course provides delegates an in-depth understanding of approaches to claims management in the maritime industry.

The trainer uses factual case studies and exercises along the way to cement participants' newly acquired skills and help them apply them to real situations.

Equally as important, a look at the mind-set of major underwriters, insurers, ship designers, project managers, and marine engineers is given through the discussion; thus, giving participants an additional boost in anticipating potential problems and correcting them beforehand. The Master Class is a practical course covering a wide variety of maritime incidents and commercial problems. The course is designed to highlight main issues within these incidents and guide participants on how to best resolve them.

All players involved in the successful transportation of cargoes, including shipowners, charterers, traders, insurers, insurance brokers and port agents will need to have a firm grasp of the complexities involved in handling marine claims.



MARINE INSURANCE – MASTER CLASS.

This course is intended for the following professionals:

If you are heavily engaged, at risk or seeking to be engaged in the maritime industry, insurance and LNG industry, then it is important for you to learn the fundamentals, but also update your knowledge in this changing industry with additional cost pressures. This course is suitable to a wide range of professionals but will greatly benefit:

- Asset Managers
- Contract and Procurement Managers
- Cost Estimators
- Fleet Operation Managers and Superintendents
- Insurance Professionals
- LNG Specialists
- Logistics and Cargo Providers
- Marine Educational Development and Capability Officers
- Marine Engineering R&D Officers
- Marine Engineers and Master Mariners
- Marine Operation Managers and Superintendents
- Marine Regulatory and Innovation Specialists
- Marine Surveyors
- OCIMF and SIRE Inspectors
- Operational Managers of Marine Engineering Teams
- Port Operational Superintendents
- Project Managers, Planners, and Engineers
- Safety and Quality Assurance Managers
- Technical Assistants
- Ship Owners and Managers
- Offshore Vessel and FPSO Owners and Operators
- Oil Majors, NOCs and Independents
- Ship Superintendents and Safety Officers
- Ship Officers and Crews (Master, Chief Officers, Chief Engineers etc)
- Bunkering industry Personnel including Loading and Mooring Masters
- STS Service Providers
- Liquid Cargo and Bunker Surveyors
- Ports and Terminal Operators
- P&I Inspectors and Executives
- LNG FSU Owners, Managers, Operators
- Company Assurance Managers and Superintendents
- Project Directors
- Asset Managers
- Project Managers
- Cost Estimators
- Quality Assurance Managers
- Contract Managers
- Procurement Manager. Maritime Legal Counsels or Advisors
- LNG Commercial Managers
- LNG Vessel negotiators
- LNG Project Managers or Engineers
- LNG Commercial Managers
- Vessel Operation Managers
- LNG Business Risk Managers
- LNG Business Development Managers
- LNG Contract Managers
- LNG Sourcing / Purchasing Managers
- Corporate Strategy Managers



MARINE INSURANCE – MASTER CLASS.

Learn what participants have said about the Marine LNG Institute Courses;

“Excellent course as I have with limited knowledge in Engineering and LNG. Very good facilitation of expertise of the trainer,”
Hartford Insurance GRP

“This course provides a good overview of engineering and how the LNG is handled. It is really good for my knowledge and hopefully, there will be a follow up training program,” **Senior Claims Manger - GARD**

“The training course is very informative. The trainer kept us interested on all the topics and workshops/discussions...,”
Former C. Engineer, Chubb - Strategic Development

WHAT YOU GET - Other useful information at a glance:



- ✓ **Marine LNG Institute** – Course Certification & Certificates are issued upon completion
- ✓ **Individualized “One to One” for 1 hour post training!** To further optimise your learning experience from our courses, the Marine LNG Institute also offer individualized “One to One” for 1 hour post training **free of charge**. We help improve your competence in your chosen area of interest, based on your learning.
- ✓ **All Course Material and Research Downloads** from the Marine LNG Institute
- ✓ **Marine LNG Institute - Accreditation Post nominal’s and Certificates [MLNGI]**

This course is offered through Online Instructor Led Training format and In House worldwide.

More testimonials from past participants about the trainer

Great expert, very professional and a key speaker. Really good 3 days”, **Senior Underwriter MARSH**

“I got so much out of it. I have never been or listen to an expert speaker in this technical Maritime field. **Senior Manager, Travellers GRP**

“I have been to several seminars and this one was the best I have attended so far. **Underwriter - GARD**

“The offshore technical aspects to the trainer’s seminars are excellent.” **Strategic Analyst CHUBB**

FULL COURSE AGENDA BELOW.



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MARINE INSURANCE – MASTER CLASS.

DAY 1:

Background Introduction to Marine Insurance requirements for claims

- About Marine Surveying Class
- About Port State Control
- Common Definitions in the Marine Industry
- Claims
- Documentation
- Inspections
- Surveys and certificates

Ship Detentions, and Arrests – The Common and Costly Marine Insurance claims

- Propulsion Resistance and propulsion failures
- Engineering analysis and case studies - shaft, torsion and tensile failures

Fuels and Fuel Problems for Insurers

- OWS - Lubrication oils
- Fire and deck wash systems
- Bow thruster failures
- Machinery arrangement
- Loading and unloading practices, failures and fatalities
- How to deal with PSC and OEM failures
- Seals
- Engine room ventilation
- Conditions of ME rooms
- LNG and Diesel Engines
- Liner Lacquering
- Piston damages and rings
- Exhaust and inlet valves and piston rods
- MWS and Improper maintenance practices by engineering crew
- Damage from unusual sources
- What can you learn from the external appearance of failures

Commercial aspects of General Average and how it affects all participants in Shipping Industry

- What is G.A – why does it affect all participants commercially?
- G.A - Carrier concerns
- G.A - Charterer concerns
- G.A – Facilities and Operators concerns
- G.A – Bunker Handlers & Bunker Operators concerns
- Commercial Contracts and the effects on all parties
- Technical nature of G.A
- Rights and Obligations of all participants in the event of G.A

Documentary Evidence for Marine Insurers - what's required?

- How to properly prepare
- Company Responses
- Collecting documentary evidence
- International safety management systems ISM
- Plans log and lists. Certificates Charts, log books, and other records

DAY 1 (CONTINUED):

Marine Insurance – LNG and New Technologies

- LNG
- New Technologies for insurers in LNG

INTRODUCTION FOR INSURERS TO CLASS, PSC, IMO, ILO, AND CONVENTIONS

- Role of the IMO, flag and regulations
- Conventions and discussion on;
- MARPOL
- SOLAS
- STCW
- CLASS
- ISM and COLREG

Marine Insurance- Cargo carriage

- Failures
- Technical and structural audits and failures
- Tests and precautionary measures
- How to report, evaluate and take appropriate action regarding PSC and Hazardous goods and material

Marine Insurance

- Survey and Inspection requirements.
- Vessel particulars.
- Documentary certificates.
- Condition of vessels hull and machinery.
- Defects and efficiency.
- Photographs.
- Structural condition surveys.
- Condition survey requirements.
- Paramount information for prospective buyers regarding PSC.
- Special instructions and requirements.

Marine Insurance Claims - CASE STUDIES

In depth practical Case Studies

- Offshore and In Port Claims
- Jack Up Barge claims
- Reduced levels of maintenance
- Barge and Cargo loss claims

Attendees will be shown photographic, media coverage and documentary material from actual Marine Claims and inspections, critical maritime safety, engineering and environmental incidents.

The Case Studies reflects upon the issues involved, and demonstrates the current ineffectiveness and cost to businesses that do not equip themselves with the technical procedures and resources to manage. Lessons Learnt exercise

Poor Bunkers

- Trouble shooting
- Testing
- Failures prevention



MARINE INSURANCE – MASTER CLASS.

Marine Insurance - Engineering Claims

- Discuss planned maintenance systems
- Discuss Trend analysis
- Analysis of Condition monitoring technical CME OEM Main Engine component claims

Introduction to Naval Architecture for Marine Insurance professionals - Construction

- Introduction to Ship Naval architecture
- Forces
- Centre of gravity
- Movement and stability
- Equipment
- Ship motion and vibrations
- Intact stability
- Damage and stability
- Degrees of freedom
- General
- Classes of DP
- Advantages and disadvantages
- Systems and monitoring

Marine Insurance - Equipment Rigging and Hardware

- Ship Equipment
- Ship Spares
- Ship Wires and tows
- Tests
- Ship Shackles and failures

Ship Machinery

- Operation and maintenance practices
- 2 and 4 stroke and LNG engine installations
- Scavenging
- Injectors and Fuel Oil mix

Diesel and Electric Installations

- Pistons/Liners/Bores/Bearings and journals
- Marine Hydraulic and fluids
- Failures and Prevention measures
- Forces and stress
- Managing the engineering investigations
- Trouble shooting

Ship Pumps and Pumping Systems

- Types
- Operation and maintenance practices
- Newtonians laws and principles
- Turbulent flows and rate

Marine Engineering - Fluid Mechanics

- Fluid Technology
- Causes, Failures and prevention
- Aux

Marine Insurance - Hull

- Ship construction terminology and methods of improper loading and hazardous goods
- Structural inspections of cargo and containers
- Material failures aboard ships
- Discuss steel and fabrication failures

Metallurgy tests and case studies of failures Analysis and testing techniques Failure of Non-OEM components Ship crane failures and analysis Hydraulic loss, cylinder and ram case studies

Marine Insurance - Salvage

- Introduction to Restoring the water tightness envelope methods
- Salvage
- Stop Flooding water and reducing flow rates aboard

Trouble Shooting Workshop and Case Studies

An open forum to discuss and determine specific common failures

- Thrust Blocks
- Shafting
- Shaft bearings
- Propellers and CPP
- Stern Tube bearings
- Pumps
- Fresh water and Oil Supply

LNG Transfer Inspections

- In service inspections
- Service leak testing
- Hose ops and vessels procedures
- Color couplings indexes
- Operational risk profiles in Bunkering
- Inspections and Audit: Rigging
- Inspections and Audit: Wire Ropes
- Inspections: Handling and Chains
- Inspection: Shackles and hardware

Marine Insurance Ship and offshore installation interface – for the LNG and Oil Industry

- Safety
- Management practices
- Ship to install procedures

Marine Insurance – Electrical, Fixtures and Fuels

- Accidental causes a fire on board ships
- Classification of fire causes.
- Chemical sources, material subject to spontaneous ignition – ships
- Materials, Cargo, Electrical heat energy
- Faulty electric circuits and equipment, replacement parts.



MARINE INSURANCE – MASTER CLASS.

Trouble shooting Ship Fuel Oils, Lubrication, and Treatments

- Fuel Oil
- Operation and maintenance practices
- OWS
- Lubrication Oils
- HFO
- Purification
- Sludging
- Exhaust and Emissions

Bow Thrusters

- Failures
- CPP
- Care and Maintenance
- Seals and oils
- Design and engineering installation practice

Visual Inspections

- Other types of inspection NDT and DT
- Design and engineering installation practices
- OEM and Failures
- Internal Wear down and monitoring to prevent
- Condition loading principles

Material Testing

- Marine Systems and machinery design
- Corrosion and maintenance and prevention of ships equipment

LNG and other advanced technologies

- Future: LNG Test and Technology Centre – Liquid Natural Gas (LNG) has characteristics that impacts on ship design and operation
- The Science of LNG
- LNG Carriers and LNG Bunkering
- LNG Fuelled Propulsion for Ships
- Innovative LNG transfer systems
- Development of offshore LNG Transfer
- Robotics and AI technology available
- Fibre optics and software compatibilities
- OEM and aftermarket installations
- Checklists for Marine Surveyors and Engineers

FPSO, FSRU, FPO Systems and Designs

- Factual Case studies and developments
- Recent build designs from South Korea, China shipyards
- LNG vessel past and future design developments
- Development of cryogenic equipment and designs
- BOG Roll over considerations and tank designs
- Cryogenic Hoses designs and testing facilities around the globe
- QCDC
- Manifold, Saddle and ESD 1 and 2 designs

Marine Insurance (cont.)

- Fuses, exposed lights by the type.
- Fixtures, motors and engine rooms leaks in fuel Systems.
- Welding in burning operations and other energy sources.
- Housekeeping.
- Mechanical energy
- Liquids and gases.
- Electrical wiring malfunctions.

Marine Engineering - Failures

- CPP
- Propeller mounting
- Design and Latent engineering failures
- Installation failures shafts
- Mechanical properties and testing
- Vessel performance

Corrosion and Prevention

- Care and Maintenance
- Seals and oils
- Design and engineering installation practices
- Trouble shooting

How do the internal mechanics of an internal combustion engine fail?

- Compression within bores
- Ignition and timing
- Chains and belt driven mechanisms
- The 2 and 4 stages of pistons and cylinders
- Exhaust and compression operations
- Timing failures
- Hoses and clamps

Power Head arrangements for 2 and 4 strokes

- EFI and fuel delivery
- Valves and springs for exhaust and air entry
- Effect of compression and ignition
- Manifolds and gaskets
- ECU on 4 and 2 stroke engines
- 4 and 2 stroke engine seals and failures

Effects of Corrosion within 2 and 4 Stroke Engines in Marine Environments

- Corrosion
- The effect of exhaust and scavaging
- Air flow, bores and cylinders
- The Combustion Engine explained
- What is an OEM

LNG as a Fuel and Ship Design Configurations

- Current LNG Propulsion Options
- LNG Fuel Tanks
- LNG STORAGE
- LNG Fuel System
- Impacts on Ship Configurations and Operation
- Suitable Ship Types
- LNG and other Ship design efficiencies



MARINE INSURANCE – MASTER CLASS.

Machinery and How to Prevent Costly Failures

- Discuss planned maintenance systems
- Discuss Trend analysis
- Analysis of Condition monitoring technical CME
- OEM Main Engine component failures relevant to engine performance

Factual case studies concerning failures to propulsion, C.P.P, stern tube and shafts including shaft and design failures in excess of \$125 Million USD

- Shafts
- Stern tubes and bearings
- Propulsion
- Propellers fixed and non-fixed CCP
- Gear box tooth failure
- Ship/Vessel steering and thrust
- Corrosion and fatigue HFO
- M.E Turbo and Super chargers how do they work
- Fuses, exposed lights by the type
- Fixtures, motors and engine rooms leaks in fuel Systems
- Welding in burning operations and other energy sources
- Mechanical energy
- Liquids and gases
- Electrical wiring malfunction

How can Marine Engineering Internal Failures and Wear Down Occur?

- Damage from unusual sources
- What can you learn from the external appearance of failures
- Coolants and Gas safety Monitoring equipment
- Effects of internal temperatures to 2 and 4 stroke engines
- High temp alarms and failures

LNG Marine Engineering (Marine Engineering - Ship Construction and New Technologies)

- New ship design and Marine
- Objectives Manufacturing technologies
- MARPOL
- Fuel efficiencies
- IMO
- LNG and ships fuel
- STCW
- Low Sulphur Fuels
- CLASS
- Retro fitting

Marine Engineers and Tech Superintendents – Wear down, Fatigue and Failure Management Practices and planning for LNG Fuel and Bunkering

- Overview of SMS & PMS
- Discuss onboard planned maintenance systems – PMS
- Discuss Trend analysis – T.A
- Analysis of Condition monitoring technical – CME
- OEM Main Engine component failures relevant to engine performance

LNG and other advanced technologies

- Future: LNG Test and Technology Centre – Liquid Natural Gas (LNG) has characteristics that impacts on ship design and operation
- LNG Fuelled Propulsion for Ships
- Innovative LNG transfer systems
- Development of offshore LNG Transfer

Marine Engineering - Electrical Energy

Ship Electrical Systems and Fire - Inspection and Investigation

- Accidental causes a fire on board ships
- Classification of fire causes
- Chemical sources, material subject to spontaneous ignition - ships
- Materials, Cargo, Electrical heat energy
- Faulty electric circuits and equipment, replacement parts
- Fuses, exposed lights by the type
- Fixtures, motors and engine rooms leaks in fuel Systems
- Welding in burning operations and other energy sources
- Liquids and gases
- Trouble Shooting
- Electrical wiring malfunctions

DAY 3 COMPLETED

MARINE LNG INSTITUTE – COURSE CERTIFICATION & CERTIFICATES ARE ISSUED UPON COMPLETION

Individualized “One to One” for 1 hour post training! To further optimise your learning experience from our courses, the Marine LNG Institute also offer individualized “One to One” for 1 hour post training **free of charge**. We help improve your competence in your chosen area of interest, based on your learning.

REGISTRATION FORM

		✓	NORMAL	✓	
MARINE INSURANCE MASTER CLASS			MAX 10 PAX		<p>Recognise the value of learning in teams. Group bookings at the same time from the same company receive the following:</p> <p>3 or more at 5% off 5 or more at 7% off 8 or more at 10%</p> <p>All other promotions including early bird are exclusive of the group discount.</p>

DELEGATE DETAILS

Delegate 1

Mr Ms Mrs Dr Others: _____

Name : _____

Job Title : _____

Department : _____

Telephone No. : _____

Email : _____

PAYMENT METHODS

By Direct Transfer. Please quote your Students Name with the remittance advise via email to student enrolments via our website. www.marinelnginstitute.com

All bank charges to be borne by payer. Please ensure that the full invoiced amount per student is received in USD.

We do not accept By Credit Card.

As Payment through credit card incurs a 3.5% admin fee payable by the payer. Payment through credit card is not applicable.

Delegate 2

Mr Ms Mrs Dr Others: _____

Name : _____

Job Title : _____

Department : _____

Telephone No. : _____

Email : _____

Company : _____

Address : _____

Country : _____ Postcode: _____

Attention : _____

Invoice to : _____

Telephone No. : _____

Fax No. : _____

PAYMENT POLICY

Payment is due in full at the time of registration and enrolment. Full payment is mandatory for event attendance. By submitting this registration form, you have agreed to payment terms.

CANCELLATIONS & SUBSTITUTIONS

You may substitute delegates at any time. For cancellations received in writing more than seven (7) days prior to the training course, delegates will receive a 100% credit on the amount paid which can be used in another training course for up to one year from the date of issuance.

The credit is transferable to other persons in the same company and applicable against any future public course. For cancellations received seven (7) days or less prior to an event (including day 7), no credit will be issued.

In addition, a cancellation fee equivalent to 15% of the course fee will be charged. In the event that we postpone or cancels a course, delegate payments at the date of cancellation or postponement will be refunded in full. MLNGI does not provide refunds for cancellations and postponements or waive fees for unpaid invoices upon receipt of registration

3 EASY WAYS TO REGISTER

Please note

- Indicate if you have already registered and made payment by E mail + or Web.
- If you have not received an acknowledgement by email before the training course, please contact us to confirm your booking.
- Photocopy this form to register multiple delegates.

Marine LNG Institute www.marinelnginstitute.com Contact Enquires: Student Enrolments

Email: info@marinelnginstitute.com

Website Portal: [Enrol – Marine LNG Institute](#)



Train Your Whole Team At A Convenient Time And Location Online

To enquire or email your query for information. www.marinelnginstitute.com