

Operational level			
12 – Maritime Law			
Questions			Correct answer
O/T – determines the nature of the question (obligatory, requiring more time)			
No.	O/ T	Module 1 – Maritime Law	Module 1
1.	O	A territorial sea is a stretch of water up to the border not exceeding: a) 12 nautical miles b) 10 nautical miles c) 20 nautical miles	A
2.	O	The right of innocent passage means: a) navigation without stopping or anchoring b) fishing opportunities or searching for underwater resources c) the possibility to exploit natural resources	A
3.	O	In Poland, the control bodies under port state control are: a) the border guard service b) directors of maritime offices c) customs offices	B
4.	O	The confirmation of the nationality of a vessel is the: a) Class certificate b) Bill of lading c) Certificate of registry	C
5.	O	The maritime ship registry in Poland is kept by: a) Maritime Chambers b) classification societies c) the ministry responsible for maritime economy	A
6.	O	A person involved in navigation on their own behalf or on behalf of another person is: a) a shipper b) an operator c) a loader	B

7.	<input type="radio"/>	A sea protest is a statement made by the master regarding: a) a possibility of damage to the cargo b) a protest regarding a loading-priority situation c) a protest in case of ship detention	A
8.	<input type="radio"/>	A hearing run by a Maritime Chamber is finished with: a) a decision b) a judgement of conviction c) a judgement and a financial penalty	A
9.	<input type="radio"/>	Ship identification (names, international call signs, etc.): a) is associated with having a nationality b) is a matter dependent on the charterer c) is necessary for port statistics	A
10.	<input type="radio"/>	Flags of convenience: a) are flags that offer good living conditions for the crews b) are flags allowing for derogation from compulsory operator liability insurance c) denote the nationality of countries offering favourable legal and exploitation conditions and maximisation of profits from navigation	C
11.	<input type="radio"/>	The period required for declaring a ship lost in a peace zone must not be shorter than: a) 1 month as of arrival of the last message about the ship b) 3 months as of arrival of the last message about the ship c) 6 months as of arrival of the last message about the ship	A
12.	<input type="radio"/>	Which one of the following is issued in order to determine that a ship or its part is in compliance with the technical requirements of the classification society supervising the ship? a) Class certificate b) Certificate of registry c) Certificate of flag	A
13.	<input type="radio"/>	A person rescued is not obliged to pay for their rescue. Compensation for rescuing the person is paid by: a) the cargo or cruise ship operator b) the insurer of the operator or of the charterer c) nobody is obliged to pay for saving lives	C
14.	<input type="radio"/>	The master on the ship is a particular person with the appropriate qualifications. The minimum qualifications are determined by: a) The COLREG Convention b) The STCW Convention	B

		c) The SOLAS Convention	
15.	<input type="radio"/>	A <i>Charter Party</i> is a proof of the conclusion of a charter agreement. It is used in the carriage of: a) general cargo b) bulk and semi-bulk cargo c) passengers	B
16.	<input type="radio"/>	The document confirming the conclusion of a booking contract is a booking confirmation, also known as a: a) docker's receipt	C

		b) board receipt c) booking note	
17.	<input type="radio"/>	A notice of readiness is a document declaring: a) that a ship ready for loading/unloading cargo has been berthed b) that a shipyard overhaul has been finished c) that a ship inspection has been finished	A
18.	<input type="radio"/>	A member of the ship crew is: a) a person with maritime qualifications b) a person working on articles of agreement c) a person entered into the crew list	C
19.	<input type="radio"/>	General average refers to: a) an extraordinary loss incurred for everyone's sake and covered by everyone b) collision of vessels c) a failure of handling facilities when the loader uses ship handling facilities	A
20.	<input type="radio"/>	Losses due to general average are divided between: a) the ship and the cargo b) the cargo and the freight c) the ship, the cargo, and the freight	C
21.	<input type="radio"/>	The Maritime Code defines a 'collision' as: a) a crash of a ship into a quay or another port facility b) physical contact between at least two ships c) physical contact between at least two ships or a crash of a ship into a quay or another port facility	B

22.	<input type="radio"/>	A policy is: a) an insurance agreement b) is a proof of the conclusion of an agreement or insurance c) a type of vehicle insurance	B
23.	<input type="radio"/>	'If the ship is in danger of destruction, the master shall be obliged to deploy all means available to the master in the first place for saving passengers, then for saving the crew. The master is the last person to leave the ship, watching over the salvage of logbooks, documents, maps, valuables, and ship safe, if possible.' The duties of the master referred to above are determined by the: a) Safety at Sea Act b) Maritime Code Act c) Employment on the Merchant Ships Act	B
24.	<input type="radio"/>	A bill of lading may be transferred to another person. A negotiable bill of lading may be transferred by: a) issuing the document b) assignment of receivables c) endorsement	C
25.	<input type="radio"/>	At which stage of the performance of a contract for the carriage of cargo is a bill of lading issued? a) immediately after loading begins b) after unloading c) after accepting the cargo on the ship	C
26.	<input type="radio"/>	Dead freight is: a) a remuneration for the carrier for the 'carriage' of non-loaded cargo (not due to the carrier's fault) b) a payment that cannot be made because the cargo has been destroyed c) a payment that is not made within the time limit	A
27.	<input type="radio"/>	Reassurance is: a) resigning by an insurer from a part of risk and a part of the insurance premium in favour of another insurer b) securing the operator against damage c) a double-insurance attempt	A
28.	<input type="radio"/>	Franchise is: a) a type of insurance in maritime carriage b) a stipulation that compensation shall not be paid to a certain damage threshold c) expiry of the limitation period for maritime claims	B

29.	<input type="radio"/>	Which one of the following is not performed by the State Marine Investigation Commission? a) inspections of marine incidents b) attribution of blame or liability c) issue of recommendations regarding safety at sea	B
30.	<input type="radio"/>	At a foreign territorial sea, a ship is subject to: a) determined laws of the coastal state b) the international convention on the law of the sea only c) the laws of the coastal state or to the law of the country of its ensign, depending on the distance from land	A