

FELLOWSHIP EXAMINATIONS

GUIDANCE NOTES FOR CANDIDATES

1. To become a Fellow of the Association it is necessary to first pass the two Associate level modules. The four modules required for the Fellowship level are as follows:

Module 3 General Average, Salvage and Carriage of Goods by Sea

Module 4 Hulls Claims, including Loss of Hire

Module 5 Collision liabilities and recoveries, ancillary insurances on ships, cargo claims and miscellaneous

Module 6 Practical Adjustment Paper

The pass mark for all these modules is 75 per cent and there are no optional questions.

The papers for Modules 3, 4 and 5 are of 3 hours duration. The paper for Module 6 lasts 5 hours and texts of the York-Antwerp Rules and Standard Clauses are provided.

Module 6 may only be taken after Modules 3, 4, and 5 have been successfully completed. It is recommended (but not mandatory) that Modules 3, 4 and 5 are taken in that order in view of the way some topics overlap Modules. The centres for the examinations are in London but other locations may be agreed at the discretion of the Examination Committee.

2. Completing the Fellowship modules successfully is equivalent to passing a high-level Degree Course, and candidates must therefore be prepared to undertake at least 2-3 years of intensive study.

The range of material that has to be absorbed and which the candidate will have to master is considerable, but the burden of study is eased by the ability to take the examination in modular format. Much of the material is available from the recognised text books but it is important that the candidate forms his or her own opinions on the difficult matters of principle and practice that will be encountered. The examiners will expect a candidate to show a full understanding, as well as knowledge, of the subject.

3. In addition to the books recommended for Modules 1 & 2, the latest editions of the following form the basis for study:

Arnould – Law of Marine Insurance and Average
Lowndes and Rudolf – General Average and the York-Antwerp Rules
Carver – Carriage by Sea (part only)*
Hurd – Third Party Liabilities
Marsden – Collisions at Sea (part only)*
Kennedy – Law of Salvage (part only)*
L.J. Buglass – Marine Insurance and General Average in the United States
D.J. Wilson – Average Disbursements and Other Subsidiary Interests

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** (The synopsis of questions shown separately on this site indicates which sections of the text books marked “part only” above require close study.)*

This list is not intended to be exhaustive and there are a number of other useful texts covering these areas.

Some of the above will obviously relate to particular modules only.

Candidates should read the Annual Reports of the Association of Average Adjusters, and the actual judgements given in as many of the leading cases as possible, in order to gain a first hand insight into the development of English case law. It should be emphasised that the law cases mentioned specifically in the synopses are only a representative sample and candidates are expected to form their own view of the leading cases relating to each topic.

Candidates are expected to be fully conversant with the Rules of the Practice, Opinions of the Advisory Committee and the contemporary developments in the insurance and shipping world. Candidates should also take note of current issues that are raised in Lloyd’s List and relevant periodicals. Where there have been recent revisions in the York-Antwerp Rules, relevant legislation, international conventions or policy forms, candidates will need to know the reasons for such revisions and be aware of the changes.

4. A synopsis of questions for Modules 3, 4 and 5 can also be down-loaded from this website. Each synopsis is intended for the general guidance of candidates and is not exhaustive; new questions are regularly compiled, particularly on topical issues or recent law cases of importance. The intention is to provide candidates with a flavour of the type and depth of question that may be encountered.

Module 6, the practical adjustment paper, is designed to test candidates on their ability to adjust a typical adjustment. Case scenarios may include aspects of general and particular average, collisions and costs, salvage, drydocking, tank cleaning, cost of removal, claims against H&M underwriters, cargo interest and P&I Associations etc.