



NORWEGIAN HULL CLUB

Owners' Rules 2020

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Part 1 – Introduction

1. ENTRY & DURATION

- 1.1. Any Owner may apply for entry of a vessel to the Association on a fixed premium basis. Such a fixed premium entry does not give a right of membership in the Association.
- 1.2. The Association may decide in its absolute discretion whether to accept an application, and on what terms and conditions, and need not give any reasons for rejecting an application.
- 1.3. Unless otherwise agreed in writing, the policy period shall be 12 months from the commencement date stated in the Certificate of Insurance.

2. CO-ASSURED

- 2.1. Where cover is required for Co-Assureds, each Assured shall be identified in the policy. Cover will not be provided for liabilities or expenses incurred by associated or affiliated companies of the Assured unless this is provided for in the Certificate of Insurance or applicable underlying underwriting documentation.
- 2.2. The cover afforded to a Co-Assured shall extend only to risks, liabilities and expenses arising out of operations and/or activities that are customarily carried on by Owners and that fall within the scope of these Rules and any special terms in the Certificate of Insurance or applicable underlying underwriting documentation.
- 2.3. Co-Assureds shall be jointly and severally liable with the Assured to the Association for premium and other debts. Receipt by an Assured or Co-Assured of any payment by the Association shall constitute payment to each insured party.
- 2.4. The total liability of the Association to the Assured and any Co-Assureds in respect of any one event shall not exceed such sum as would have been recoverable from the Association only by the Assured.
- 2.5. Any failure by the Assured or any Co-Assured to comply with any of the obligations under these Rules shall be deemed to be a failure of the Assured and all Co-Assureds.
- 2.6. Any conduct or omission by the Assured or any Co-Assured which would have entitled the Association to reject or reduce any claims shall be deemed to have been the conduct or omission of the Assured and all Co-Assureds.

3. SCOPE OF COVER

- 3.1. The Assured is covered in respect of P&I risks specified in these Rules and any Additional Cover and/or separately agreed terms which are expressly agreed between the Association and the Assured. The cover is subject to the terms, conditions, limitations and exclusions set out in these Rules.
- 3.2. Unless otherwise agreed in writing, liabilities, losses, expenses and costs which are covered must arise in direct connection with the operation of the entered vessel in the Assured's capacity as Owner of the vessel and occur during the period of entry of the vessel for the relevant risk.

4. REINSURANCE

- 4.1. The Association shall have the right in its sole discretion to effect on behalf of the Association the reinsurance or ceding of any risks insured by the Association with such reinsurers and on such terms as the Association shall consider appropriate.

5. PAYMENT OF PREMIUM AND OTHER SUMS DUE

- 5.1. Unless otherwise agreed in writing, premiums are due on the commencement of cover.
- 5.2. Any sums debited to an Assured including, but not limited to, deductibles, interest, costs or expenses are payable on demand unless otherwise agreed in writing.
- 5.3. Interest will accrue at such rate as the Association will decide from time to time on any sums not paid on the due date.
- 5.4. In the event of any failure to make payment in accordance with any of the above requirements the Assured shall not be entitled to any recovery from the Association in respect of any event occurring during the period when any premium or other sum was outstanding and the Association shall be entitled to cease handling all or any of the cases the Association is for the time being handling for the Assured.

Part 1 – Introduction

- 5.5. The Assured shall pay the Association on demand the amount of any tax or duty relating to premium or other sums paid or payable by the Association and for which the Association is or may become liable.

6. SET OFF

- 6.1. The Association shall be entitled to set off any amount due from an Assured against any amount due to such Assured or Co-Assured.
- 6.2. Unless the Association agrees, an Assured shall only set off against any amount due to the Association, any sum which has previously been awarded to the Assured from the Association by an arbitration panel appointed under Rule 60.

7. DEDUCTIBLES

- 7.1. Compensation including costs and expenses shall be subject to the deductibles set out in the Certificate of Insurance.

8. LIEN

- 8.1. The Association shall be entitled to a lien over any vessel, bunkers or other property owned by the Assured. The lien hereby granted may be enforced by way of arrest or attachment of property in any appropriate jurisdiction. The Assured hereby irrevocably agrees not to challenge the jurisdiction of any court which considers it has the right to make an adjudication in respect of the Association's arrest or attachment application.

9. AMENDMENTS TO THE RULES

- 9.1. If, in the sole discretion of the Association, a substantial alteration of risk occurs as a result of new legislation or regulations or for any other reason, the Association may make such amendments to the Rules as the circumstances may require provided at least 1 month's notice of the amendment(s) is given in writing to the Assured.

10. IDENTIFICATION

- 10.1. The Association may invoke against the Assured faults and negligence committed by any organisation or individual to whom the Assured has delegated decision-making authority concerning functions of material significance for the insurance, provided that the fault or negligence occurs in connection with the performance of those functions.

Part 2 – Standard Cover

11.

11.1.

CARGO LIABILITIES
The Association shall cover the Assured’s legal liability for cargo loss, shortage or damage arising out of any breach by the Assured or by any person for whose acts he may be legally liable subject to rule 10.1 and the cargo liability exclusions and excluded losses set out in Part 5 and the general terms and conditions as set out in Part 6, and for delay arising because of the application of the Hague or Hague-Visby Rules or compulsory law.
12.

12.1.

EXTRA CARGO HANDLING COSTS
The Association shall cover the Assured’s legal liability for additional costs in connection with damaged or rejected cargo, over and above those that would have been incurred if the cargo had not been damaged or rejected, in necessarily and reasonably discharging or disposing of damaged or rejected cargo provided that the Assured is insured for cargo liabilities under Rule 11 and that such expenses are not unreasonably claimable in general average or against a third party or are a result of the vessel being overloaded or improperly stowed or result from any of the matters referred to in Rule 33.1.1 - 33.1.17 and Rule 34.1.4. – 34.1.8.
13.

13.1.

COLLISIONS
The Association shall cover the Assured’s legal liability for loss or damage arising out of a collision between an entered vessel and another vessel to the extent such liability is not covered or exceeds the sum recoverable under the hull policies of the entered vessel, in particular one fourth of the liability incurred by the Assured or such other proportion as may be agreed in writing with the Association.

13.2.

The Association shall not cover cargo, property or persons on board the vessel with which the entered vessel collided or any deductible payable under the hull policies of the entered vessel.

13.3.

If both vessels are to blame for the collision and liability of either or both vessels is limited by law, claims shall be settled on the principle of single liability. In all other cases where both vessels are to blame, claims shall be settled on the principle of cross liabilities with the balance or sum payable by or to the Assured taking account of the sum payable by the owner of the other vessel.
14.

14.1.

FIXED AND FLOATING OBJECTS
The Association shall cover the Assured’s legal liability for loss or damage to fixed or floating objects as a result of contact with an entered vessel, to the extent such liability is not covered or exceeds the sum recoverable under the hull policies of the entered vessel, excluding any deductible borne by the Assured under the hull policies.
15.

15.1.

LOSS OF OR DAMAGE TO PROPERTY
The Association shall cover the Assured’s legal liability to pay damages or compensation for or in relation to any loss of or damage to any property whether on land or water and whether fixed or movable, but not in respect of loss or damage to property which is owned by the Assured except as provided for in Rule 33.1.17.
16.

16.1.

WRECK REMOVAL AND OBSTRUCTION LIABILITIES
The Association shall cover the Assured’s legal liability:

16.1.1.

in respect of costs and expenses relating to the raising, removal, destruction, lighting and marking of the entered vessel, or any other vessel, or their equipment, bunkers or cargo lost as a result of a casualty when such operations are compulsory by law or necessary to avoid or remove a hazard or obstruction, and the costs are legally recoverable from the Assured, provided that recovery under Rule 16 shall be conditional upon the realized value of the wreck and other property saved being credited to the Association;

16.1.2.

incurred by reason of the vessel or the wreck of the vessel or parts thereof causing an obstruction as a result of a casualty.

Part 2 – Standard Cover

17.

17.1.

GENERAL AVERAGE AND SALVAGE
The Association shall cover:

17.1.1.

general average expenditure and special charges incurred by the Assured which should have been paid by cargo interests or some other party to the maritime adventure, but which are not legally recoverable solely by reason of a breach of the contract of carriage;

17.1.2.

general average expenditure and special charges incurred by the Assured, which are not recoverable under the vessel’s Hull policies because liability is in excess of the insured value.
18.

18.1.

QUARANTINE
The Association shall cover the Assured’s legal liability to pay damages or compensation as a direct consequence of an outbreak of infectious disease on board the entered vessel including quarantine and disinfection expenses and the net loss to the Assured over and above expenses that would have been incurred in respect of fuel, insurance, wages, stores, provisions and port charges.
19.

19.1.

POLLUTION
The Association shall cover the Assured’s legal liability, costs and expenses arising out of the accidental discharge or escape of oil or other polluting substance from an entered vessel including claims arising from measures taken to avoid or minimise pollution. However, there shall be no cover for liabilities or costs of the Assured arising out of or in relation to:

19.1.1.

the presence in or the threatened escape or discharge from any land based dump, site, storage or disposal facility of any substance previously carried on the Vessel as cargo, fuel, stores, waste or otherwise;

19.1.2.

costs which would be recoverable in general average if the Assured had incorporated the York-Antwerp Rules 1994 into any applicable contract of carriage.
20.

20.1.

FINES
The Association shall cover the Assured’s legal liability for fines or other penalties imposed directly on the Assured or any person the Assured is liable to reimburse in respect of breach of any immigration law or regulation or for short delivery or over delivery of cargo or for failure to comply with regulations concerning the declaration of goods, other than cargo on board the entered vessel, or for declaration of cargo provided the Assured is insured for cargo liabilities under Rule 11 or in respect of the accidental escape or discharge of oil or other polluting substance provided the Assured is insured for pollution liabilities under Rule 19.
21.

21.1.

TOWAGE
The Association shall cover the Assured’s legal liability:

21.1.1.

Under the terms of a contract for towage of an entered vessel which relates to the cover provided under Rules 11 – 28 and is for the purpose of entering or leaving port or maneuvering within a port during the course of trading or the towage of such insured vessels as are habitually towed or pushed in the ordinary course of trading from port to port or place to place or under a contract approved by the Association; or

21.1.2.

Towage by an entered vessel of another vessel or object where such liability relates to the cover provided under Rules 11 – 28 and the contract has been approved by the Association but shall not extend to loss or damage or wreck removal of the vessel or object under tow unless the towage was for the purpose of saving life or property at sea.
22.

22.1.

OTHER PERSONS CARRIED ON BOARD
The Association shall cover the Assured’s legal liability to pay damages or compensation for personal injury, illness or death of any third party, not being an employee or hotel/ catering crew unless otherwise agreed in writing, as well as hospital, medical or funeral expenses arising out of such illness, injury or death provided that such liability arises out of negligent acts or omissions on board an entered vessel or directly in connection with loading cargo onto or discharging it from an entered vessel.

Part 2 – Standard cover

23.	CREW
23.1	The Association shall cover the Assured's legal liability as set out in Clauses 23.2 and 23.3 below arising under a contract of employment.
23.1.1	The Association shall cover the Assured's legal liability as set out in Clauses 23.2 and 23.3 below arising from claims in tort, common law or statute.
23.1.2	Payment shall only be made following the occurrence of an event during the period of insurance which results in liability or expense in accordance with the individual contract of employment or collective bargaining agreement. The maximum payment for each claim can never exceed the Assured's obligations under the applicable contract of employment or collective bargaining agreement.
23.2	This Insurance Policy shall cover the Assured's liability for:
23.2.1	expenses arising from injury, illness or death of a crew member;
23.2.2	reasonable travel and accommodation expenses for one beneficiary to visit a hospitalized crew member whom has been in-patient for a minimum of two weeks as a result of a serious injury or illness and to remain with the hospitalized crew member for two weeks or to escort the crew member during repatriation;
23.2.3	repatriation and substitution expenses due to illness, injury or death of a crew member;
23.2.4	loss of wages compensation due to temporary disability of a crew member;
23.2.5	loss of wages compensation due to permanent disability of a crew member;
23.2.6	compensation to the crew member's nominated beneficiary and children as a result of the crew member's death in service. Where no limit of liability is stated in any contract of employment or collective bargaining agreement, the cover hereunder in respect of death is limited to US\$60,000 plus an additional sum of US\$15,000 for each child (maximum four (4)) up to twenty one (21) years of age;
23.2.7	repatriation expenses and/or compensation to the crew member for loss of employment due to the actual or constructive loss of the ship or of a significant casualty rendering the ship unseaworthy and resulting in the necessity of signing off the crew members;
23.2.8	repatriation expenses incurred as a result of crew member leave due to the death or serious illness of a close relative of the crew member which occurred after the crew member had signed on the vessel;
23.2.9	expenses resulting from the loss of and/or damage to a crew member's personal effects;
23.2.10	funeral expenses, repatriation of the coffin or ashes and personal effects of a deceased crew member;
23.2.11	deviation expenses to land an ill, injured or deceased crew member, but limited to the extra cost of bunkers, stores, port charges, crew wages, crew insurance and provisions incurred during the vessel deviation;
23.2.12	wages and crew expenses while the vessel is under quarantine as a result of an outbreak of a contagious disease on board;
23.2.13	finest or other penalties imposed upon the Insured as a result of smuggling by or desertion of a crew member.
	Exclusions:
23.3	This insurance shall not cover liabilities and expenses arising out of the following:
23.3.1	any professional indemnity;
23.3.2	terms of a Contract of Employment or Collective Bargaining Agreement which are covered under a separate insurance;
23.3.3	any annuity compensation; any redundancy compensation;
23.3.4	pre-existing medical conditions prior to the employment of the crew member;
23.3.5	crew member not holding a valid medical certificate in accordance with home country or flag state regulations applicable to the ship on which the crew member is signed on;
23.3.6	any claim arising out of diving operations; a crew member travelling against the advice of a physician.
24.	STOWAWAYS, REFUGEES AND PERSONS RESCUED AT SEA
24.1.	The Association shall cover the Assured's legal liability directly and reasonably incurred as a result of the vessel having stowaways, refugees or persons saved at sea on board the Entered Vessel provided that the Assured is legally liable for such fines, costs or expenses.

Part 2 – Standard cover

25.	LEGAL AND ASSOCIATED COSTS
25.1.	The Association shall cover the Assured's legal and associated costs reasonably incurred, in agreement with the Association, in relation to claims for which the Assured is covered under these Rules.
26.	SUE AND LABOUR COSTS
26.1.	The Association shall cover the Assured's extraordinary costs reasonably and necessarily incurred after an incident, in order to avoid or minimise any liability or loss which would be covered under these Rules, but only to the extent that such costs have been incurred with the agreement of the Association in writing or to the extent that the Association in its absolute discretion decides that the Assured should receive reimbursement.
27.	INQUIRY COSTS
27.1.	The Association shall cover costs incurred by the Assured with the Association's prior approval in respect of a formal inquiry into facts and circumstances concerning liabilities which are recoverable under these Rules.
28.	WAR RISKS
28.1.	The Association shall not cover the Assured's legal liabilities, costs or expenses of the risks set out in Rules 11 to 27 (irrespective of whether a contributory cause of the same being incurred was any neglect on the part of the Assured or his servants or agents) when the loss or damage, injury, illness, or death or other accident in respect of which such liability arises or cost or expense is incurred or was caused by:
28.1.1	war, civil war, revolution, rebellion, insurrection or civil strife arising therefrom, or any hostile act by or against a belligerent power or any act of terrorism;
28.1.2	capture, seizure, arrest, restraint or detainment and the consequences thereof or any attempt thereat;
28.1.3	mines, torpedoes, bombs, rockets, shells, explosives or other similar weapons of war, except where directly or indirectly caused by or contributed to by or arising from any weapon or device employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force or matter or from any chemical, biological, bio-chemical or electromagnetic weapon.
28.2.	The exclusion under Rule 28 shall not apply to the Assured's legal liabilities, costs or expenses arising under a guarantee, undertaking or certificate provided by the Association under:
28.2.1 a)	a certificate issued by the Association in compliance with Article 7 of the International Conventions on Civil Liability for Oil Pollution Damage 1969 or 1992 or any amendments thereof;
28.2.2 b)	a certificate issued by the Association in compliance with Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;
28.2.3 c)	a certificate issued by the Association in compliance with Article 12 of the Nairobi International Convention on the Removal of Wrecks, 2007; or
28.2.4 d)	a certificate issued by the Association in compliance with Non-War Athens Convention/PLR Certificate or War Athens Convention/PLR Certificate
28.3	to the extent such liabilities, costs and expenses are not recoverable by the Assured under any other insurance. In the event any such guarantee, undertaking or certificate is issued by the Association on behalf of the Assured as a guarantor or otherwise the Assured hereby agrees that any payment by the Association in respect of such liabilities exceeding the limit of cover shall be by way of loan and that there shall be assigned to the Association, to the extent and on the terms that it determines in its discretion to be practicable, all the rights of the Assured under any other insurance and against any third party. The Association shall be entitled in its sole discretion to defer payment of a claim in respect of the liabilities aforesaid until the certified liabilities have been discharged.

Part 3 – Additional Cover

Please contact your underwriter or visit our website for further details on available additional covers. Unless otherwise agreed, any Additional Cover shall be subject to the provisions of these Rules.

Part 4 – Defence cover

29.	COVER
29.1.	When separately agreed the Association shall reimburse the Assured’s reasonable legal costs in relation to disputes which are directly connected with the operation of the Entered Vessel and which are in respect of the following:
29.1.1.	hire, off-hire, freight, dead-freight, detention, laytime, demurrage, despatch or other claim or dispute relating to the charter party, bill of lading or other contract of carriage;
29.1.2.	vessel supplies or repairs;
29.1.3.	loading, stowing, trimming, discharging, lightering of cargo on or from the vessel;
29.1.4.	loss, damage or delay to the vessel;
29.1.5.	general average;
29.1.6.	salvage or towage;
29.1.7.	charges, disbursements and accounts received from agents, stevedores, customs, brokers, harbour authorities or other agents of the Assured;
29.1.8.	insurance contracts for the vessel;
29.1.9.	personal injuries or loss of life;
29.1.10.	property damage;
29.1.11.	representation of the Assured at official investigations.
30.	EXCLUDED COSTS
30.1.	The Association shall; not cover under a defence entry costs:
30.1.1.	which are recoverable or normally would have been recoverable under the P&I cover or any Additional Cover entry;
30.1.2.	which are incurred before the Assured notifies the Association of the dispute;
30.1.3.	where the Assured fails to carry out any of his obligations under the Rules;
30.1.4.	where the dispute is with the Association or the Association’s servants, agents or representatives or is between the Assured and Co-Assureds;
30.1.5.	where the dispute arises under a management agreement;
30.1.6.	where the dispute is in respect of the purchase of the vessel and the vessel is not entered with the Association at the time of the relevant contract;
30.1.7.	where the Assured appoints a lawyer or other expert without the prior approval of the Association;
30.1.8.	where there is no reasonable relationship between the amount in dispute and the costs that are likely to be incurred;
30.1.9.	where there is no reasonable relationship between the prospects of successfully obtaining an award or judgment and the costs which are likely to be incurred;
30.1.10.	where there is no reasonable relationship between the prospects of successfully obtaining payment (due to the financial position of the other party or otherwise) and the costs which are likely to be incurred;
30.1.11.	where the Assured has failed to take reasonable care in the chartering of the vessel, or the position adopted by the Assured is unreasonable, or the Assured’s conduct has been imprudent or improper;
30.1.12.	where the Assured fails to provide information or documentation which is necessary for the dispute to be properly evaluated or handled;
30.1.13.	where the Assured refuses to handle or settle the case in accordance with the recommendations of the Association;

Part 4 – Defence cover

30.1.14.	where the Assured makes concessions or enters into a settlement without the approval of the Association;
30.1.15.	where there is any other reason which the Association decides in its absolute discretion is sufficient reason for cover not to apply.
31.	MISCELLANEOUS
31.1.	The Association may at any stage of a dispute withdraw or limit the extent of cover for any of the reasons set out in Rule 30.
31.2.	In the event that cover is withdrawn the Assured is liable to reimburse the Association for any costs which the Association has previously incurred.
31.3.	Where costs are only partly covered the Association shall decide, in its absolute discretion, on the applicable apportionment of costs.
31.4.	The Assured shall pay to the Association any sum which the Assured recovers or is entitled to recover in respect of costs, either wholly or in part, pursuant to any award, judgment or settlement agreement.
31.5.	Subject to Rule 53.4, all monies recovered for an Assured with Defence Cover shall be paid over to the Assured except that the Association may deduct from such monies and retain any amount due to the Association from the Assured.
31.6.	In the event that a settlement agreement does not provide or in the view of the Association does not provide adequately for recoverable costs, the Association shall be entitled to such sum as it considers in its absolute discretion to be appropriate in respect of costs
31.7.	The Association shall in its sole discretion decide whether a dispute involves one or more Deductibles.
32.	COVER LIMITATION
32.1.	Unless otherwise agreed in writing, Defence cover per dispute is limited to USD 5 million.

Part 5 – Limitations & Exclusions

33.

CARGO LIMITATIONS
- 33.1.

The cover under Rule 11 excludes liabilities and costs arising from:
- 33.1.1.

delivery of cargo carried under a negotiable bill of lading or similar document of title without production of that bill of lading or similar document by the person to whom delivery is made;
- 33.1.2.

delivery of cargo carried under a non-negotiable bill of lading or similar document to a person not named in such bill of lading or similar document;
- 33.1.3.

delivery of cargo without production of the original transport document where there is a legal obligation for delivery to be made in exchange for such document;
- 33.1.4.

discharge of cargo at a port or place other than that provided in the contract of carriage;
- 33.1.5.

failure to discharge all cargo on board unless the Assured can show that all reasonable discharge methods were attempted;
- 33.1.6.

carriage of cargo on terms less favourable than the Hague or Hague-Visby Rules unless such terms are compulsory by law;
- 33.1.7.

failure to arrive or late arrival of the vessel at the port of loading or failure to load cargo in the vessel;
- 33.1.8.

loss, shortage, damage or delay occurring whilst the cargo is in the custody of another carrier or during lightering operations except where the lightering is approved by the Association or occurs in port and is customary;
- 33.1.9.

the issuance of a bill of lading, waybill or other document of title which is antedated or post-dated or which contains a cargo description or its quality or quantity which the Assured or any person for whom he may be legally liable knows to be incorrect or where an under-deck bill of lading or other document is issued for on deck cargo;
- 33.1.10.

deviation or departure from the contractually agreed voyage which deprives the Assured of the right to rely on defences or rights of limitation which would otherwise have been available to him;
- 33.1.11.

the pre-shipment state or condition of the cargo being such as to require its discharge;
- 33.1.12.

carriage under an ad valorem bill of lading or other document of carriage in which a value exceeding USD2,500 per unit, package or piece is declared;
- 33.1.13.

participation in or use of paperless trading unless approved in advance by the Association;
- 33.1.14.

the carriage of rare and valuable cargo including, but not limited to, bullion, bank notes, bonds or other negotiable instruments, jewellery, rare metals or stones;
- 33.1.15.

on carrying cargo to a contractual port or destination from any intermediate port where the cargo may have been off-loaded from an entered vessel or in respect of storage or other charges at any such intermediate port;
- 33.1.16.

carriage of cargo on terms which are contrary to terms required by the Association or which do not include Contractual Terms as defined in Appendix 1;
- 33.1.17.

loss of or damage to any cargo owned by the Assured.

34.

GENERAL EXCLUSIONS
- 34.1.

In addition to those exclusions within Rule 33, the Association shall not cover liabilities, losses or expenses arising from:
- 34.1.1.

the wilful misconduct of the Assured (as defined in Appendix 1);
- 34.1.2.

criminal activity of which the Assured was aware or ought to have become aware during the normal course of running his business or which the Assured recklessly disregarded or failed to take reasonable steps to prevent;
- 34.1.3.

any carriage or trade or voyage which the Assured knew to be or which the Assured should have known to be unlawful, imprudent, unsafe, unduly hazardous or improper;
- 34.1.4.

carriage of cargoes that are not carried and stowed in conformity with all relevant international, national and local conventions and regulations including, but not limited to, the International Maritime Dangerous Goods (IMDG) Code, the IMO Code of Safe Practice for Cargo Stowage and Securing(CSS), the IMO Code of Safe Practice for Ships carrying Timber Deck Cargoes (2011 TDC), the International Safety Management Code (ISM) and the International Maritime Solid Bulk Cargoes (IMSBC) Code;
- 34.1.5.

the carriage of project cargo or heavy lift cargo without the pre- stowage plan, packing/ loading lists, loading sequence assessments and securing arrangement assessments being sent to the Association prior to loading, unless otherwise agreed in writing;

Part 5 – Limitations & Exclusions

- 34.1.6.

the carriage of project cargo, when approved by the Association in writing, where the following documentation has not been obtained and relied on by the Assured prior to loading:

a.

Pre-stowage plan,

b.

Full specification of cargo items,

c.

Packing lists/loading lists,

d.

Detailed stowage location plan for each cargo department and/or deck area,

e.

Securing plan for each compartment and/or deck area,

f.

Lashing calculations,

g.

Deck loading calculations,

h.

Details of dunnage and securing equipment brought on board for stowage and securing purposes, with relevant certification;
- 34.1.7.

the carriage of heavy lift cargo, when approved by the Association in writing, where the following documentation has not been obtained and relied on by the Assured prior to loading:

a.

Pre-stowage plan,

b.

Full specification of cargo unit,

c.

Plan of cargo unit showing dimensions, securing points with strengths, lifting points with strengths, weight, centre of gravity, any packaging and any cradles or skids,

d.

Lifting Plan showing lifting points with strengths, lifting strops with strengths, any spreaders and all associated gear with strengths,

e.

Loading sequence statement,

f.

Health and Safety risk assessment,

g.

Securing plan,

h.

Details of dunnage and securing equipment brought on board for stowage and securing purposes, with relevant certification,

i.

Lashing calculations,

j.

Deck loading calculations;
- 34.1.8.

the carriage of cargo on deck unless the cargo is suitable for carriage as loaded on the deck and:

▪

the contract of carriage is specially claused to the effect that the cargo is carried on deck and either provides that the carrier is free from all liability for loss or damage to such cargo or provides the carrier with rights, immunities and limitations no less favourable than those contained in the Hague Rules or Hague Visby Rules; or

▪

special cover has been agreed by the Association after receiving earliest possible notice from the Assured concerning such carriage; or

▪

where the contract of carriage is compulsorily subject to the Hamburg Rules by operation of law, the Assured has complied with the provisions of paragraphs 1 and 2 of Article 9 thereof;
- 34.1.9.

non - compliance with any recommendations made by the Association following a survey and with any directions or safety regulations issued by the Association or any applicable public authority except insofar as the Assured can prove that liabilities, losses, expenses or costs would have been incurred in any event and would have been covered by the Association if the Assured had complied with those requirements;
- 34.1.10.

a failure by the Assured to exercise due diligence in respect of operating the entered vessel including, but not limited to, a failure to take reasonable steps to check the solvency, P&I insurance cover and reputation of any contractual partner in any charterparty and make adequate enquiries to ascertain that the entered vessel is:

a.

classed with a Classification Society approved by the Association;

b.

compliant with the ISM Code;

c.

compliant with the ISPS Code (If an Assured is unable to comply with any of these terms, cover under this insurance shall be subject to the prior written agreement of the Association upon such amended terms as they require.)
- 34.1.11.

insolvency, irrecoverable debts or financial default of the Assured or any Co-Assured, or out of the fraud of agents or of an associated company or of employees of the Assured or any Co-Assured acting as agent;
- 34.1.12.

cancellation or wrongful repudiation by the Assured of a charterparty or other engagement entered into in respect of the entered vessel;
- 34.1.13.

punitive and/or exemplary damages resulting from the multiplication of compensatory damages;

Part 5 – Limitations & Exclusions

- 34.1.15.

34.1.16.
- confiscation or expropriation;
a charterparty contract on terms not approved by the Association except to the extent that liability would have arisen (for time charterparties) under the terms of the NYPE 1946 form or subsequent amendments and/or usual rider clauses (including but not limited to the Inter Club Agreement) or (for voyage charterparties) under the terms of the Gencon 1976 form or subsequent amendments and/or usual rider clauses or under the terms of any other specimen charterparty approved by the Association for use by the Assured;
- 34.1.17.
- employment of the entered vessel in trades or areas other than those agreed with the Association and always within the International Navigating Limits;
- 34.1.18.
- 34.1.19.
- a default judgment or default award;
payment by the Association or the provision of cover that may expose the Association to the risk of being subject to a sanction, prohibition or any adverse action by a state or international organisation or competent authority.

35.

35.1.

GENERAL LIMIT OF LIABILITY
Where the Assured or a Co-Assured is entitled to limit his liability pursuant to any rule of law, the maximum recovery under the P&I, cover or any Additional Cover is the lower of the amount to which the Assured or Co-Assured may limit his liability or the amount stated in the Certificate of Insurance.

36.

36.1.

POLICY LIMIT OF LIABILITY AND REINSURANCE RECOVERIES
The liability of the Association in respect of all claims arising out of one event including any costs, fees and expenses shall in no circumstances exceed the amount stated in the Certificate of Insurance. Without prejudice to the generality of Rule 4, the Association may reinsure in whole or in part the risk or risks insured by the Association, and where such reinsurance is arranged the Assured shall only be entitled to recover any amount in excess of USD10million or 10% of the cover limit per event, whichever is the lower, as and when such funds are received by the Association from the reinsurer(s). The policy limit shall apply to claims, costs, fees and expenses arising out of one event whether they are made by more than one Assured and co-Assured.

36.2.

The Assured shall not be entitled to recover from the Association any liabilities, costs and expenses which are not recovered by the Association under any reinsurance(s) by it because of a shortfall in recovery from reinsurers thereunder by reason of a sanction, prohibition or adverse action against them by a state, international organisation or other competent authority or the risk thereof if payment were made by such reinsurers. For the purpose of this provision, “shortfall” includes any failure or delay in recovery by the Association by reason of the parties or the reinsurers making payment into a designated account in compliance with the requirements of any state, international organization or other competent authority.

37.

37.1.

CONTRACTUAL TERMS OR INDEMNITIES
The Association shall not cover under P&I cover or any Additional Cover, liabilities, losses, costs or expenses which would not have arisen:

37.1.1.

but for the terms of a contract or indemnity entered into by or on behalf of the Assured unless the contract or indemnity is previously accepted or approved by the Association or the Association decides in its sole discretion that the Assured should be reimbursed;

37.1.2.

but for the Assured, or some other person acting on his behalf having used terms in a contract which the Association has prohibited, or omitted to use Contractual Terms as defined in Appendix 1.

38.

38.1.

OTHER INSURANCE
The Association shall not cover liabilities, losses or expenses recoverable under any other insurance or which would have been so recoverable apart from any terms in such other insurance excluding or limiting liability on the grounds of double insurance and if the vessel had not been an entered vessel, with cover against the risks set out in these Rules.

Part 5 – Limitations & Exclusions

39.

39.1.

RADIOACTIVE CONTAMINATION, CHEMICAL, BIOLOGICAL, BIOCHEMICAL AND ELECTROMAGNETIC RISKS
The Association shall not cover liabilities, losses or expenses directly or indirectly caused by or contributed to by or arising from Radioactive Contamination, Chemical, Biological, Bio-Chemical and Electromagnetic Risks as defined in Appendix 1.

40.

40.1.

CYBER ATTACK
The Association shall not cover liabilities, losses or expenses directly or indirectly caused by or contributed to by or arising from the use or operation, as a means for inflicting harm, of any computer, computer system, computer software program, malicious code, computer virus or process or any other electronic system

41.

41.1.

SPECIALIST OPERATIONS OR ACTIVITIES
Unless otherwise agreed in writing, the Association shall not cover under a P&I entry liabilities, losses, expenses or costs incurred by the Assured during the course of performing Specialist Operations or by a drilling or production vessel or arising out of waste disposal activities or sub-sea activities, all as defined in Appendix 1.

42.

42.1.

EXCLUDED LOSSES
The Association shall not cover, except where they form part of a claim under Rule 26 (Sue and Labour costs) or under any other relevant provision of these Rules, or any Additional Cover, liabilities, losses, expenses or costs in respect of:

42.1.1.

42.1.2.

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42.1.11.

loss or damage to the entered vessel or any part the vessel;
the cost of repairs to the entered vessel or any charges or expenses in connection with such repairs;
loss of freight or hire for the entered vessel or demurrage, detention or delay to the vessel unless they form part of a third party claim recoverable from the Assured in respect of cargo liabilities;
loss of or damage to any equipment on board the entered vessel or to any containers, lashings, stores or fuel or other property to the extent that they are owned or leased by the Assured or by any company associated with or under the same management as the Assured;
salvage or services in the nature of salvage unless covered under Rule 17;
the cancellation of a charter or other engagement of an entered vessel;
loss arising out of irrecoverable debts or out of the insolvency or financial default of any third parties such as, but not limited to, owners, charterers or agents;
general monetary loss, loss of time, loss through price or currency fluctuations, consequential loss, loss of production, depreciation, loss of opportunity, loss of profit, loss of reputation, loss of market or similar loss resulting from delay or the abandonment of a voyage except where the Assured is legally liable to a third party for such loss and such liability is covered by the Association under these Rules;
claims arising from Specialist Operations brought by any third party for whose benefit work has been performed or by any third party (whether connected with any party for whose benefit the work has been performed or not) in respect of the specialist nature of the operation;
the failure to perform Specialist Operations by the Assured or the fitness for purpose or quality of the Assured’s work, product or services;
loss of or damage to the contract work except that this exclusion shall not apply to loss of life, injury of crew and other personnel on board the vessel, the wreck removal of or oil pollution from the entered vessel insofar as covered under the Rules.

Part 6 – General Terms & Conditions

43. DUTY OF DISCLOSURE AND ALTERATION OF RISK

- 43.1. The Assured shall make full and correct disclosure to the Association, before the contract of insurance is concluded, of every circumstance which is known to an Assured or his agent or which in the ordinary course of business ought to be known by the Assured or agent which would influence the Association in deciding whether and what terms to provide cover.
- 43.2. The Assured shall make full, correct and prompt disclosure to the Association of every change of circumstance which is or ought to be known to the Assured or his agent and which alters the risk covered by the Association.
- 43.3. The Assured shall refrain from causing or agreeing, without the Association’s prior approval, to any change in circumstance which alters the risk covered by the Association.
- 43.4. In the event of any failure to comply with any of the above requirements, the Assured shall not be entitled to any recovery from the Association in respect of any event occurring after the time of the failure, unless the Association in its absolute discretion decides to cover any claim wholly or partly and on such terms as it deems appropriate.

44. AMOUNTS SAVED BY THE Assured

- 44.1. When the Assured, as a result of an event for which he is covered by the Association has obtained extra revenue, saved costs or expenses or avoided liability or loss which would otherwise have been incurred and which would not have been covered by the Association, the Association may deduct from the compensation payable under the Certificate of Insurance an amount corresponding to the benefit obtained.

45. PAYMENT FIRST BY THE Assured

- 45.1. Unless the Association shall in its absolute discretion otherwise determine, it is a condition precedent to an Assured’s right to recover from the Association in respect of any liability, loss, or expense that he shall first have discharged or paid the same.
- 45.2. The Association shall not be obliged to compensate an Assured for a payment made to a third party unless the Assured’s liability to make that payment has been determined by:
 - 45.2.1. a final judgment or order of a competent court; or
 - 45.2.2. a final arbitration award (if settlement of the dispute by arbitration was agreed upon before the dispute arose, or was, with the consent of the Association agreed upon subsequently); or
 - 45.2.3. a final settlement of the dispute approved by the Association.

46. NOTIFICATION OF CLAIMS

- 46.1. The Assured must notify the Association immediately the Assured learns of any incident or event which may give rise to a claim under these Rules.
- 46.2. The Assured must keep the Association fully informed of all matters relating to a claim or any potential claim and promptly forward copies of all relevant correspondence, legal processes and other documents to the Association and anyone acting on its behalf and give such access to witnesses, assistance and information as it may from time to time require.
- 46.3. If the Assured fails to comply with the requirements set out in this Rule the Association, in its absolute discretion, shall be entitled to refuse to cover all or part of the claim.

47. CLAIMS HANDLING

- 47.1. The Association may in its absolute discretion assume the conduct of any claim by, against or involving the Assured which may be covered under these Rules and may arbitrate, litigate, mediate, settle or otherwise dispose of such claim as the Association sees fit. The Assured shall refrain from admitting liability or settling any claim without the prior approval of the Association.
- 47.2. The Assured shall authorise the Association to employ or appoint lawyers, advisers, experts and other parties on behalf of the Assured, but under the control, direction and instructions of the Association.

Part 6 – General Terms & Conditions

- 47.3. The Assured shall seek prior approval from the Association for the appointment of any lawyer or expert by the Assured or his representatives for any claim subject to these Rules and shall ensure that such lawyer or expert is under the control, direction and instructions of the Association.
- 47.4. The Assured shall obtain information, make calculations, attend meetings, and otherwise provide assistance, at the Assured’s own expense, where such work can be performed by him or by persons employed by him or regularly engaged by him to perform such services.

48. BURDEN OF PROOF

- 48.1. The Assured shall have the burden of proving that any claim against the Association results from a risk covered under the insurance.

49. SURVEY BY THE ASSOCIATION

- 49.1. The Association may at any time arrange for a survey of an Entered Vessel and/or conduct an audit of the Assured’s operating routines and their implementation. In the event that the Assured fails to comply promptly with any recommendation that might be made following such survey or audit, the Association shall be entitled to reserve cover until such recommendation is complied with.

50. PROVISION OF SECURITY

- 50.1. The Association is not obliged to provide guarantees, letters of undertaking, bonds or any other security in respect of any claim.

51. EXCLUSION OF LIABILITY

- 51.1. The Association shall not be liable for errors or omissions in the handling of a case which may be committed by the Association’s employees or by lawyers, advisers or other experts engaged by the Association on behalf of the Assured.
- 51.2. The Association shall not be liable for monies which are lost, having being collected by persons engaged by the Association on behalf of the Assured, or entrusted to such persons.
- 51.3. The Association shall not be liable to pay interest on any sums due from it to the Assured.

52. ASSIGNMENT

- 52.1. The Assured shall not assign or otherwise transfer its rights under its contract of insurance with the Association or otherwise arising pursuant to these Rules, save as provided in Rule 52.2.
- 52.2. The Association may, in its absolute discretion, consent to an assignment or transfer by an Assured of its rights referred to in Rule 52.1, subject to such terms and conditions as the Association deems fit and subject to the Association’s right to deduct from any sum due or to become due from the Association to any assignee or transferee of the Assured’s rights such amount as the Association may estimate to be sufficient to discharge any existing or anticipated liability of the Assured to the Association.

53. WAIVER AND RECOVERY

- 53.1. No action by the Association or anyone acting on its behalf in connection with the handling of a claim, including the provision of security and the appointment of lawyers or other experts, shall constitute a waiver of any rights or defences or an admission of liability by the Association.
- 53.2. If the Association provides security, pays any sum or incurs any expense in respect of a claim which turns out not to be covered by the Association the Assured shall indemnify the Association in respect of all liability, loss, expense and costs incurred by the Association.
- 53.3. Where the Association makes any payment in respect of any liability, loss, expense or costs, the Association shall be subrogated to any rights of recourse which the Assured, co-Assured or affiliate may have against any third party in respect of the liability, loss, expense or costs.
- 53.4. Where the Association has made a payment in respect of any liability, loss, expense or costs to or on behalf of the Assured, co-Assured or affiliate, the whole of the recovery from a third party in respect of that liability, loss, expense or costs shall be credited and paid to the Association up to an amount

Part 6 – General Terms & Conditions

- 53.5. equivalent to the payment made by the Association to or on behalf of the Assured, co-Assured or affiliate plus any legal and/or other costs incurred by the Association in connection with the right of recourse. The balance (if any) of any recovery shall be credited and paid to the Assured up to any amount equivalent to any deductible.
- 53.6. The remaining balance (if any) shall be apportioned between the Association and the Assured in proportion to the respective amounts credited to them under Rule 53.4 – Rule 53.5.

54. OMNIBUS

- 54.1. The Association may cover, in its absolute discretion and without having to give reasons for its decision, the Assured's liability, costs and expenses incidental to the business of operating vessels and which would otherwise not be covered under the Rules.
- 54.2. The exercise of discretion shall be carried out by the Board of Directors of the Association who may delegate to the management of the Association such discretionary powers as it sees fit. Any decision by the Board of Directors or management is final and there shall be no obligation to provide reasons for a decision.

55. TIME LIMITS

- 55.1. The Assured shall have no right to compensation unless he has given notice to the Association of any event which may give rise to a claim on the Association within six months of his becoming aware of it.
- 55.2. The Assured's claim for compensation becomes time-barred after three years. The limitation period commences at the end of the calendar during which the Assured acquired the necessary knowledge of the facts on which the claim is based.
- 55.3. Where a time-bar has not taken effect earlier, the Assured's claim for compensation becomes time-barred ten years from the date of the event unless litigation or a general average adjustment is in progress in which case the claim becomes time-barred one year after the issue of the final judgment or adjustment.

56. AUTOMATIC CESSATION OF COVER

- 56.1. An Assured shall immediately cease to be covered by the Association in respect of any vessels entered by him in the following circumstances:
 - 56.1.1. the Assured, being an individual, becomes bankrupt, has a receiving order made against him or becomes insolvent;
 - 56.1.2. the Assured, being a corporation, is dissolved, wound up, has a receiver or liquidator appointed or commences proceedings under any bankruptcy or insolvency laws to seek protection from its creditors;
 - 56.1.3. the entered vessel becomes a total loss or is accepted by the hull underwriters or deemed by the Association as a being a constructive, compromised or arranged total loss, except in respect of liability arising out of the casualty which gives rise to the total loss;
 - 56.1.4. the vessel is missing for ten days from the date she was last heard of or is posted at Lloyds as missing;
 - 56.1.5. the vessel is requisitioned by a State or Government Authority;
 - 56.1.6. the vessel ceases to be classified with a classification society approved by the Association or its class is suspended.
- 56.1.7. Notwithstanding and without prejudice to Rules 56.1, 56.1.1, 56.1.2, 56.1.3, 56.1.4, 56.1.5 and 56.1.6 an Assured shall forthwith cease to be insured by the Association, which shall not be liable to pay any claim or provide any benefit where there is a breach of these provisions , in respect of any and all vessels entered by him if any vessel is employed by the Assured in a carriage, trade or voyage which will thereby in any way howsoever expose the Assured, the Association or its reinsurers to the risk of being or becoming subject to any sanction, prohibition or adverse reaction in any form whatsoever under United Nations' resolutions or under the trade or economic sanctions, laws or regulations of the State of the vessel's Flag or the European Union, the United Kingdom, the United States of America, France, the Russian Federation, the People's Republic of China or any state where the Association has its registered office or permanent place of business.

Part 6 – General terms & conditions

57. TERMINATION OF COVER BY THE ASSOCIATION

- 57.1. The Association may terminate the entry of any or all vessels entered by the Assured:
 - 57.1.1. on immediate notice where the Assured is in breach of his obligations under these Rules in respect of disclosure and alteration of risk, fraudulent or unlawful acts and classification and certification of the vessel;
 - 57.1.2. on three day's notice where the Assured is in breach of his obligations in respect of payment of premiums or other sums;
 - 57.1.3. on seven day's notice where the Assured has notified the Association of any change of circumstance which materially alters the risks covered by the Association;
 - 57.1.4. on thirty day's notice without giving any reason.
- 57.2. Notwithstanding and without prejudice to Rule 57.1.1., the Association may, in its sole discretion, terminate with immediate effect the entry in respect of any and all vessels entered by him where the Assured has exposed or may, in the opinion of the Association, expose the Assured, the Association or its reinsurers to the risk of being or becoming subject to any sanction, prohibition or adverse reaction in any form whatsoever under United Nations' resolutions or under the trade or economic sanctions, laws or regulations of the State of the Vessel's Flag or the European Union, the United Kingdom, the United States of America, France, the Russian Federation, the People's Republic of China or any state where the Association has its registered office or permanent place of business.

58. EFFECT OF CESSATION AND TERMINATION

- 58.1. When the insurance ceases or is terminated the Assured shall remain liable for all outstanding premiums pro rata up to the date of cessation or termination, and all other outstanding sums.
- 58.2. The Association shall be under no liability whatsoever by reason of any occurrence after cessation or termination.

59. GOVERNING LAW

- 59.1. These Rules are governed by Norwegian law save that the provisions of the Insurance Contracts Act 1989 shall not apply.

60. ARBITRATION

- 60.1. Unless otherwise agreed, disputes between the Association and an Assured, former Assured, a Co-Assured or former Co-Assured shall be resolved by arbitration in Bergen. Each party shall appoint one arbitrator and those so appointed shall appoint a chairman of the arbitration tribunal. If the arbitrators cannot agree on a chairman or a party fails to nominate his arbitrator, the appointment shall be made by the Chief Justice of Bergen City Court.

Appendix 1 – Definitions

ADDITIONAL COVER

Cover, not being P&I risks or is separately agreed.

ASSURED

The person or party who is named as Assured in the Certificate of Insurance.

ATHENS CONVENTION/EU PASSENGER LIABILITY REGULATION CERTIFICATE

A certificate issued by the Association in accordance with either Article IV bis of the Athens Convention relating to Carriage of Passengers and their Luggage by Sea 2002 and Guidelines for its implementation or Regulation (EC) No 392/2009 of the European Parliament.

BUNKER CONVENTION CERTIFICATE

A certificate issued by the Association in accordance with the International Convention on Civil Liability for Bunker Oil Pollution Damage 2001, Article 7.

CERTIFICATE OF INSURANCE

The certificate, including any endorsements, which is issued by the Association as evidence of the underlying contract of insurance.

CLC CERTIFICATE

A certificate issued by the Association in accordance with the International Conventions on Civil liability for Oil Pollution Damage 1969, being replaced by 1992 protocol, Article 7.

CO-ASSURED

Any person or company that is so named in the Certificate of Insurance, but only to the extent stipulated therein.

CONTRACTUAL TERMS

Those standard terms that the Association requires the Assured to incorporate into all contracts of carriage, including but not limited to:

—the Hague Rules or the Hague - Visby Rules or corresponding provisions where permitted by relevant law;

—the “ New Jason Clause” and “Both to Blame Collision Clause” in international trade.

DRILLING OR PRODUCTION VESSEL

A drilling vessel or barge or any other vessel or barge employed to carry out production operations in connection with oil or gas exploration or production, including any accommodation unit moored or positioned on site as an integral part of any such operations. A vessel shall be deemed to be carrying out production operations if, among other things, it is a storage tanker or other vessel engaged in the storage of oil, and either: a) the oil is transferred directly from a producing well to the storage vessel; or b) the storage vessel has oil and gas separation equipment on board and gas is being separated from oil whilst on board the storage vessel other than by natural venting.

ENTERED VESSEL

Such ship, boat, hovercraft or other description of vessel or structure (whether under construction or otherwise) as stated to be the entered vessel in the Certificate of Insurance or which is declared to and accepted by the Association.

Appendix 1 – Definitions

EVENT

Any event, including any occurrence or occurrences arising out of any such event unless the Association elects to treat each occurrence as a separate event. An event shall be deemed to have taken place at the time of the first occurrence which results in a claim or claims.

IACS

International Association of Classification Societies.

ISM CODE

International Safety Management Code

ISPS CODE

International Ship and Port Facility Security Code

OWNER

An owner, owner of shares, bareboat or demise charterer of an entered vessel, or manager or operator of an entered vessel with control equivalent to that exercised by a vessel owner.

P&I

Protection and Indemnity risks resulting in liabilities, losses or expenses set out in Rules 11 to 28.

RADIOACTIVE CONTAMINATION, CHEMICAL, BIOLOGICAL, BIO-CHEMICAL AND ELECTROMAGNETIC RISKS

Risks resulting in liabilities, losses or expenses directly or indirectly caused by or contributed to by or arising from: a. ionizing radiations from or contamination by radioactivity from any nuclear fuel or from any nuclear waste or from the combustion of nuclear fuel; b. the radioactive, toxic, explosive or other hazardous or contaminating properties of any nuclear installation, reactor or other nuclear assembly or nuclear component thereof; c. any weapon or device employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force or matter; d. the radioactive, toxic, explosive or other hazardous or contaminating properties or any radioactive matter. The exclusion in this sub- clause does not extend to radioactive isotopes, other than nuclear fuel, when such isotopes are being prepared, carried, stored, or used for commercial, agricultural, medical, scientific or other similar peaceful purposes; e. any chemical, biological, bio-chemical or electromagnetic weapon.

SPECIALIST OPERATIONS

Operations including and not limited to dredging, blasting, pile-driving, well stimulation, cable or pipelaying, construction, installation or maintenance work, core sampling, depositing of spoil, professional oil spill response or professional oil spill response training and tank cleaning (otherwise than on the entered vessel) but excluding fire-fighting ; and claims that arise.

SUB-SEA ACTIVITIES

The operation by the Assured of submarines, mini-submarines or diving bells, or the activities of professional or commercial divers where the Assured is responsible for such activities (other than activities arising out of salvage operations being conducted by an entered vessel where divers form part of the crew of that entered vessel or of diving bells or other similar equipment or craft operating from the entered vessel and where the Assured is responsible for the activities of such divers.

WASTE DISPOSAL ACTIVITIES

Waste incineration or disposal operations carried out by the entered vessel other than any such operations carried out as an incidental part of other commercial activities not being specialist operations.

Appendix 1 – Definitions

WILFUL MISCONDUCT

An act intentionally done, or a deliberate omission by the Assured, with knowledge that the performance or omission will probably result in injury, loss or damage, or an act done or omitted in such a way as to allow an inference of a reckless disregard of the probable consequences.

WRECK REMOVAL CONVENTION CERTIFICATE

A certificate issued by the Association in accordance with the Nairobi International Convention on the Removal of Wrecks, Article 12.

Bergen

Visit address:

Olav Kyrresgate 11
NO-5014 Bergen

Postal address:

P.O. Box 75 Sentrum
NO-5803 Bergen
Norway

Oslo

Visit and postal address:

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Kristiansand

Visit address:

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NO-4611 Kristiansand

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NO-4664 Kristiansand
Norway

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NORWEGIAN HULL CLUB