

2018-2019

**BY-LAWS
RULES
LIST OF CORRESPONDENTS**



2018/2019

BY-LAWS

RULES

LIST OF CORRESPONDENTS

BOARD OF DIRECTORS AND MANAGEMENT

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Management	
New York Office	3
Houston Office	9
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CHAIRMAN	J. Arnold Witte	Donjon Marine Co., Inc.
DEPUTY CHAIRMAN	Markos K. Marinakis	Marinakis Chartering Inc.
	Robert D. Bondurant	Martin Resource Mgmt. Corp.
	Richard H. Brown, Jr.	Independent Board Member
	Panagiotis J. Christodoulatos	Ikaros Shipping & Brokerage Co., Ltd.
	Judy L. Collins	Patriot Contract Services, LLC
	John E. Couloucoundis	Delta Navigation, Inc.
	Gary K. Cutler	Poling & Cutler Transportation, Inc.
	Kenneth T. Engstrom	Cruise Management International, Inc.
	Elias Gotsis	Eurotankers Inc.
	George D. Gourdomichalis	Phoenix Shipping & Trading S.A.
	Chih-Chien Hsu	Eddie Steamship Company, Ltd.
	Angelos D. Kostakos	Oceanstar Management Inc.
	Cliffe F. Laborde	Laborde Marine, LLC
	Martin C. Recchuite	Independent Board Member
	Craig Reinauer	Reinauer Transportation Companies
	Katia Restis	Enterprises Shipping & Trading S.A.
	Steven T. Scalzo	Independent Board Member
	George Vakirtzis	Polembros Shipping Limited
	Lianyu Zhu	CCCC International Shipping Corp.
SECRETARY	Joseph E. M. Hughes	

SHIPOWNERS CLAIMS BUREAU, INC.

One Battery Park Plaza – 31st Floor
New York, New York 10004 U.S.A.

TEL: +1 212 847 4500
FAX: +1 212 847 4599
WEBSITE: www.american-club.com
EMAIL: info@american-club.com

2100 West Loop South, Suite 1525
Houston, TX 77027 U.S.A.

TEL: +1 346 223 9900
EMAIL: claims@american-club.com

SHIPOWNERS CLAIMS BUREAU (UK) LTD.

1st Floor
29-30 Cornhill
London EC3V 3ND, United Kingdom

TEL: +44 20 7709 1390
FAX: +44 20 7709 1399
CLAIMS FAX: +44 20 7709 1350
EMAIL: claims@scb-uk.com

SHIPOWNERS CLAIMS BUREAU (HELLAS) INC.

51 Akti Miaouli – 4th Floor
185 36 Piraeus, Greece

TEL: +30 210 429 4990/1/2/3
FAX: +30 210 429 4187/8
EMAIL: claims@scb-hellas.com

SCB MANAGEMENT CONSULTING (CHINA) CO., LTD.

Room 1803 – Hongyi Plaza
288 Jiujiang Road
Shanghai 200001
People's Republic of China

TEL: +86 21 3366 5000
FAX: +86 21 3366 6100
EMAIL: claims@scbmcs.com

SCB MANAGEMENT CONSULTING SERVICES, LTD.

United Centre, 33rd Floor
95 Queensway
Admiralty, Hong Kong

TEL: +852 3523 0580
FAX: +852 3602 3111
EMAIL: hkinfo@scbmcs.com

MANAGEMENT

	DIRECT LINE	AFTER HOURS
JOSEPH E.M. HUGHES Chairman & Chief Executive Officer joe.hughes@american-club.com	+1 212 847 4504	+1 917 215 2693 MOBILE +1 203 642 4864 HOME
VINCENT J. SOLARINO President & Chief Operating Officer vince.solarino@american-club.com	+1 212 847 4506	+1 917 216 4606 MOBILE +1 732 872 4046 HOME
ARPAD A. KADI Chief Financial Officer arpad.kadi@american-club.com	+1 212 847 4519	+1 917 215 7436 MOBILE +1 732 549 3153 HOME
DOROTHEA G. IOANNOU Chief Commercial Officer dorothea.ioannou@american-club.com	+1 212 847 4544	+1 917 215 8044 MOBILE +30 6946 681874 MOBILE
CHARLES J. CUCCIA Chief Compliance Officer charles.cuccia@american-club.com	+1 212 847 4539 +1 732 957 1563 HOME	+1 917 215 2883 MOBILE
THOMAS R. HAMILTON Global Underwriting Director tom.hamilton@american-club.com	+1 212 847 4553	+1 917 365 3591 MOBILE
GEORGE J. TSIMIS Global Claims Director george.tsimis@american-club.com	+1 212 847 4501 +1 516 365 0593 HOME	+1 917 306 7711 MOBILE
MANNY BERI Chief Information & Chief Security Officer manny.beri@american-club.com	+1 212 847 4528	+1 646 339 0612 MOBILE
PHILIP A. CLANCEY Chief Actuary & Risk Officer phil.clancey@american-club.com	+1 212 847 4527	+1 646 830 0033 MOBILE
WILLIAM H. MOORE Global Loss Prevention Director william.moore@american-club.com	+1 212 847 4542	+1 917 216 4790 MOBILE +1 732 677 2971 HOME
DONALD R. MOORE Deputy Claims Director don.moore@american-club.com	+1 212 847 4509 +1 516 781 2955 HOME	+1 917 539 8061 MOBILE

CLAIMS MANAGEMENT

	DIRECT LINE	AFTER HOURS
GEORGE J. TSIMIS, J.D. Global Claims Director Senior Vice President george.tsimis@american-club.com	+1 212 847 4501	+1 917 306 7711 MOBILE +1 516 365 0593 HOME
DONALD R. MOORE Deputy Claims Director Senior Vice President don.moore@american-club.com	+1 212 847 4509	+1 917 539 8061 MOBILE +1 516 781 2955 HOME
MUGE ANBER-KONTAKIS, LL.M. FD&D Manager – Vice President muge.anber@american-club.com	+1 212 847 4566	+1 917 365 3422 MOBILE

CLAIMS - CARGO

	DIRECT LINE	AFTER HOURS
MUGE ANBER-KONTAKIS, LL.M. Senior Claims Executive – Vice President muge.anber@american-club.com	+1 212 847 4566	+1 917 365 3422 MOBILE
SANJIVE NANDA, MASTER MARINER Senior Claims Executive – Vice President sanjive.nanda@american-club.com	+1 212 847 4560	+1 646 354 8044 MOBILE +1 609 275 1423 HOME
JOHN F. O'KANE Senior Claims Executive – Vice President jack.okane@american-club.com	+1 212 847 4524	+1 917 892 0644 MOBILE
MELISSA CHEE Claims Executive melissa.chee@american-club.com	+1 212 847 4565	+1 646 220 2988 MOBILE

CLAIMS - CASUALTY/POLLUTION

	DIRECT LINE	AFTER HOURS
GEORGE J. TSIMIS, J.D. Global Claims Director Senior Vice President george.tsimis@american-club.com	+1 212 847 4501	+1 917 306 7711 MOBILE +1 516 365 0593 HOME
DONALD R. MOORE Deputy Claims Director Senior Vice President don.moore@american-club.com	+1 212 847 4509	+1 917 539 8061 MOBILE +1 516 781 2955 HOME
MUGE ANBER-KONTAKIS, LL.M. Senior Claims Executive – Vice President muge.anber@american-club.com	+1 212 847 4566	+1 917 365 3422 MOBILE

CLAIMS - FREIGHT, DEMURRAGE & DEFENSE

	DIRECT LINE	AFTER HOURS
MUGE ANBER-KONTAKIS, LL.M. FD&D Manager – Vice President muge.anber@american-club.com	+1 212 847 4566	+1 917 365 3422 MOBILE
BORIANA FARRAR, LL.M. Senior Claims Executive – Vice President boriana.farrar@american-club.com	+1 212 847 4557	+1 646 334 3159 MOBILE

CLAIMS - PERSONAL INJURY/DEATH/ILLNESS

	DIRECT LINE	AFTER HOURS
DONALD R. MOORE Deputy Claims Director Senior Vice President don.moore@american-club.com	+1 212 847 4509	+1 917 539 8061 MOBILE +1 516 781 2955 HOME
BORIANA FARRAR, LL.M. Senior Claims Executive – Vice President boriana.farrar@american-club.com	+1 212 847 4557	+1 646 334 3159 MOBILE
JOHN F. O'KANE Senior Claims Executive – Vice President jack.okane@american-club.com	+1 212 847 4524	+1 917 892 0644 MOBILE

REPRESENTATION/CORRESPONDENTS

	DIRECT LINE	AFTER HOURS
DESPINA BEVERATOU Correspondents Manager beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE
JANET PICOZZI Claims Assistant janet.picozzi@american-club.com	+1 212 847 4510	

UNDERWRITING

	DIRECT LINE	AFTER HOURS
THOMAS R. HAMILTON Global Underwriting Director Senior Vice President tom.hamilton@american-club.com	+1 212 847 4553	+1 917 365 3591 MOBILE
WILLIAM H. MOORE, DR. ENG. Underwriting Director – Greater China and North Asia Senior Vice President william.moore@american-club.com	+1 212 847 4542	+1 917 216 4790 MOBILE +1 732 677 2971 HOME
COLIN G.H. SNELL Underwriting Director – Americas Vice President colin.snell@american-club.com	+1 212 847 4523	+1 646 409 0425 MOBILE
STEVEN A. OGULLUKIAN Underwriting Director – South and Southeast Asia Vice President steve.ogullukian@american-club.com	+1 212 847 4526	+1 917 216 4724 MOBILE
STEVE LEWIS Underwriter – Vice President steve.lewis@american-club.com	+1 212 847 4515	+1 917 609 9507 MOBILE

UNDERWRITING (continued)

	DIRECT LINE	AFTER HOURS
ALAN T. L. YU Underwriter – Assistant Vice President alan.yu@american-club.com	+1 212 847 4516	+1 917 767 7942 MOBILE
CHRISTIANA VASILAS Underwriting christiana.vasilas@american-club.com	+1 212 847 4512	+1 917 539 9676 MOBILE
MALVINA SCHULTZ Underwriting Assistant malvina.schultz@american-club.com	+1 212 847 4531	
STEPHANIE ARROYO Underwriting Assistant stephanie.arroyo@american-club.com	+1 212 847 4503	

REINSURANCE

	DIRECT LINE	AFTER HOURS
STEVEN A. OGULLUKIAN Reinsurance Director – Vice President steve.ogullukian@american-club.com	+1 212 847 4526	+1 917 216 4724 MOBILE

GLOBAL BUSINESS DEVELOPMENT

	DIRECT LINE	AFTER HOURS
DOROTHEA G. IOANNOU, J.D. Global Business Development Director Senior Vice President dorothea.ioannou@american-club.com	+1 212 847 4544	+1 917 215 8044 MOBILE +30 6946 681874 MOBILE
BRIAN L. DAVIES Senior Market Liaison Managing Director, SCB (UK) Ltd davies@scb-uk.com	+44 20 7709 1359	+44 7525 100825 MOBILE +44 1483 411974 HOME
CHRISTOPHER L. HALL, J.D. Business Development Director – Southeast Asia and South Asia Managing Director – Hong Kong SCB Management Consulting Services, Ltd. chris.hall@scbmcs.com	+852 3602 3083	+852 6752 1488 MOBILE
BORIANA FARRAR, LL.M. Business Development Director – North America boriana.farrar@american-club.com	+1 212 847 4557	+1 646 334 3159 MOBILE
KATHERINE WANG Business Development Manager – Marketing Liaison Greater China and North Asia katherine.wang@scbmcs.com	+86 21 3366 5000	+86 135 0428 3836 MOBILE

GLOBAL BUSINESS DEVELOPMENT (continued)

	DIRECT LINE	AFTER HOURS
RICHARD L. SWAN Global Business Development Administrator Assistant Vice President richard.swan@american-club.com	+1 212 847 4568	+1 917 667 5325 MOBILE
ANNIE PAPADIMITRIOU Business Development Administrator annie.papadimitriou@scb-hellas.com	+30 210 429 4990	+30 6977 076461 MOBILE

LOSS PREVENTION AND SURVEY COMPLIANCE

	DIRECT LINE	AFTER HOURS
WILLIAM H. MOORE, DR. ENG. Global Loss Prevention Director Senior Vice President william.moore@american-club.com	+1 212 847 4542	+1 917 216 4790 MOBILE +1 732 677 2971 HOME
ANTHONY K. SMITH Principal Surveyor – Vice President tony.smith@american-club.com	+1 212 847 4508	+1 646 407 6139 MOBILE
DANIELLE CENTENO Assistant Vice President danielle.centeno@american-club.com	+1 212 847 4535	+1 646 369 2226 MOBILE

ACCOUNTS

	DIRECT LINE	AFTER HOURS
ARPAD A. KADI Chief Financial Officer Senior Vice President arpad.kadi@american-club.com	+1 212 847 4519	+1 917 215 7436 MOBILE
PIERRE F. LEGITIME Controller – Vice President pierre.legitime@american-club.com	+1 212 847 4564	+1 516 835 1206 MOBILE
DOROTHEA A. PARASCANDOLA Accounts Receivable Manager Vice President dotty.parascandola@american-club.com	+1 212 847 4505	+1 917 213 1120 MOBILE
CHERYL RAMDIAL Accounts Payable Manager Vice President cheryl.ramdial@american-club.com	+1 212 847 4511	+1 917 238 8884 MOBILE
EDWARD L. HORBACZ Billing/Statistics Analyst - Vice President ed.horbacz@american-club.com	+1 212 847 4552	+1 917 216 4732 MOBILE
SHARON A. DOYLE Assistant Controller sharon.doyle@american-club.com	+1 212 847 4607	

ACCOUNTS (continued)

	DIRECT LINE	AFTER HOURS
DARIUS ADAMS Assistant Controller darius.adams@american-club.com	+1 212 847 4522	
RAFAEL E. BUENO Staff Accountant rafael.bueno@american-club.com	+1 212 847 4520	
BARBARA A. BLUMERS Accounts Payable barbara.blumers@american-club.com	+1 212 847 4514	
JUNE M. FAAS Accounts Payable june.faas@american-club.com	+1 212 847 4540	

ACTUARIAL - RISK MANAGEMENT

	DIRECT LINE	AFTER HOURS
PHILIP A. CLANCEY, ACAS, MAAA Chief Actuary & Risk Officer Senior Vice President phil.clancey@american-club.com	+1 212 847 4527	+1 646 830 0033 MOBILE

COMPLIANCE AND BUSINESS ADMINISTRATION

	DIRECT LINE	AFTER HOURS
CHARLES J. CUCCIA Chief Compliance Officer Senior Vice President charles.cuccia@american-club.com	+1 212 847 4539	+1 917 215 2883 MOBILE
MELISSA CHEE Legal Assistant melissa.chee@american-club.com	+1 212 847 4565	+1 646 220 2988 MOBILE

CONTRACT REVIEW AND LEGAL

	DIRECT LINE	AFTER HOURS
GEORGE J. TSIMIS, J.D. General Counsel/SCB, Inc. Senior Vice President george.tsimis@american-club.com	+1 212 847 4501	+1 917 306 7711 MOBILE +1 516 365 0593 HOME
MARGARET LEE, J.D. Counsel/SCB, Inc. Collections Manager – Vice President margaret.lee@american-club.com	+1 212 847 4558	+1 917 769 0063 MOBILE
MUGE ANBER-KONTAKIS, LL.M. Counsel/SCB, Inc. Vice President muge.anber@american-club.com	+1 212 847 4566	+1 917 365 3422 MOBILE

CONTRACT REVIEW AND LEGAL (continued)

	DIRECT LINE	AFTER HOURS
BORIANA FARRAR, LL.M. Counsel/SCB, Inc. Vice President boriana.farrar@american-club.com	+1 212 847 4557	+1 646 334 3159 MOBILE
JANA BYRON, J.D. Counsel/SCB, Inc. Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE
MELISSA CHEE Legal Assistant melissa.chee@american-club.com	+1 212 847 4565	+1 646 220 2988 MOBILE

INFORMATION TECHNOLOGY

	DIRECT LINE	AFTER HOURS
MANNY BERI Chief Information & Chief Security Officer Senior Vice President manny.beri@american-club.com	+1 212 847 4528	+1 646 339 0612 MOBILE
GREGORY WEGE IT Senior Security & System Specialist gregory.wege@american-club.com	+1 212 847 4541	
SCOTT HOROWITZ IT Senior Software Specialist scott.horowitz@american-club.com	+1 212 847 4567	
RICHARD HAMILTON IT Software Specialist richard.hamilton@american-club.com	+1 212 847 4517	
ANGEL RUIZ IT Support Specialist angel.ruiz@american-club.com	+1 212 847 4555	

HUMAN RESOURCES – ADMINISTRATION

	DIRECT LINE	AFTER HOURS
VICKI A. PARADISE Human Resources – Senior Vice President vicki.paradise@american-club.com	+1 212 847 4507	+1 917 767 9363 MOBILE

MANAGEMENT - REGIONAL

	DIRECT LINE	AFTER HOURS
JANA N. BYRON Manager – SCB, Inc. (Houston) Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE

CLAIMS

	DIRECT LINE	AFTER HOURS
JANA N. BYRON Senior Claims Executive – Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE
CLAIRE E. B. GARZA Claims Executive – Assistant Vice President claire.garza@american-club.com	+1 346 223 9903	+1 832 954 8072 MOBILE

CLAIMS – CASUALTY/POLLUTION

	DIRECT LINE	AFTER HOURS
JANA N. BYRON Senior Claims Executive – Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE

CLAIMS – FREIGHT, DEMURRAGE & DEFENSE

	DIRECT LINE	AFTER HOURS
JANA N. BYRON Senior Claims Executive – Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE

CLAIMS – PERSONAL INJURY/DEATH/ILLNESS

	DIRECT LINE	AFTER HOURS
JANA N. BYRON Senior Claims Executive – Vice President jana.byron@american-club.com	+1 346 223 9904	+1 832 712 4447 MOBILE
CLAIRE E. B. GARZA Claims Executive – Assistant Vice President claire.garza@american-club.com	+1 346 223 9903	+1 832 954 8072 MOBILE

MANAGEMENT

	DIRECT LINE	AFTER HOURS
BRIAN L. DAVIES Managing Director, SCB (UK) Ltd. davies@scb-uk.com	+44 20 7709 1359 +44 20 7709 1392	+44 7525 100825 MOBILE +44 1483 411974 HOME
GUSTAVO GOMEZ-ACEVEDO, LL.M. Claims Liaison Manager gomez@scb-uk.com	+44 20 7709 1358	+44 7977 289723 MOBILE
DESPINA BEVERATOU Corporate Business Administration Liaison beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE

CLAIMS – CARGO

	DIRECT LINE	AFTER HOURS
GUSTAVO GOMEZ-ACEVEDO, LL.M. Claims Liaison Manager gomez@scb-uk.com	+44 20 7709 1358	+44 7977 289723 MOBILE
DESPINA BEVERATOU Deputy Claims Liaison Manager beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE
NIKI TIGA Claims Liaison Executive tiga@scb-uk.com	+44 20 7709 1355	+44 7926 157388 MOBILE

CLAIMS – CASUALTY/POLLUTION

	DIRECT LINE	AFTER HOURS
GUSTAVO GOMEZ-ACEVEDO, LL.M. Claims Liaison Manager gomez@scb-uk.com	+44 20 7709 1358	+44 7977 289723 MOBILE
DESPINA BEVERATOU Deputy Claims Liaison Manager beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE

CLAIMS – FREIGHT, DEMURRAGE & DEFENSE

	DIRECT LINE	AFTER HOURS
GUSTAVO GOMEZ-ACEVEDO, LL.M. Claims Liaison Manager gomez@scb-uk.com	+44 20 7709 1358	+44 7977 289723 MOBILE
DESPINA BEVERATOU Deputy Claims Liaison Manager beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE
NIKI TIGA Claims Liaison Executive tiga@scb-uk.com	+44 20 7709 1355	+44 7926 157388 MOBILE

CLAIMS – PERSONAL INJURY/DEATH/ILLNESS

	DIRECT LINE	AFTER HOURS
DESPINA BEVERATOU Deputy Claims Liaison Manager beveratou@scb-uk.com	+44 20 7709 1299	+44 7725 832769 MOBILE
NIKI TIGA Claims Liaison Executive tiga@scb-uk.com	+44 20 7709 1355	+44 7926 157388 MOBILE

BUSINESS DEVELOPMENT

	DIRECT LINE	AFTER HOURS
BRIAN L. DAVIES Senior Market Liaison davies@scb-uk.com	+44 20 7709 1359	+44 7525 100825 MOBILE +44 1483 411974 HOME
CHRISTOPHER LOWE Market Liaison lowe@scb-uk.com	+44 20 7709 1294	+44 7525 100827 MOBILE
SEBASTIAN TJORNELUND Market Liaison tjornelund@scb-uk.com	+44 20 7709 1357	+44 7525 100828 MOBILE

ADMINISTRATION

	DIRECT LINE	AFTER HOURS
FIONA GENUS Administrative Assistant/Receptionist genus@scb-uk.com	+44 20 7709 1291	

MANAGEMENT

	DIRECT LINE	AFTER HOURS
DOROTHEA G. IOANNOU, J.D. Managing Director SCB (Hellas), Inc. dorothea.ioannou@american-club.com	+30 210 429 4990	+30 6946 681874 MOBILE +1 917 215 8044 MOBILE
JOANNA KOUKOULI, LL.M. Deputy Managing Director SCB (Hellas), Inc. joanna.koukouli@scb-hellas.com	+30 210 429 4990	+30 6977 308986 MOBILE

CLAIMS - CARGO

	DIRECT LINE	AFTER HOURS
JOANNA KOUKOULI, LL.M. Claims Manager joanna.koukouli@scb-hellas.com	+30 210 429 4990	+30 6977 308986 MOBILE
MARIVI BANOU Deputy Claims Manager marivi.banou@scb-hellas.com	+30 210 429 4990	+30 6942 059858 MOBILE
ANTONIS BAVAS, LL.M. Claims Executive antonis.bavas@scb-hellas.com	+30 210 429 4990	+30 6944 186894 MOBILE
DANAI MANTA, LL.M. Claims Executive danai.manta@scb-hellas.com	+30 210 429 4990	+30 6974 754388 MOBILE
CHRYSANTHI PAPLOMATA, LL.M. Claims Executive chrysanthi.paplomata@scb-hellas.com	+30 210 429 4990	+30 6941 640705 MOBILE

CLAIMS - CASUALTY/POLLUTION

	DIRECT LINE	AFTER HOURS
JOANNA KOUKOULI, LL.M. Claims Manager joanna.koukouli@scb-hellas.com	+30 210 429 4990	+30 6977 308986 MOBILE
MARIVI BANOU Deputy Claims Manager marivi.banou@scb-hellas.com	+30 210 429 4990	+30 6942 059858 MOBILE
ANTONIS BAVAS, LL.M. Claims Executive antonis.bavas@scb-hellas.com	+30 210 429 4990	+30 6944 186894 MOBILE

CLAIMS - FREIGHT, DEMURRAGE & DEFENSE

	DIRECT LINE	AFTER HOURS
JOANNA KOUKOULI, LL.M. Claims Manager joanna.koukouli@scb-hellas.com	+30 210 429 4990	+30 6977 308986 MOBILE
ANTONIS BAVAS, LL.M. Claims Executive antonis.bavas@scb-hellas.com	+30 210 429 4990	+30 6944 186894 MOBILE
DANAI MANTA, LL.M. Claims Executive danai.manta@scb-hellas.com	+30 210 429 4990	+30 6974 754388 MOBILE
CHRYSANTHI PAPLOMATA, LL.M. Claims Executive chrysanthi.paplomata@scb-hellas.com	+30 210 429 4990	+30 6941 640705 MOBILE

CLAIMS - PERSONAL INJURY/DEATH/ILLNESS

	DIRECT LINE	AFTER HOURS
MARIVI BANOU Deputy Claims Manager marivi.banou@scb-hellas.com	+30 210 429 4990	+30 6942 059858 MOBILE
ANTONIS BAVAS, LL.M. Claims Executive antonis.bavas@scb-hellas.com	+30 210 429 4990	+30 6944 186894 MOBILE
DANAI MANTA, LL.M. Claims Executive danai.manta@scb-hellas.com	+30 210 429 4990	+30 6974 754388 MOBILE
CHRYSANTHI PAPLOMATA, LL.M. Claims Executive chrysanthi.paplomata@scb-hellas.com	+30 210 429 4990	+30 6941 640705 MOBILE

BUSINESS DEVELOPMENT

	DIRECT LINE	AFTER HOURS
DOROTHEA G. IOANNOU, J.D. Global Business Development Director dorothea.ioannou@american-club.com	+30 210 429 4990	+30 6946 681874 MOBILE +1 917 215 8044 MOBILE
ANNIE PAPADIMITRIOU Business Development Administrator annie.papadimitriou@scb-hellas.com	+30 210 429 4990	+30 6977 076461 MOBILE

ADMINISTRATION

	DIRECT LINE	AFTER HOURS
ANNIE PAPADIMITRIOU Administrative Office Manager annie.papadimitriou@scb-hellas.com	+30 210 429 4990	+30 6977 076461 MOBILE
STAVROULA LEONDARA Claims Processing Administrator stavroula.leondara@scb-hellas.com	+30 210 429 4990	+30 6944 908150 MOBILE
CHRISTINA TSIMPOUKLIDI Administrative Assistant christina.tsimpouklidi@scb-hellas.com	+30 210 429 4990	+30 6986 126676 MOBILE
CHARALAMPOS TSIMPOGLOU Administrative Assistant charalampos.tsimpoglou@scb-hellas.com	+30 210 429 4990	

MANAGEMENT

	DIRECT LINE	AFTER HOURS
DIMITRIS SEIRINAKIS Managing Director SCB Management Consulting (China) Co., Ltd. dimitris.seirinakis@scbmcs.com	+86 21 3366 5000	+86 138 1818 9612 MOBILE

CLAIMS

	DIRECT LINE	AFTER HOURS
DIMITRIS SEIRINAKIS Claims Manager dimitris.seirinakis@scbmcs.com	+86 21 3366 5000	+86 138 1818 9612 MOBILE
YELIN TANG Claims Executive yelin.tang@scbmcs.com	+86 21 3366 5000	+86 138 0166 4282 MOBILE
CAROL WANG Claims Executive carol.wang@scbmcs.com	+86 21 3366 5000	+86 186 1639 4556 MOBILE
EVA TANG Claims Assistant eva.tang@scbmcs.com	+86 21 3366 5000	+86 138 1810 2457 MOBILE

BUSINESS DEVELOPMENT

	DIRECT LINE	AFTER HOURS
KATHERINE WANG Business Development Manager – Marketing Liaison Greater China and North Asia Assistant Vice President katherine.wang@scbmcs.com	+86 21 3366 5000	+86 135 0428 3836 MOBILE

MANAGEMENT

	DIRECT LINE	AFTER HOURS
CHRISTOPHER L. HALL, J.D. Managing Director – Hong Kong SCB Management Consulting Services, Ltd. chris.hall@scbmcs.com	+852 3523 0580	+852 6752 1488 MOBILE

LOSS PREVENTION/SURVEYS

	DIRECT LINE	AFTER HOURS
JOHN WILSON Loss Prevention/Technical Services – Asia john.wilson@scbmcs.com	+852 3523 0581	+852 9306 8007 MOBILE

BUSINESS DEVELOPMENT

	DIRECT LINE	AFTER HOURS
CHRISTOPHER L. HALL, J.D. Business Development Director – Southeast Asia and South Asia Managing Director – Hong Kong SCB Management Consulting Services, Ltd. chris.hall@scbmcs.com	+852 3523 0580	+852 6752 1488 MOBILE

BY-LAWS

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BY-LAWS

American Steamship Owners Mutual Protection and Indemnity Association, Inc.

ARTICLE I MEMBERS

Section 1 Every holder of a Certificate of Entry issued by the Association in respect of a vessel or vessels insured thereunder shall be a Member of the Association during the period for which such Certificate is effective to insure risks and, as such Member, shall be entitled to vote, provided always, however, unless otherwise agreed, that when one party has nominal or beneficial ownership, management or control over one or more vessel(s) insured under one or more Certificate(s), such party shall be the only Member entitled to vote as provided herein and to share in dividends or return of mutual premium as provided in the Association's Rules, notwithstanding that any other party may have been named as a Member on the relevant Certificate(s) of Entry. No membership shall exist under any contract of reinsurance, unless specifically provided therein, nor under any mortgage clause or loss payable clause of a Certificate of Entry. In these By-Laws, all pronouns shall be understood to include such gender(s) as may be appropriate.

Section 2 The Members shall assemble in an annual meeting to be held in the City of New York, on a Thursday in June in each year, at a location to be duly announced, the Members and the New York State Insurance Department to receive written notice of the location and date at least thirty days prior to the annual meeting. One-third of the Members shall constitute a quorum for the transaction of business. Any meeting at which there is not a quorum present may be adjourned by those present to a future time and place. Members not present in person may be represented by proxy authorized in writing provided the same be dated and executed not more than three months before the meeting and be filed and recorded with the Secretary before the meeting. No proxy given by a Member to vote at any meeting of the Association shall be valid or effective after the meeting for which it was issued. Each Member shall have one vote, except as provided in Article I, Section 1.

Section 3 Special meetings of the Members may be called by the Chairman, Secretary or two of the Directors at any time. Special meetings of the Members must be called by the Secretary or by the Manager upon the written request of ten or more Members. Every notice of a special meeting must briefly set forth the purpose or purposes thereof, and no other business may be transacted at any special meeting. The provisions of the preceding Sections as to quorum, proxies, voting and adjournment shall apply to a special meeting.

ARTICLE I MEMBERS (continued)

Section 4 Notice of every special meeting of the Members shall be given to each Member by the Secretary or Manager by mailing or delivering the same at least fourteen days before the time fixed for the meeting; provided, however, that should a party become a Member fourteen days or less before the time fixed for the meeting, notice shall be given promptly after the party so becomes a Member. Every Member shall, for all purposes, be deemed to have been duly notified of any meeting if he shall be present thereat in person or by proxy, or shall before or after the meeting file with the Secretary a waiver of the notice thereof.

Section 5 At each annual meeting of the Members provision shall be made for the appointment of independent auditors.

ARTICLE II DIRECTORS

Section 1 The business of the Association shall be conducted by a Board of Directors who shall arrange for a suitable principal office for the Association and may provide for such offices elsewhere as they deem necessary, shall fix the compensation of all officers and employees of the Association, shall employ a Manager as hereinafter provided, shall select depositories for the Association's funds, shall adopt a seal for the Association, and shall have all other powers necessary or proper for the management and conduct of the business and affairs of the Association that are not by law or these By-laws required to be exercised otherwise.

Section 2 The Board of Directors shall consist of such number of persons, not less than thirteen and not more than twenty-five, as shall be determined at each annual meeting of the Members which persons shall be either Members of the Association or officers of Member corporations, except that up to four Directors need not be either Members or officers of Member corporations. If a government or governmental agency be a Member, any person or persons duly authorized in writing thereby shall be accredited as such Member for purposes of service on the Board of Directors. A majority of the Directors shall be citizens and residents of the United States, and not less than three Directors shall be residents of the State of New York. At least two of the principal officers of the Association shall be members of the Board of Directors. In no case shall as many as a quorum of the Directors be officers or salaried employees of the Association or of the Manager. The Directors shall be elected at the annual meetings of the Members by a majority of the votes cast thereat. A person, to be eligible for election as a Director, must be nominated by a Member other than himself or a corporation of which he is an officer, by written nomination filed with the Secretary at least fifteen days before the meeting at which Directors are to be elected, provided, however, that a Director qualified and serving at the time of the meeting shall be eligible for nomination for reelection without advance notice. The Directors shall hold office until their successors are chosen and have qualified. Vacancies in the Board of Directors occurring in the interval between annual meetings shall be

filled by a majority vote of the remaining Directors as soon as possible after the vacancy occurs, and the persons so elected shall hold office until their successors are chosen and have qualified. In the interval between annual meetings of the Members, the number of Directors (within the above prescribed limits) may be increased, but not decreased, by a three-fourths vote of those present at any meeting of the Board of Directors, but in any event not less than a majority of the entire Board; and vacancies in the Board shall be deemed to exist to the extent of such increase.

Section 3 The Directors shall receive for their services each year such compensation as shall be determined by the Members at their annual meeting. Each Director shall, in addition, be entitled to be reimbursed for any expense incurred by him in connection with his duties as Director.

Section 4 The Board of Directors shall hold an annual meeting immediately following the Members' annual meeting and such further regular meetings (not less than three per annum) at such times, places, and at such intervals as may be fixed by resolution of the Board of Directors; and the Chairman, Secretary or two Directors shall have power to call a special meeting of the Directors upon two days notice. Every Director shall, for all purposes, be deemed to have been duly notified of any meeting if he shall be present thereat in person, or shall before or after the meeting file with the Secretary a waiver of the notice thereof. One meeting of the Board of Directors shall be held within the State of New York and the three other regular meetings may be held elsewhere. A majority of the Directors shall constitute a quorum for the transaction of business and the concurrence of a majority of the Directors present shall be sufficient for any action except as may be otherwise provided herein or in the Association's Charter or in law. If a quorum be not present those in attendance may adjourn the meeting to a future time and place. Any action required or permitted to be taken by the Board of Directors or any committee thereof may be taken without a meeting if all Members of the Board of Directors or committee consent in writing to the adoption of a resolution authorizing the action.

Section 5 No Director shall act upon any claim against the Association in which he, or any corporation of which he is an officer, director, employee or stockholder, is interested.

Section 6 The Board of Directors shall cause the accounts of the Association to be audited every fiscal year by the auditor appointed by the Members, and such audited accounts shall be presented to the Board of Directors at the annual meeting each year.

ARTICLE II DIRECTORS (continued)

Section 7 The Board of Directors, by resolution adopted by a majority of the entire Board, may designate from among its members an Executive Committee and other committees, each consisting of one or more directors, and each of which, to the extent provided in the resolution and permitted by the Charter or By-Laws, shall have all the authority of the Board, consistent with the laws of the State of New York. The Board may designate one or more Directors as alternative members of any such committee, who may replace any absent or disqualified member or members at any meeting of such committees. Each such committee shall serve at the pleasure of the Board.

ARTICLE III OFFICERS

Section 1 At each annual meeting of the Board of Directors, they shall elect from their number a Chairman and a Deputy Chairman, and shall appoint a Secretary who need not be a Member.

Section 2 The Board of Directors may appoint such other officers, agents and employees as they shall deem necessary who shall have such authority and shall perform such duties as from time to time shall be prescribed by the Board of Directors.

Section 3 The salaries of all officers of the Association shall be fixed by the Board of Directors.

Section 4 The officers of the Association shall hold office until removed or until their successors are chosen and qualify in their stead. Any officer elected or appointed by the Board of Directors may be removed at any time by the affirmative vote of a majority of the Directors. If the office of any officer becomes vacant for any reason, the vacancy shall be filled by the Board of Directors.

Section 5 The Chairman shall be the chief executive officer of the Association, shall preside at all meetings of the Members and Directors, and shall have general charge and oversight of the business of the Association and its affairs.

Section 6 The Deputy Chairman in the absence or disability of the Chairman, shall perform the duties and exercise the powers of the Chairman, and shall perform such other duties as may be conferred or imposed upon him by the Board of Directors.

Section 7 The Secretary shall keep a complete record of the proceedings of all meetings of the Members, the Executive Committee and other committees, and shall perform generally such other duties as are required by law or by the By-Laws or by the Board of Directors. He shall keep in safe custody the seal of the Association and when authorized by the Board of Directors, affix it when required to any instrument. If the Secretary is absent or unable to act, the Chairman shall have power to appoint a person temporarily to exercise the duties and powers of the Secretary.

Section 1 The Board of Directors shall appoint and fix the terms of employment and the compensation of a Manager who may be an individual, a partnership or a New York corporation, but who shall have a principal business office within the State of New York.

Section 2 The Manager, subject to the direction and control of the Board of Directors, shall have power to arrange the terms and conditions of insurance or reinsurance issued or placed by the Association; to undertake the investigation of any occurrence which might develop into a claim against a Member; to undertake the investigation and defense of any claim made against a Member with respect to which such Member shall be or may claim to be insured by the Association; to adjust and direct the payment of losses and claims; to employ and discharge counsel, clerks, agents or other assistants required in the conduct of the business of the Association, or for the investigation or defense of claims or lawsuits, and the Manager shall have such other powers and authority as the Board of Directors may delegate.

Section 3 The Manager, subject to the direction and control of the Board of Directors, shall collect and receive and account for all the monies, funds and securities of the Association; shall keep full and accurate books of account and records of all transactions and of all sums owing to or by the Association and of all receipts and payments made for or by it; and shall have power to sign and to endorse checks in the name of the Association. The books of account and records of the Association shall, at all reasonable times, be open to the inspection of any Director or Member. The Manager shall furnish to the Members at the annual meeting, and to the Board of Directors whenever requested, a statement truly exhibiting the financial condition of the Association.

Section 4 All contracts of insurance shall be issued by the Manager on behalf of the Association, and the Manager shall have the power to issue certificates for and to execute such contracts in the name of the Association. The rate and amount of premium to be charged on all contracts shall be fixed by the Manager subject to the direction and control of the Board of Directors. Every Certificate of Entry issued to a Member of the Association shall clearly state whether or not the insurance is mutual or fixed premium insurance. Certificates of Entry evidencing mutual insurance shall contain a clear statement of the liability of the Member for the payment of his proportionate share of any deficiency as provided by law within the limit provided by the contract of insurance, and shall further state that any premiums and calls shall be for the exclusive benefit of Members who are subject to such a contingent liability.

ARTICLE V INDEMNIFICATION

Section 1 Subject to the laws of the State of New York, every Director and every officer of the Association and the Manager (as defined by Section 2 of this Article) shall be indemnified by the Association against, and it shall be the duty of the Directors to pay out of the funds of the Association, all losses, costs and expenses which any such Director or officer or the Manager may incur or become liable to pay by reason of any contract entered into, or any act or thing done, or in any other way by him, as such Director or officer or Manager, as the case may be, in carrying out his duties as Director or officer or Manager, respectively.

Section 2 For the purposes of this Article, “the Manager” means the Manager and all officers, servants and agents of the Manager to whom duties of the Manager have been entrusted.

ARTICLE VI AMENDMENTS TO BY-LAWS

Section 1 The By-Laws may be amended only by a majority vote of all of the Members who are present in person or by proxy at any annual meeting or other stated meeting or any special meeting duly called for such purpose, except that the Board of Directors may amend the By-Laws as to any provisions which do not impair the Members’ rights or enlarge their obligations under insurance policies. No By-Law or amendment or repeal of any By-Law shall be effective unless and until it shall have been approved in writing by the Superintendent of Insurance of the State of New York.

ARTICLE VII EFFECTIVE DATE AND TRANSITION

Section 1 These By-Laws shall become effective and all prior By-Laws of the Association shall become superseded and canceled at Noon, Greenwich Mean Time (GMT), February 20, 2004.

Section 2 The first policy year under these new By-Laws shall comprise the period from Noon, GMT, February 20, 2004, to Noon, GMT, February 20, 2005, and subsequent policy years shall continue in like fashion thereafter.

RULES

CLASS



PROTECTION AND INDEMNITY INSURANCE

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PROTECTION AND INDEMNITY INSURANCE

INTRODUCTORY: INTERPRETATION: MEMBERSHIP: GENERAL PROVISIONS

Section 1

INTRODUCTORY PROVISIONS

- 1 Each and every provision of the By-Laws of the Association and these Rules of Class I are applicable to all Protection and Indemnity insurances of the Association. However, without prejudice to the generality of these provisions so far as they apply to this Class I, they shall only apply to Protection and Indemnity insurances contracted under Class III to the extent that they have been expressly incorporated therein.
- 2 The standard Protection and Indemnity cover afforded by the Association to a Member who has insured his vessel with the Association is set out in Rule 2 below.
- 3 The cover set out in these Rules may be excluded, limited, modified or otherwise varied by any special terms expressly agreed in writing between a Member and the Managers.
- 4 The Managers may accept the insurance of vessels on terms which afford cover to a Member against any special or additional risks not set out in Rule 2. The nature and extent of the risks and the terms of such cover shall be as expressly agreed in writing between the Member and the Managers.
- 5 A Member is only insured against loss, damage, liability or expense incurred by him which arises:
 - i out of events occurring during the period of the policy year when his vessel is insured with the Association; and
 - ii in respect of the Member's interest in the insured vessel; and
 - iii in connection with the operation of the insured vessel by or on behalf of the Member.
- 6 Notwithstanding the terms of Rule 1.1.5 above, a Member may be insured otherwise than in respect of the insured vessel, or otherwise than in connection with the operation of the insured vessel, but only where this has been expressly agreed in writing between the Member and the Managers.

Section 1 (continued)

- 7 Subject to the provisions of Rule 1.1.8 below, a Member who has insured his vessel with the Association for insurance against any or all of the aforesaid risks is obligated to pay premium to the Association in accordance with Rule 4, such insurance being hereinafter referred to as mutual insurance and premium payable by reason thereof mutual premium.
- 8 Notwithstanding the provisions of Rule 1.1.7 above, a Member may be insured on special terms to the effect that he is liable to pay fixed premium to the Association, such insurance being hereinafter referred to as fixed insurance, and premium payable by reason thereof fixed premium, but only where this has been expressly agreed in writing between the Member and the Managers.
- 9 The insurance provided by these Rules is solely for the benefit of a Member, Joint Member, Co-assured, Affiliate or such other parties as set out and defined in Rule 1.3.
- 10 In these Rules, the words set out in Rule 1.2 below shall have the meaning ascribed to them in the said Rule 1.2.

Section 2 INTERPRETATION

In these Rules the following words and expressions shall have the following meanings, if not inconsistent with the subject or context thereof:

Affiliate	Any person who is insured in accordance with Rule 1.3.12.
Applicant Member	In relation to a vessel which is desired or intended to be insured with the Association means an owner, operator or charterer (including a bareboat or demise charterer) of such vessel and any other person by whom or on whose behalf an application has been, is being or is to be made for the insurance of such vessel with the Association whether or not he is or is to be a Member of the Association.
Association	American Steamship Owners Mutual Protection and Indemnity Association, Inc.
Bill of Lading	A bill of lading or similar document of title.
By-Laws	The By-Laws of the Association at the relevant times.
Cargo	Goods, including anything used or intended to be used to secure goods, which are subject to a contract of carriage to which the Member is party, but excluding containers or other equipment owned or leased by the Member.
Certificate of Entry	The document issued by the Managers on behalf of the Association evidencing the contract of insurance between a Member and the Association pursuant to the provisions of Rule 1.4.6 to 9 inclusive.
Co-assured	Any person who is insured in accordance with the terms of Rule 1.3.8 to 1.3.11.
Container	A container or similar receptacle, including trailer, flat, pallet or tank, as may have been expressly agreed to be such in writing by the Managers.

Section 2 (continued)

Contract of Insurance	The contract of insurance between the Member and the Association includes the provisions of the Certificate of Entry and any endorsements thereto issued by the Association's Managers to the Member and the provisions of the Association's By-Laws and Rules in effect as of the date the Certificate of Entry was issued.
Convention Limit	Has the meaning ascribed to it in Rule 4.16.
Directors	The Board of Directors of the Association at the relevant times.
Effects	Personal property, documents, navigational or other technical instruments and tools brought on board, or being taken to or from an insured vessel by a seaman or supernumerary but excluding cash, valuables, or any other article which, in the opinion of the Directors, is not an essential requirement for a seaman.
Endorsement	A document issued by the Managers on behalf of the Association evidencing any variations or additions to the contract of insurance as contained in a Certificate of Entry of which it forms an integral part.
Fines	Fines, penalties and other impositions similar in nature to fines imposed in respect of any insured vessel by any court, tribunal or authority of competent jurisdiction.
Fixed Premium	Any premium which is not mutual premium.
Fleet	Any two or more vessels insured hereunder having common nominal, or beneficial, ownership, management or control.
Group Excess Loss Contract	The excess loss reinsurance contract entered into by the parties to the Pooling Agreement.
Group Reinsurance Limit	Has the meaning ascribed to it in Rule 4.16.
Hull Insurance(s)/ Hull Policy(ies)	Insurance in respect of the insured vessel's hull and machinery, increased value and excess liability.
Insured Vessel	A vessel which has been insured with the Association.
In Writing/ Written	Visibly expressed in any mode of permanently representing or reproducing words including telegram, facsimile transmission and other electronic communication.
Joint Member	Any person who is insured in accordance with the terms of Rule 1.3.5
Managers	Shipowners Claims Bureau, Inc.

Section 2 (continued)

Member	An owner, operator or charterer (including a bareboat or demise charterer) of a vessel insured by the Association who according to the By-Laws and these Rules is entitled to membership of the Association, provided that, where the context requires or allows, the term Member shall, in these Rules, include a Joint Member, Co-assured and Affiliate.
Mutual Premium	Premium payable by a Member in consideration of the affording by the Association of mutual insurance and subject to the relevant provisions of Rule 4.
Net Premium	Has the meanings ascribed to it in Rule 4.7 or Rule 4.12 as the context requires.
Overspill Call	Has the meaning ascribed to it in Rule 4.16.
Overspill Claim	Has the meaning ascribed to it in Rule 4.16.
Overspill Claim Date	Has the meaning ascribed to it in Rule 4.16.
Passenger	A person carried on board an insured vessel under a contract of carriage or who, with the consent of the carrier, is accompanying a vehicle or live animals covered by a contract for the carriage of goods.
Policy Year	A year from noon GMT on any February 20 to noon GMT on the next following February 20.
Pooling Agreement	The agreement, to which the Association is a party, between certain protection and indemnity associations dated February 20, 1998 and any addendum to, variation or replacement of, the said agreement, or any other agreement of a similar nature or purpose.
Premium to Release	That part of mutual premium capable of being levied and collected under the provisions of Rule 4.8 to 10 inclusive.
Rules	These Rules as originally framed or as may from time to time be altered, abrogated or added to and in force at relevant times.
Seaman	An employee of a Member falling within the categories of person set out in Rule 2.1.B or, solely and exclusively for purposes of the interpretation of Rule 1.4.35, any person on board an insured vessel who is not a passenger.
Supplementary Premium	That part of mutual premium capable of being levied and collected under the provisions of Rule 4.5 to 7 inclusive.
Vessel	Any ship, boat, hydrofoil, hovercraft or other description of vessel (including a lighter, barge or similar vessel howsoever propelled but excluding (a) a unit or vessel constructed or adapted for the purpose of carrying out drilling operations in connection with oil or gas exploration or production and (b) a fixed platform or fixed rig) used or intended to be used for any purpose whatsoever in navigation or otherwise on, under, over or in water or any part of such ship, boat, hydrofoil, hovercraft or other description of vessel or any proportion of the tonnage thereof or any share therein.

Words importing the singular number only shall include the plural number and vice versa.

Words importing the masculine gender only shall include the feminine and neuter genders.

Words importing persons shall include individuals, partnerships, corporations, associations, joint ventures and any other business entities.

Section 3**MEMBERS, JOINT MEMBERS, AFFILIATES AND CO-ASSURED****Membership**

- 1 Any insurance of a vessel provided to any party falling within the definition of Member in Rule 1.2 above shall give rise to membership in the Association, except where such is expressly excluded by the terms of this Rule 1.3 or where such has been denied through the exercise of a permitted discretion hereunder.
- 2 Any reinsurance by the Association of a vessel insured by another insurer may (at the absolute discretion of the Managers) give rise to the membership in the Association of that other insurer and/or of any party falling within the definition of Member in Rule 1.2 above in relation to that vessel.
- 3 Membership may be in respect of one or more of the vessels owned, operated, chartered or insured by the Member and shall continue until all of the Member's insurances shall have ceased or been terminated.
- 4 All contracts of insurance effected by the Association shall, save and insofar as they shall contain any special terms inconsistent with that part of the insurance contract contained in these Rules, be deemed to incorporate all of the provisions of these Rules and the Association's By-Laws. All contracts of insurance effected by the Association shall be deemed to have been issued in New York.
- 5 If any application for insurance of interests in the same vessel is made in the names or on behalf of more than one person, whether jointly or separately interested, then such persons may be treated as Joint Members and the insurance of such vessel as joint insurance, the consequences of which, unless otherwise expressly agreed by the Managers in writing, shall be as set out in Rules 1.3.13 to 18 below.

Cover for Co-assureds and Affiliates

- 6 The Managers may agree, subject to the provisions of this Rule 1.3 and to such other terms as they may in their absolute discretion require, to extend the cover afforded by the Association to a Member to:
 - i any person who is affiliated to or associated with that Member (not being a Co-assured or an Affiliate as referred to in Rule 1.3.11), and who shall not be specifically named in the terms of entry; and
 - ii any other named co-assured.
- 7 The cover afforded to a Co-assured in categories (i), (ii) and (iii) below shall extend only to liabilities, losses, costs and expenses arising out of operations and/or activities customarily carried on by, or at the risk and responsibility of, shipowners:

Section 3 (continued)

- i any person interested in the operation, management or manning of the insured vessel;
 - ii the holding company or the beneficial owner of the Member or of any Co-assured falling within category (i) above;
 - iii any mortgagee of the insured vessel.
- 8 Notwithstanding the provisions of Rule 1.4.31 below, the cover afforded to a Co-assured who is a time or voyage charterer of an insured vessel and who is affiliated to or associated with a Member (other than a Co-assured expressly given cover by the Association in accordance with Rule 1.3.10) shall extend only to the risks, liabilities, losses, costs and expenses in respect of which that Member has cover, and is limited to 350,000

Provided that where a vessel is separately insured for charterers' risks by more than one time charterer with the Association or any other association which participates in the International Group of P&I Clubs' Pooling Agreement and Excess Reinsurance Policies, the aggregate recovery in respect of all claims for oil pollution liability following any one occurrence brought against all time charterers of such insured vessel and/or against the Association and/or against any other association shall be limited to \$350,000,000. The liability of the Association in respect of such claims shall be limited to that proportion of \$350,000,000 that each claim recoverable from the Association bears to the aggregate of the claims recoverable against the Association and such other associations.

- 9 The cover afforded to a Co-assured who has entered into a contract with the Member for the provision of services for or by the insured vessel, and any sub-contractor of the Co-assured, shall extend only to liabilities, losses, costs and expenses which are to be borne by the Member under the terms of the contract and which would, if borne by the Member, be recoverable by the Member from the Association, provided that:
 - i the contract has been expressly approved by the Managers; and
 - ii the contract provides that each party shall be similarly responsible for any loss or damage to its own (or its sub-contractors') property or loss of life or personal injury to its own (or its sub-contractors') personnel.

Section 3 (continued)

- 10 The cover afforded to all other categories of Co-assureds, other than those referred to in Rules 1.3.7 to 9 inclusive, shall only extend insofar as such Co-assured may be found liable to pay in the first instance for loss or damage which is properly the responsibility of the Member, and nothing herein contained shall be construed as extending cover in respect of any amount which would not have been recoverable from the Association by the Member had the claim in respect of such loss or damage been made and enforced against him.
- 11 The cover afforded to an Affiliate shall extend only to claims made and enforced through the Affiliate in respect of any liabilities for which the Member has cover and nothing herein contained shall be construed as entitling an Affiliate to recover any amount which would not have been recoverable from the Association by the Member had the claim been made and enforced against the Member.
- 12 To the extent that the Association has indemnified a Co-assured or an Affiliate in respect of a claim, it shall not be under any further liability and shall not make any further payment to any person whatsoever, including the Member, in respect of that claim or of the loss or damage in respect of which that claim was brought.

Joint Members, Co-assureds and Affiliates

- 13 The Managers shall not be bound to issue any Certificate of Entry or Endorsement to more than one Member, delivery of which to whom shall be sufficient delivery to any and all Joint Members and to any and all Co-assureds and Affiliates.
- 14 Joint Members, Co-assureds (except those granted only misdirected arrow coverage under Rule 1.3.10), and Affiliates insured on any one insurance or in respect of any fleet as defined in Rule 1.2 above, shall be jointly and severally liable for all sums due to the Association in respect of such insurance or such fleet, always provided that nothing stated herein shall be construed as a waiver of any of the Association's rights under the contract of insurance.
- 15 Any payment by the Association to one Joint Member, Co-assured or Affiliate shall fully discharge the obligations of the Association in respect of such payment.
- 16 Any communication by the Association to one Joint Member, Co-assured or Affiliate shall be deemed to be communication to all.
- 17 Any communication from one Joint Member, Co-assured or Affiliate shall be deemed to have been made with the full approval and authority of all.
- 18 The conduct or omission of one Joint Member, Co-assured or Affiliate which under these Rules would constitute a breach of the contract of insurance, shall be deemed to be the conduct or omission of all Joint Members, Co-assureds and Affiliates.

Section 4**GENERAL INSURANCE PROVISIONS****Application for Insurance**

- 1 Any applicant Member who desires to insure a vessel with the Association shall make application for such insurance in such form or manner as may from time to time be required, or which may otherwise satisfy, the Managers.
- 2 The particulars given by an applicant Member in any form of application, together with any other particulars or information given to the Managers in the course of applying for insurance, or negotiating changes in its terms, shall, if the insurance of the vessel be accepted, be deemed fundamental to the contract of insurance between the Member and the Association. It shall be a condition precedent of such insurance that all the said particulars and information were true so far as the applicant Member knew or could with reasonable diligence have ascertained.
- 3 The Managers shall be entitled, as a matter of their absolute discretion and without giving any reason, to refuse any application of a vessel for insurance in the Association whether or not the applicant Member of such vessel is already a Member of the Association.

Premium Rating and Other Variable or Special Terms

- 4 Before an application is accepted for the insurance of a vessel either by way of mutual insurance, or by way of fixed premium insurance, the applicant Member and the Managers shall agree the premium rating of the vessel concerned in addition to any other variable or special terms and conditions of insurance as shall be considered appropriate for acceptance of the vessel to be insured. The said premium rating may be expressed as an estimated total premium in the case of mutual insurance or as a fixed premium in the case of fixed premium insurance. In either case, the provisions of Rule 4 below will apply.
- 5 In deciding upon the premium rating of any vessel, as well as any other variable or special terms and conditions of insurance, the Managers may, in their absolute discretion, take into account all matters which they may regard as relevant including, but not limited to, the level of risk estimated to be involved in the insurance for which application is being made.

Certificates of Entry and Endorsements

- 6 After accepting an application for insurance, the Managers shall issue on behalf of the Association a Certificate of Entry for the vessel concerned, setting out, *inter alia*:
 - the dates of commencement and termination of the period of insurance;

Section 4 (continued)

- such mutual or fixed premium details as may be appropriate and/or necessary;
 - the gross tonnage of the insured vessel;
 - the name of the Member and all other insured persons and their respective interests in the insured vessel; and
 - any special terms of entry, including any special deductibles.
- 7 If at any time it is mutually agreed between the Member and the Managers to vary the terms of any insurance, the Managers may, on behalf of the Association, issue an Endorsement detailing such variation and the date from which it is to be effective.
- 8 Fresh Certificates of Entry may be issued setting out the terms effective from noon GMT each successive February 20 for all vessels whose insurances are then continuing.
- 9 Every Certificate of Entry and every Endorsement issued as aforesaid, together with any other agreement made in writing between a Member and the Managers, shall be conclusive evidence and binding for all purposes as to the commencement and termination of the period of insurance, as to the terms and conditions on which the vessel has been insured, and as to the terms of any variation and the date from which such variation is to be effective; provided however that, in the event that any Certificate of Entry or any Endorsement shall in the opinion of the Managers contain any error or omission, the Managers may in their absolute discretion issue a new Certificate of Entry or a new Endorsement which shall be conclusive evidence and binding as aforesaid.

Assignment

- 10 No insurance provided by the Association and no interest under these Rules or under any contract between the Association and any Member, Joint Member, Co-assured or Affiliate may be assigned without the written consent of the Managers who shall have the right in their absolute discretion to give or refuse such consent without stating any reason, or to give such consent upon any terms or conditions as they may think fit. Any purported assignment made without such consent or without there being due compliance with any terms and conditions as the Managers may impose shall, unless the Managers in their absolute discretion otherwise decide, be void and of no effect.

Section 4 (continued)

- 11 Notwithstanding any written consent of the Managers or specific agreement contained in a Certificate of Entry or Endorsement thereto allowing assignment in accordance with Rule 1.4.10 above, the Association shall be entitled in settling any claim presented by the assignee to deduct or retain such amount as then estimated to be sufficient to discharge any liabilities of the assignor to the Association, whether existing at the time of the assignment or having accrued or being likely to accrue thereafter.

Subrogation

- 12 The Association shall be subrogated to all the rights which the Member may have against any other person or entity, in respect of any payment made in accordance with these Rules, to the extent of such payment, and the Member shall, upon the request of the Association, execute all documents necessary to secure to the Association such rights.
- 13 The Association shall have the right to sue in the name of the Member, and the Member shall execute all papers and documents in connection therewith, as requested by the Managers, and shall lend all assistance to the prosecution of any suit. The balance of any amount recovered after full reimbursement of the Association for its loss and all expenses incurred shall be paid to the Member. Compliance with this requirement may, in the Managers' absolute discretion, be made a condition of the payment of a loss.

Classification and Statutory Requirements

- 14 Unless otherwise expressly agreed in writing between a Member and the Managers, the following conditions are fundamental terms of the insurance of every insured vessel:
- i The vessel must be and remain throughout the period of insurance classed with a Classification Society approved by the Managers.
 - ii Any incident or condition in respect of which that Classification Society might make recommendations as to repairs or other action to be taken by the Member must be promptly reported to that Classification Society.
 - iii The Member must comply with all the rules, recommendations and requirements of the Classification Society relating to the insured vessel within the time or times specified by that Society.
 - iv The Member authorizes the Managers to inspect any documents and obtain any information relating to the maintenance of class of the insured vessel in the possession of any Classification Society or Societies with which the vessel is, or at any time has been, classed and will, where necessary, authorize such Classification Society or Societies to disclose and make available such documents

Section 4 (continued)

and information to the Managers upon their request for whatsoever purposes the Managers may consider necessary.

- v The Member must comply or procure compliance with all statutory requirements of the State of the insured vessel's flag including without limitation those relating to the construction, adaptation, condition, fitment, equipment and manning of the insured vessel and must at all times maintain the validity of such statutory certificates as are issued by or on behalf of the State of the insured vessel's flag in relation to such requirements and in relation to the International Safety Management (ISM) Code and the International Ship and Port Facility Security (ISPS) Code or any equivalent mandatory flag State regime.
- vi Notwithstanding anything to the contrary contained in these Rules, it is a condition of this insurance that the Member shall give the Managers prior notice in writing of any proposed change in the Classification Society of the insured vessel(s) and/or of any change of flag of the insured vessel(s) as may be intended during the currency of the cover provided hereunder. In the event that:
 - the Member shall have failed to give the required notice to the Managers of such change as aforesaid; or
 - the Managers shall have notified the Member that they do not approve of the Classification Society and/or flag to which the insured vessel(s) has been changed;

cover hereunder shall be null, void and of no effect as of the date of such change, save to the extent that the Managers, in their sole discretion, may otherwise determine.

In the event that a Member is, or comes to be, in breach of any of the conditions referred to in this Rule 1.4.14, cover automatically ceases with immediate effect without notice. Unless and to the extent that the Directors in their absolute discretion otherwise decide, a Member shall not be entitled to any recovery from the Association for any claim of whatsoever nature and howsoever arising during a period in which the Member is or was in such breach of condition.

General Conditions in Regard to Claims

- 15 Without prejudice to any other provision of these Rules and without waiving any of the Association's rights hereunder, the Managers may at any and all times appoint and employ on behalf of a Member, upon such terms as the Managers may think fit, lawyers, surveyors or other persons for the purpose of dealing with any matter liable to give rise to a claim by a Member upon the Association, including investigating or advising upon any such matter and taking or defending legal or other proceedings

Section 4 (continued)

in connection therewith. The Managers may also at any time discontinue such employment if they think fit.

- 16 All lawyers, surveyors and other persons appointed by the Managers on behalf of a Member, or appointed by a Member with the prior consent of the Managers, shall at all times be and be deemed to be appointed and employed on the terms that they have been instructed by the Member at all times (both while so acting and after having retired from the matter) to give advice and to report to the Managers in connection with the matter without prior reference to the Member and to produce to the Managers without prior reference to the Member any documents or information in their possession or power relating to such matter, all as if such person had been appointed to act and had at all times been acting on behalf of the Association.

Members' Obligations in Regard to Claims

- 17 Any happening, occurrence, event or matter (including, but not limited to, any legal or arbitration proceedings commenced against the Member) which may be liable to cause the Member to incur loss, damage, liabilities, costs or expenses for which he may be insured by the Association shall be notified promptly to the Managers by the Member on it being known by him. In so far as there may be any difference of opinion between the Member and the Managers as to whether any happening, occurrence, event or matter is or was such as might be liable to cause the Member to incur loss, damage, liabilities, costs or expenses, or as to whether the Member knew or ought to have known of such happening, occurrence, event, or matter as aforesaid, or as to whether such happening, occurrence, event or matter was notified promptly to the Managers by the Member, the determination of the Managers shall be final. A Member shall take and continue to take all such steps as may be reasonable for the purpose of averting or minimizing any expense or liability in respect whereof he may be insured by the Association.
- 18 A Member shall disclose and produce to the Managers all information, documents or reports in or coming into his or his agents' (including lawyers') possession, power or knowledge relevant to any such casualty, event or claim available at the time of notification and at any other time.
- 19 Whenever required by the Managers, a Member shall aid in securing information and evidence and in obtaining witnesses and shall cooperate with the Managers in the defense of any claim or suit or in the appeal from any judgment, in respect of any happening or occurrence as herein provided.
- 20 A Member shall neither settle nor make any admission in respect of liabilities, costs or expenses for which he is insured without the prior written consent of the Managers.

Section 4 (continued)

- 21** If a Member commits any breach of any of his obligations under this Rule 1.4.17 to 20 inclusive, the Managers may reject or reduce any recovery to which such breach may appear to the Managers to be relevant.

Powers of the Managers in Regard to Claims

- 22** The Managers shall have the right if they so decide to control or direct the conduct of any claim or legal or other proceedings relating to any liability, loss or damage in respect whereof a Member is or may be insured in whole or in part, and to require a Member to settle, compromise or otherwise dispose of such claim or proceedings in such manner and upon such terms as the Managers see fit.
- 23** If a Member does not settle, compromise or dispose of a claim or legal or other proceedings after being required to do so by the Managers in accordance with Rule 1.4.22 above, any eventual recovery by the Member from the Association in respect of such claim or proceedings shall be limited to the amount he would have recovered if he had acted as required by the Managers.

Powers of the Directors in Regard to Claims

- 24** The Directors shall meet, or otherwise be consulted by the Managers, as often as may be required for settlement of claims which shall be paid by the Association as the Directors may determine in accordance with these Rules, but the Directors shall have power from time to time to authorize the Managers to effect settlement of claims without prior reference to them. No Director shall act as such in the settlement of any claim in which he is interested.
- 25** Without prejudice to the generality of Rule 1.4.24 above, the Directors shall have power in their absolute discretion to effect a compromise of any claim made against the Association.

Time Bar

- 26 a** In the event that:
- i** a Member fails to fulfill his duty of prompt notification as contained in Rule 1.4.17 above; and/or
 - ii** a Member fails to submit a claim to the Managers for reimbursement of any liabilities, costs or expenses within six months after discharging or settling the same;

the Member's claim against the Association shall be discharged and the Association shall be under no liability in respect thereof unless the Directors in their absolute discretion shall otherwise determine.

Section 4 (continued)

- b Without prejudice to paragraph (a) of this Rule, in no event shall any claim be recoverable from the Association unless written notice thereof has been given to Managers within two years after the Member knew or ought to have known of the happening, occurrence, event or matter giving rise to the claims. In so far as there may be any difference of opinion between the Member and the Managers as to whether the Member knew or ought to have known of such happening, occurrence, event or matter giving rise to the claim as aforesaid, the determination of the Managers shall be final.

Other Provisions in Regard to Claims

- 27 Unless otherwise expressly agreed in writing by the Managers, where the Association has paid a claim to or on behalf of a Member, the whole of any recovery from a third party in respect of that claim shall be credited and paid to the Association up to an amount corresponding with the sum paid by the Association together with any interest element on that sum comprised in the recovery; provided however that where, because of a deductible in his terms of entry, the Member has contributed to settlement of the claim, any such interest element shall be apportioned between the Member and the Association taking into account the payments made by each and the dates on which those payments were made.
- 28 It is a condition precedent of a Member's right to recover from the funds of the Association in respect of any liabilities, costs or expenses that he shall first have discharged and paid the same out of funds belonging to him unconditionally and not by way of loan or otherwise.
- 29 Notwithstanding the provisions of Rule 1.4.28 above and of the first (introductory, unnumbered) paragraph of Rule 2 below, where a Member shall have failed to discharge a legal liability to pay damages or compensation for personal injury, illness, death or repatriation of a seaman, the Association shall discharge or pay such claim on the Member's behalf directly to such seaman or to the legal dependant thereof.

PROVIDED ALWAYS that

- a The seaman or dependant has no enforceable right of recovery against any other party and would otherwise be uncompensated; and
- b Subject to (c) below, the amount payable by the Association shall under no circumstances exceed the amount which the Member would have been able to recover from the Association under the Rules and the Member's terms of insurance with the Association; and
- c Where the Association is under no liability to the Member in respect of such claim by reason of termination of cover under the terms of Class I,

Section 4 (continued)

Rule 5.2.b for non-payment of amounts due to the Association, or by reason of cesser of cover under the terms of Class 1, Rule 5.1.3, the Association will nevertheless discharge or pay that claim to the extent only that it solely arises from a happening, occurrence, event or matter occurring prior to the date of such termination or cesser of cover, except as to repatriation of seamen, only, the claim solely arises from a happening, occurrence, event or matter occurring within the earlier of three months after

- the date of such cesser or termination, or
 - the expiry of the insurance hereunder or any disposal by the Member of his interest in the insured vessel in whole or in part; and
- d** This Rule shall apply only to claims by or regarding a seaman employed on an entered vessel and to the personal injury, illness, death or repatriation of such seaman solely arising from a happening, occurrence, event or matter occurring at or after noon GMT, February 20, 2018; and
- e** The Association's agreement to discharge or pay Members' liabilities regarding repatriation of seamen is applicable only to such liabilities in states which implement or otherwise give effect to guideline B2.5 of Regulation 2.5 of the 2006 Maritime Labor Convention (MLC 2006); and
- f** Any payment by the Association to a seaman or dependant shall be as agent of the Member and the Member shall be liable to and agrees to reimburse the Association for the full amount of such payment.
- 30** In the event that more than one class of claims as provided for by these Rules shall arise as the result of any one accident or occurrence, only one deductible shall be made, which deductible shall be the highest deductible of those applying to the classes of claims involved.

General Limitations

- 31** If and when a Member has any interest other than as an owner or bareboat charterer of the insured vessel, in no event shall the Association be liable hereunder to any greater extent than if such Member were the owner or bareboat charterer and were entitled to all the rights of limitation of liability to which a shipowner is entitled.
- 32** Subject to these Rules and to any special terms and conditions upon which a vessel may be insured, the Association covers the liability of a Member in respect of an insured vessel as this liability may be determined and fixed by law, including any laws pertaining to limitation of liability. The Association shall in no circumstances be liable for any sum in excess of such legal liability. If a Member is entitled to limit his liability, the liability of the Association shall not exceed the amount of such limitation.

Section 4 (continued)

- 33** Notwithstanding the provisions of Rule 1.4.31 and 1.4.32 above, recovery shall be limited to ONE BILLION DOLLARS (\$1,000,000,000) any one occurrence in respect of any one insured vessel for oil pollution liability including fines, costs and expenses and cleanup, and damages payable to any other person as may arise in respect of such oil pollution liability, whether under Rule 2.3 or Rule 2.5 or Rule 2.14 or any other section or endorsement or combination thereof; and

Provided further that if the aggregate amount of any oil pollution claims against a Member, Co-assured and/or Affiliate exceeds the aforesaid \$1,000,000,000, the Association will not be liable to make any payment in respect of that amount by which any such claim exceeds \$1,000,000,000; and

Provided further that where an insured vessel gives or attempts to give salvage or other assistance to another vessel following a casualty, any oil pollution liability incurred by the insured vessel in consequence thereof shall be aggregated with any oil pollution liability incurred by any other vessels similarly assisting in connection with the same casualty which are insured in respect of oil pollution liability either by the Association or by any other association which participates in the International Group of P&I Clubs' Pooling Agreement or Excess Reinsurance Policies, and recovery in respect of the oil pollution liability of any insured vessel assisting as aforesaid shall not exceed such proportion of the above \$1,000,000,000 limit as that vessel's oil pollution liability bears to the aggregate of the oil pollution liabilities of all the similarly assisting vessels; and

Provided further that where an insured vessel is separately insured on behalf of its owner, demise charterer, manager or operator with the Association or any other association which participates in the International Group of P&I Clubs' Pooling Agreement or Excess Reinsurance Policies, recovery in respect of all claims for oil pollution liability following any one occurrence brought against the owner, demise charterer, manager or operator of an insured vessel or against the Association or any other association shall be limited to \$1,000,000,000. The liability of the Association in respect of such claims shall be limited to that proportion of \$1,000,000,000 that each claim recoverable from the Association bears to the aggregate of the claims recoverable against the Association and such other associations, if any.

- 34** In respect of the risks insured hereunder, to the extent a Member, Co-assured or Affiliate is insured for pollution risks under any other insurance, cover hereunder shall be null, void and of no effect, up to the limits of said other insurance. Above the limits of said other insurance, cover under this insurance shall remain in effect, subject always to the limits

Section 4 (continued)

herein which are applicable to such risks, to any deductible(s), and to the Rules of the Association. In the event the limits available under such other insurance are the same as or greater than the limits available for pollution losses under this insurance, then this insurance shall be null, void and of no effect with regard to such claims. In the event the limits of said other insurance are less than the limits available hereunder, this insurance shall respond up to the limits set forth herein for pollution losses, but only for the amount by which any such losses exceed the stated limits of such other insurance, and then only up to the limits set forth herein for pollution losses. This insurance shall respond only in excess of the stated limits of the other insurance, whether or not the full amount of such policy limits, or any amount at all, is recoverable thereunder.

- 35** Unless otherwise limited to a lesser sum, the Association's aggregate liability arising under any one Member's entry shall not exceed
- 1** in respect of liability to Passengers US\$2,000,000,000 any one accident or occurrence; and
 - 2** in respect of liability to Passengers and Seamen US\$3,000,000,000 any one accident or occurrence.

Provided always that:

Where there is more than one Member's entry in respect of the same insured vessel in the Association and/or as provided by any other insurer which participates in the Pooling Agreement

- a** the aggregate of claims in respect of liability to Passengers recoverable from the Association and/or such other insurers shall not exceed US\$2,000,000,000 any accident or occurrence and the liability of the Association shall be limited to such proportion of that sum as the claims recoverable by such persons from the Association bear to the aggregate of all such claims otherwise recoverable from the Association and all such other insurers;
- b** the aggregate of all claims in respect of liability to Passengers and Seamen recoverable from the Association and/or such other insurers shall not exceed US\$3,000,000,000 any one accident or occurrence and the liability of the Association shall be limited:
 - i** where claims in respect of liability to Passengers have been limited to US\$2,000,000,000 in accordance with proviso (a) to such proportion of the balance of US\$1,000,000,000 as the claims recoverable by such persons in respect of liability to Seamen bear to the aggregate of all such claims otherwise recoverable from the Association and all such other insurers; and

Section 4 (continued)

- ii in all other cases, to such proportion of US\$3,000,000,000 as the claims recoverable by such persons in respect of liability to Passengers and Seamen bear to the aggregate of all such claims otherwise recoverable from the Association and all such other insurers.
- 36 If liabilities to passengers arising under a non-war certificate issued by the Association in compliance with either Article IV of the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 as amended by the Protocol thereto of 2002 or Regulation (EC) No.392/2009 of the European Parliament and of the Council of 23rd April 2009 on the liability of carriers of passengers by sea in the event of accidents (“Athens Convention/EU/EEA Passenger Liabilities”) exceed or may exceed in the aggregate the limit of cover specified in Rule 1.4.35:
 - a the Managers, in their absolute discretion, may defer payment of a Member’s indemnity claim in respect of such Athens Convention/EU/EEA Passenger Liabilities or any part thereof until those liabilities or such part thereof as the Managers may decide have been discharged by the Member; and
 - b if and to the extent any such liabilities discharged by the Association exceed the said limit of cover, any payment by the Association in respect thereof shall be by way of loan and the Member agrees to indemnify the Association in respect of such payment.
- 37 The Association shall not be liable for any loss, damage or expense against which, but for the insurance herein provided, the Member, Co-assured or Affiliate would have been insured under any other existing insurance, except as set forth above in Rule 1.4.34; nor shall the Association provide prorated or allocated cover on the basis of double insurance or otherwise, except as set forth above in Rule 1.4.34; nor will this insurance replace any other insurance where (for whatever reason) that other insurance does not or is not able to respond to a claim thereunder.

Association Rights

- 38 No act, omission, course of dealing, forbearance, delay or indulgence by the Association in enforcing any of the terms of the contract of insurance issued to the Member by the Association shall prejudice or affect the rights and remedies of the Association under the contract of insurance, and no such occurrence shall be treated as any evidence of waiver of the Association’s rights thereunder or result in any form of estoppel as to such rights and remedies, nor shall any waiver of a breach by the Member of such contract operate as a waiver or estoppel with respect to any subsequent breach thereof. The Association shall at all times and without notice be entitled to insist on the strict application and enforcement of all of the terms of the contract of insurance it issued to the Member.

Section 4 (continued)**Provision of Security**

- 39** The Association may, but shall in no case be obligated to, provide on behalf of a Member security to prevent the arrest or attachment or obtain the release from arrest or attachment or any other form of restraint or detention in respect of an vessel or the Member's other property or assets or funds. Should the Association do so, the security shall be provided on such terms as the Managers in their absolute discretion deem appropriate, and the Member shall upon first demand made at any time by the Managers in writing arrange such countersecurity (which countersecurity may in the Managers' absolute discretion include a deposit of cash with the Association) as the Managers may require, and (with or without such countersecurity having been required or arranged) the Member shall promptly indemnify the Association in consequence of any security provided by the Association.
- 40** In the event that a Member does not arrange such countersecurity as may have been required or does not indemnify the Association as aforesaid, the Association, without prejudice to its other rights, shall be entitled to retain any and all amounts which would otherwise be recoverable by such Member, notwithstanding that the same may have no connection with the liability in respect of which the original security was provided and may relate to other periods of cover before or after that liability was incurred by the Member or to another insured vessel. The provision of security by the Association shall be without prejudice to the Association's possible declination of liability to the Member for the claim in question.
- 41** Notwithstanding the foregoing, in no circumstances shall the Association be liable for the detention of an insured vessel or for any other detention or attachment of a Member's funds or assets, or for any damage whatsoever caused to a Member by reason of the provision or non-provision of security of whatever kind.

Surveys and Operational Audits

- 42** The Managers may at any time in their absolute discretion appoint a surveyor or such other person as they may think fit to inspect an insured vessel on behalf of the Association. The Member shall afford such facilities as may be required for such inspection, and shall comply with such recommendations as the Managers may make following such inspection.
- 43** Notwithstanding anything contained in these Rules to the contrary, and unless and to the extent that the Managers shall otherwise agree, the failure by a Member to present a vessel for survey by such time and date as shall have been stipulated by the Managers shall have the effect of automatically terminating cover as from such time and date without further notice.

Section 4 (continued)

- 44** By applying to enter or upon the entry or continuation of the entry of a vessel for insurance in the Association, an Applicant Member or Member as the case may be:
- a** Consents to and authorizes the disclosure by the Managers to any association which is a party to the Pooling Agreement any survey or inspection of such vessel undertaken on behalf of the Association either pursuant to an application for, or after entry in, the Association;
 - b** Waives any rights or claims against the Association of whatsoever nature arising in respect of or relating to the contents of or opinions expressed in any survey or inspection so disclosed.

PROVIDED ALWAYS that

- i** Such survey or inspection may only be disclosed to another association when an application for entry of such vessel is made thereto; and
 - ii** The disclosure of the survey inspection shall be for the limited purpose only of that association considering an application to enter such vessel for insurance.
- 45** Unless and to the extent that the Directors in their absolute discretion otherwise decide, a Member who commits any breach of his obligations referred to in Rule 1.4.42 above shall not be entitled, in relation to any casualty, event or matter occurring during the period of the breach, to any recovery from the Association in respect of any claim arising out of such casualty, event or matter.
- 46** Moreover, in the event that a vessel shall, in the opinion of the Managers, have failed to pass survey, cover shall cease automatically with immediate effect without further notice. Cover may be reinstated subject to any special terms and conditions as the Managers may in their absolute discretion wish to impose. In the absence of such reinstatement, unless and to the extent that the Directors may in their absolute discretion otherwise decide, a Member shall not be entitled to any recovery from the Association for any claim of whatsoever nature and howsoever arising during the period in which such automatic cesser shall have taken effect.
- 47** The Managers may at any time in their absolute discretion:
- a** Appoint representatives to visit the Member's offices or those of any party or parties having operational control of an insured vessel entered on behalf of that Member and/or attend on board such vessel at such time specified by the Managers to audit the Member's management systems, including, but not limited to, interviewing all relevant personnel and reviewing all relevant documentation. The Member shall be under a duty to ensure full cooperation with such representatives, making

Section 4 (continued)

all requested personnel, information and documentation available, and unless otherwise agreed in writing by the Managers, shall pay for the reasonable costs of such audits; and

- b** Make recommendations as to the rectification of any deficiencies as may have been identified during the course of such a review either forthwith or within such time as may be specified by the Managers.

The Member shall inform the Managers immediately on completion of the implementation of any recommendations which the Managers shall have made and provide them with such evidence as the Managers deem fit as to the rectification and any deficiencies they shall have identified, provided always however that the Managers shall have the right to carry out re-audits at whatever time and in whatever circumstances they deem appropriate to verify the same.

In the event of any noncompliance with any of the provisions of this Section 4, Sub-Section 47, the Managers shall be empowered in their absolute discretion to:

- terminate the entry of any or all insured vessels entered by the Member from a time and date specified by notice in writing to the Member; or
- determine that there shall be no right to recover from the Association in respect of any liability, cost or expense during a period commencing from the time and date at which the Member ceases to be in compliance, or such other date as is specified in writing, until the Managers are satisfied that compliance has been achieved; or
- exclude cover for claims arising out of or contributed to by such noncompliance; or
- reduce any recovery from the Association to the extent that a claim has been contributed to by such noncompliance; or
- vary the terms and conditions of entry including, but not limited to, the terms of any or all insured vessels' premium rating.

PROVIDED ALWAYS that the Directors shall have power in their absolute discretion to admit in whole or in part any claim which may be excluded by reason of the foregoing. The exercise of their discretion by the Directors shall be final and conclusive for all purposes.

PROVIDED FURTHER that nothing in this Section 4, Sub-Section 47, or any action taken by the Association hereunder shall relieve the Member of his obligations with regard to those requirements in regard to classification and statutory regulation of the insured vessel as set out in Rule 1, Section 4, Sub-Section 14 of these Rules, or in regard to the maintenance and/or condition of the ship generally.

Section 4 (continued)**Adjudication of Differences or Disputes**

- 48 a** If any difference or dispute shall arise between a Member and the Association and/or its agents (which shall include, without limitation, the Association's Manager and the Association's and the Manager's directors, officers and employees) concerning the construction of the Member's contract with the Association, or the insurance afforded by the Association under the contract, or any amount allegedly due from the Association to the Member, or any other difference or dispute, and the Member is dissatisfied with the Manager's final decision, the Member may submit a Notice of Appeal to the Association's Board of Directors asking it to adjudicate the difference or dispute. Such Notice of Appeal, if any, must be submitted by the Member through the Manager no later than sixty days after the Manager shall have provided its final decision to the Member regarding the difference or dispute.
- b** The procedures for adjudication by the Directors, which are incorporated into this Rule, are stated in Appendix A to these Class I Rules.
- c** No Member shall be entitled to maintain any action, suit or other legal proceedings against the Association and/or its agents upon any such difference or dispute unless and until the same has been appealed to the Association's Board of Directors and it shall have adjudicated the dispute and given its decision thereon. The Board of Directors' decision shall be made and published as soon as reasonably possible, but no more than six months after receipt of the last written submission permitted under Appendix A to these Class I Rules.
- d** The decision of the Association's Board of Directors is intended to be final and binding. However, should the Member wish to appeal that decision, such appeal shall be brought only by suit against the Association in the United States District Court for the Southern District of New York and must be commenced no later than sixty days after the Board's decision has been provided to the Member.

Claims Against Members

- 49 a** The Member hereby submits to the jurisdiction of the United States District Court for the Southern District of New York in respect of any suit brought by the Association to recover any sums which the Association may consider to be due to it from the Member.
- b** Provided always that, and without prejudice to the foregoing or the terms of Rule 1.4.50 below, the Association shall be entitled to commence and maintain in any jurisdiction whatsoever any action to recover any amounts which the Association may consider to be due to it from the Member.

Section 4 (continued)

- c The amounts due to the Association from a defaulting Member shall include, but not be limited to, unpaid premiums and assessments plus the Association's reasonable legal fees, collection expenses and other costs of recovering all amounts due from a Member or former Member plus interest at the rate specified in Rule 4, Section 11 of these Rules of Class I, or such higher or lower rate of interest as may be lawful in the jurisdiction in which the action is commenced.

Applicable Law

- 50 The contract of insurance between the Association and a Member shall be governed by and construed in accordance with the law of the State of New York. This provision is not, in any way, to be construed as a waiver of any rights, claims or defenses available to the Association under any contract term, including, but not limited to, that part of the contract included in Rule 1.4.49.

Maritime Lien

- 51 The Association shall have a lien on the insured vessel under the contract of insurance and/or applicable law for all premium and all other sums of whatsoever nature due to it. Such lien shall extend to other insured vessels which are part of a fleet as defined in Rule 1.2 and shall be in addition to, and in no way may be construed as a waiver of, or amendment to, any other contractual or maritime lien which the Association may either expressly or impliedly possess in regard to the said insured vessel or vessels. Such lien shall apply notwithstanding that the cover of the Member in respect of any vessel insured by him with the Association may have ceased or been terminated.

Delegation

- 52 Whenever any power, duty or discretion is conferred or imposed upon the Managers by virtue of the contract of insurance, such power, duty or discretion may, subject to any terms, conditions or restrictions contained in the contract, be exercised by any one or more of the Managers or by any servant or agent of the Managers to whom the same shall have been delegated or sub-delegated.
- 53 Whenever any power, duty or discretion is stated in the contract of insurance to be vested in the Directors, such power, duty or discretion shall be exercisable by the Directors unless the same shall have been delegated to any Committee of the Directors or to the Managers in accordance with the provisions as regards delegation contained in the By-Laws, in which event the power, duty or discretion may be exercised by any person to whom the same shall have been so delegated.

Section 4 (continued)**Economic Sanctions**

- 54** Notwithstanding and without prejudice to any other provision of these Rules or the Association's Charter or By-Laws or a Member's Certificate of Entry into the Association relating to the amendment of these Rules, these Rules may, on such notice as the Directors may in their absolute discretion decide, be amended at any time (including with effect from any time during the course of any current or future Insurance Year) in such fashion and to such extent as the Directors may in their absolute discretion determine is necessary as a result of the implementation of, or potential or proposed implementation of, any applicable change in legislation, regulation, prohibition, restriction, or requirement to obtain any license, consent, or authorization; or the potential or actual imposition of economic sanctions or penalties against the Association by any State, government, official body, regulatory or competent authority, international organization, or the like.
- 55** Whenever coverage extended by the Association would be in violation of any law applicable to the Association including, but not limited to, the prohibitions and requirements of any economic, financial, or trade sanctions administered by any State or international or supranational organization, or would expose the Association to the risk of being or becoming subject to any sanction, prohibition, penalty or other adverse action in any form whatsoever by any State or international or supranational organization, such coverage shall be null, void and of no effect. Any coverage hereunder provided by the Association shall not include or, as the case may be, shall by operation of law or pursuant to this sub-section, cease or shall have ceased to include, coverage for, or with respect to, any prohibited or unlawful entity, cargo, subject matter, vessel, or activity under laws applicable to the Association, a Member, or an entered vessel, or any activity which could lead to the imposition of sanctions or penalties against the Association, a Member, or an entered vessel. Whenever coverage extended by the Association would be for any carriage, trade, voyage, or other activity that would violate economic sanctions laws applicable to the Member or an entered vessel, or that could lead to the imposition of sanctions or other penalties against a Member or an entered vessel under economic, financial or trade sanctions administered by any State or international or supranational organization, coverage shall not extend to or shall cease to extend to such carriage, trade, voyage or other activity and be null, void and of no effect. (See also, Class I, Rule 3, Section 1, Sub-Section 4.) In cases involving trade with or voyages to, from or within countries or territories subject to economic sanctions, to the extent permitted by applicable law(s) and these Rules,

Section 4 (continued)

the Managers may, in their discretion, confirm the availability of cover only after disclosure by the Member to the Managers of all relevant facts and information concerning the subject carriage, trade, voyage, or other activity.

- 56 Without prejudice to the generality of the provisions contained in Rule 3, Section 1.5 of these Rules of Class I, in the event that the Association is unable to recover from any reinsurer (such term to include, but not be limited to, any association party to the Pooling Agreement, or any reinsurer subscribing to the Group Excess Loss Contract, or any other of the Association's reinsurers whatsoever) such reinsurer's contributions to any claim, loss or expense to which such reinsurance may pertain, and for which the Association would otherwise be liable to the Member under these Rules, by reason of the said reinsurer being prohibited from making such payment to the Association under any economic, financial, or trade sanctions administered by any State, or international or supranational organization having jurisdiction over the said reinsurer, the liability of the Association for such claim, loss or expense shall be limited to that sum which the Association is itself lawfully permitted to pay and shall not extend to any amount which it is unable to recover from any reinsurer for the reasons set out above.

Members and Successors Bound by Rules

- 57 A Member or other person by whom or on whose behalf an application is made for insurance or reinsurance by the Association shall be deemed to have agreed not only on his own behalf but also on behalf of his successors and each of them that both he and they will in every respect be subject to and bound by all of the provisions of the Member's contract of insurance with the Association.

RISKS AND LOSSES COVERED

Each Member of the Association shall be indemnified in connection with each vessel entered in the Association for Protection and Indemnity insurance against any loss, damage or expense which the Member shall become liable to pay and shall pay by reason of the fact that the Member is the owner (or operator, manager, charterer, mortgagee, trustee, receiver or agent, as the case may be) of the insured vessel, subject to the provisions of these Rules and to all the limitations herein stated or agreed to by the acceptance of the application for membership, or by the entry of the vessel, in the Association, and which shall result from the following liabilities, risks, events, occurrences and expenditures; provided that such liabilities, risks, events, occurrences and expenditures arise in respect of the Member's interest in such vessel; and in connection with the operation of such vessel by or on behalf of the Member; and out of events occurring during the period of entry of such vessel.

Section 1**LOSS OF LIFE, INJURY AND ILLNESS**

- A Liability for life salvage in respect of, or loss of life of, or personal injury to, or illness of, any person, (other than the persons specified in paragraphs B, C and D of this Section) and hospital, medical or funeral expenses incurred in relation to such injury, illness or death.**
- B Liability for life salvage in respect of, or loss of life of, or personal injury to, or illness of, any seaman and hospital, medical or funeral expenses incurred in relation to such injury, illness or death.**
- 1** Liability hereunder shall include liability arising ashore or afloat.
 - 2** For the purposes of this Rule 2, Section 1, B a seaman shall be defined as an employee of the Member:
 - a** who is the master or a member of the crew of the insured vessel; or
 - b** who is on board the insured vessel with the intention of becoming a member of her crew; or
 - c** who, in the event of the insured vessel being laid up and out of commission, is engaged in the upkeep, maintenance or watching of the insured vessel; or
 - d** who is engaged by the insured vessel or its master to perform stevedoring work in connection with the insured vessel's cargo at ports where contract stevedores are not readily available.

Section 1 (continued)

PROVIDED that:

- a For the purposes of Rule 2, Section 1, D, 2 above a casualty shall be defined as an incident involving either:
 - i collision, stranding, explosion, fire or other cause affecting the physical condition of the insured vessel so as to render it incapable of safe navigation to its intended destination; or
 - ii a threat to the life, health or safety of passengers.
- b There shall be no recovery in respect of liabilities for personal injury or death, delay or any other consequential loss sustained by any passenger by reason of carriage by air, except where such liability occurs during repatriation by air of injured or sick passengers, or following a casualty to the insured vessel.
- c There shall be no recovery from the Association under a contract in respect to passengers on the insured vessel while on an excursion from the insured vessel in circumstances where either that contract has been separately entered into by the passenger for the excursion whether or not with the Member, or the Member has waived any or all of its rights of recourse against any sub-contractor or other third party in respect of the excursion.

AND FURTHER PROVIDED that:

In the case of each and every head of cover, A, B, C and D as set out above in this Section 1, unless and to the extent that special cover has been agreed in writing by the Managers, there shall be no recovery from the Association in respect of claims relating to cash, negotiable instruments, precious or rare metals or stones, valuables or objects of a rare or precious nature.

Section 2**REPATRIATION AND SUBSTITUTE EXPENSES**

Liability for expenses reasonably incurred in necessarily repatriating any member of the crew or any other person employed on board the insured vessel, or in necessarily sending a substitute to replace any member of the crew or any person employed on board the insured vessel; provided, however, that the Member shall not be entitled to recover any such expenses incurred by reason of the expiration of the shipping agreement, other than by sea perils, or by the voluntary termination of the agreement. Wages shall be recoverable hereunder only when payable under statutory obligation during unemployment due to the wreck or loss of the insured vessel.

Coverage under Section 2 shall include expenses incurred by the Member in discharging his obligations towards or making necessary arrangements for stowaways or refugees, but only if and to the extent that the Member is

Section 2 (continued)

legally liable for the expenses or if they are incurred with the approval and agreement of the Association.

Coverage under Section 2 shall also include liability for loss of or damage to the effects of any seaman or any other person (other than passengers) provided that:

- a Unless and to the extent that special cover has been agreed in writing by the Managers, there shall be no recovery from the Association in respect of claims relating to cash, negotiable instruments, precious or rare metals or stones, valuables or objects of a rare or precious nature.
- b Where the liability arises or the costs or expenses are incurred under the terms of a contract and would not have arisen but for those terms, that liability is not covered by the Association unless and to the extent that those terms shall have been previously approved by the Managers in writing.

Section 3**COLLISION**

Liability for loss or damage as set out in paragraphs 1, 2, and 3 below which arises from collision of the insured vessel with another ship or vessel, but only if and to the extent that such liability is not covered by the hull insurances of the insured vessel:

- 1 one fourth, or such other proportion as may have been agreed, of the liabilities arising out of the collision other than those set out in paragraph 2 below;
- 2 four-fourths of the liabilities arising out of the collision in consequence of, or in respect to:
 - a removal or disposal of obstructions, wrecks or their cargoes under statutory powers or otherwise pursuant to law;
 - b injury to real or personal property of every description;
 - c the discharge, spillage, emission or leakage of oil, petroleum products, chemicals or other substances of any kind or description whatsoever including, but not limited to, remuneration paid pursuant to the Special Compensation P & I Club (SCOPIC) Clause, or any revision thereof, in respect of the salvage of a ship or vessel with which the insured vessel is in collision;
 - d cargo or other property on the insured vessel;
 - e loss of life, personal injury or illness;
- 3 that part of the Member's liability arising out of the collision which exceeds the sums recoverable under the hull policies of the insured vessel solely by reason of the fact that the liability exceeds the hull insurance value.

Section 3 (continued)

PROVIDED always that:

- i For the purpose of determining any sum recoverable under this Section 3, the Managers shall be entitled to determine the proper value at which the insured vessel should have been insured under the hull policies and the Association shall only be liable for the excess (if any) above the amount which would have been recoverable under the hull policies had the insured vessel been insured thereunder at such value. For the purpose of this Section 3 “proper value” is defined as an amount equal to the free, uncommitted market value of the insured vessel at the time of the collision.
- ii Coverage hereunder shall not extend to any liability, whether direct or indirect, in respect of the engagements of, or the detention or loss of time of, the insured vessel.
- iii Unless otherwise agreed in writing between the Member and the Association as a term of the vessel’s entry in the Association, if both vessels are to blame, then where the liability of either or both of the vessels in collision becomes limited by law, claims under this Section shall be settled upon the principle of single liability. In all other cases, claims under this Section shall be settled upon the principle of cross-liabilities, as if the owner of each vessel had been compelled to pay the owner of the other vessel such proportion of the latter’s damages as may have been properly allowed in ascertaining the balance or sum payable by or to the Member in consequence of the collision.
- iv Where both vessels are insured vessels and are the property, in part or in whole, of the same owners or charterers, claims hereunder shall be settled on the basis of the principles set forth in the collision clauses contained in the hull policies of those insured vessels.
- v Claims hereunder shall be separated among and take the identity of the several classes of liability for loss, damage and expense enumerated in this Rule and each class shall be subject to the deductions, inclusions, exclusions and special conditions applicable in respect to such class.
- vi Notwithstanding the foregoing, the Association shall not be liable for any claims hereunder where the various liabilities resulting from such collision, or any of them, have been compromised, settled or adjusted without the written consent of the Managers.
- vii In every case where the insured vessel is a tug, the hull policy thereof shall be deemed to be written on the American Institute Tug Form, August 1, 1976 and this Section 3 shall be deemed to incorporate the collision clause contained in the said policy and the following clause shall be substituted for and supersede Rule 3, Section 2.6, namely:

Section 3 (continued)

Loss of or damage to any vessel or vessels in tow and/or their cargoes, whether such loss or damage occurs before, during or after actual towage; provided, that this exception shall not apply to claims under Section 1 of Rule 2.

Section 4 **DAMAGE CAUSED OTHERWISE THAN BY COLLISION**

Liability for loss of or damage to any other vessel or craft, or to property on board such other vessel or craft, caused otherwise than by collision of the insured vessel with another vessel or craft.

Where such other vessel or craft or property on board such other vessel or craft belongs to the Member, claims hereunder shall be adjusted as if it belonged to a third person; provided, however, that if such vessel, craft or property be insured, the Association shall be liable hereunder only insofar as the loss or damage, but for the insurance herein provided, is not or would not be recoverable by the Member under such other insurance.

Section 5 **DAMAGE TO DOCKS, BUOYS, ETC.**

Liability for loss of or damage to any dock, pier, jetty, bridge, harbor, breakwater, structure, beacon, buoy, lighthouse, cable, or to any fixed or movable object or property whatsoever, including infringement of rights, except another vessel or craft or property on another vessel or craft, or to property on the insured vessel other than to the extent that such property is covered under section 6 below or elsewhere herein.

Where any such object or property belongs to the Member, claims hereunder shall be adjusted as if it belonged to a third person; provided, however, that if such object or property be insured, the Association shall be liable hereunder only insofar as the damage, but for the insurance herein provided, is not or would not be recoverable by the Member under such other insurance.

Section 6 **PROPERTY ON BOARD THE INSURED VESSEL**

Liability for loss of or damage to any containers, equipment, fuel or other property on board the insured vessel, other than to the extent that such property is elsewhere covered herein;

PROVIDED THAT:

- a** there is no cover under this section for loss of or damage to any property which forms part of the insured vessel which is owned or leased by the Member or by any company associated with or under the same management as the Member; and

Section 6 (continued)

- b** unless the Member has obtained appropriate special cover by agreement with the Managers in writing, there is no cover under this section where any liability arises under a contract or indemnity entered into by him and would not have arisen but for such a contract or indemnity.

Section 7**LIABILITY IN RESPECT OF WRECKS****Liability for costs or expenses relating to**

- A** the raising, removal, destruction, lighting or marking of the wreck of an insured vessel, when such raising, removal, destruction, lighting or marking is compulsory by law or the costs thereof are legally recoverable from the Member.
- B** the raising, removal, destruction of any property (other than oil or other substance within the scope of Rule 2, Section 14) being carried or having been carried on an insured vessel, when such raising, removal or destruction is compulsory by law or the costs thereof are legally recoverable from the Member but only if and to the extent that such property does not form part of the insured vessel and is not owned or leased by the Member or by any company affiliated with the Member, and the Member is unable to recover such costs and expenses from the owner or insurer of such property, or from any other party.
- C** any such raising, removal or destruction of the wreck of an insured vessel or any property as is referred to in paragraphs A and B of this section, or any attempt thereat.
- D** the presence or involuntary shifting of the wreck of an insured vessel or as a result of the Member's failure to remove, destroy, light or mark such wreck, including liability arising from the discharge or escape from such wreck of oil or any such substance.

PROVIDED that:

- 1** The insured vessel became a wreck as a result of a casualty or event occurring during the period of that vessel's entry in the Association, in which case the Association shall continue to be liable for the claim notwithstanding that in other respects the liability of the Association shall have terminated pursuant to Rule 5, Section 1(b).
- 2** In respect of a claim under paragraph A of this Section, the value of all stores and materials saved, as well as the wreck itself, shall first be deducted from such costs or expenses and only the balance thereof, if any, shall be recoverable from the Association.
- 3** Nothing shall be recoverable from the Association under this Section if the Member shall, without the consent of the Managers in writing, have

Section 7 (continued)

transferred his interest in the wreck otherwise than by abandonment, prior to the raising, removal, destruction, lighting or marking of the wreck or prior to the incident giving rise to the liabilities, costs and expenses referred to in this Section.

- 4 Where the liability arises or the costs or expenses are incurred under the terms of a contract and would not have arisen but for those terms, that liability is not covered by the Association unless and to the extent that those terms shall have been previously approved by the Managers in writing.
- 5 The Association shall not be liable for any costs or expenses of a type, character or kind which would be covered by the hull insurance of the insured vessel.
- 6 In the event that the wreck of the insured vessel is upon property owned, leased, rented or otherwise occupied by the Member, the Association shall be liable for any liability or removal of the wreck which would be imposed upon the Member by law in the absence of contract if the wreck had been upon property belonging to another, but only for the excess over any amount recoverable under any other insurance applicable thereto.

Section 8**CARGO**

Liabilities and costs set out in subsections 1 to 4 below when and to the extent that they relate to cargo intended to be or being or having been carried in an insured vessel.

1 *Loss, Shortage, Damage or Other Responsibility*

Liability for loss, shortage, damage or other responsibility arising out of any breach by the Member, or by any person for whose acts, neglect or default he may be legally liable, of his obligation properly to load, handle, stow, carry, keep, care for, discharge or deliver the cargo or out of unseaworthiness or unfitness of the insured vessel.

2 *Disposing of Damaged Cargo*

The additional costs (over and above those which would have been incurred if the cargo had not been damaged) incurred by the Member in discharging or disposing of damaged cargo, but only if and to the extent that the Member has no recourse to recover those costs from any other party.

Provided always that where the said additional costs claimed represent the daily running costs of the insured vessel, such costs shall not be payable save to the extent that the Directors, in their absolute discretion, shall otherwise determine.

3 *Failure of Consignee to Remove Cargo*

The liabilities and additional costs (over and above the costs which would have been incurred by him if the cargo had been collected or

Section 8 (continued)

removed) incurred by a Member solely by reason of the total failure of a consignee to collect or remove cargo at the port of discharge or place of delivery, but only if and to the extent that such liabilities or costs exceed the proceeds of sale of the cargo and the Member has no recourse to recover those liabilities or costs from any other party.

4 *Through or Transshipment Bills of Lading*

Liability for loss, shortage, damage or other responsibility in respect of cargo carried by a means of transport other than the insured vessel, when the liability arises under a through or transshipment bill of lading, or other form of contract, providing for carriage partly to be performed by the insured vessel.

PROVIDED always that:

a *Standard Terms of Carriage*

Unless and to the extent that the Directors in their discretion otherwise decide, or special cover has been agreed in writing by the Managers, there shall be no recovery from the Association in respect of liabilities which would not have been incurred or sums which would not have been payable by the Member if the cargo (including cargo on deck) had been carried on terms no less favorable to the Member than the Hague-Visby Rules or the U.S. Carriage of Goods by Sea Act and/or such other rules and/or conventions as the Directors may from time to time determine.

b *Deviation*

Unless and to the extent that the Directors in their discretion otherwise decide, or cover has been confirmed in writing by the Managers prior to the deviation, there shall be no recovery from the Association in respect of liabilities, costs or expenses which arise out of or which are incurred as a consequence of a deviation, in the sense of a departure from the contractually agreed voyage or adventure which deprives the Member of the right to rely on defenses or rights of limitation of liability which would otherwise have been available to him on the basis of the standard terms of carriage referred to in proviso (a) above to reduce or eliminate his liability.

c *Claims Payable Only at the Discretion of the Directors*

Unless and to the extent that the Directors in their discretion otherwise decide there shall be no recovery from the Association in respect of liabilities, costs or expenses arising out of:

- i** discharge of cargo at a port or place other than the port or place provided in the contract of carriage;
- ii** delivery of cargo carried under a negotiable bill of lading or similar document of title without production of that bill of lading or

Section 8 (continued)

document by the person to whom delivery is made, except where cargo has been carried in the insured vessel under the terms of a nonnegotiable bill of lading, waybill or other nonnegotiable document, and has been properly delivered as required by that document, notwithstanding that the owner of that insured vessel may be liable under the terms of a negotiable bill of lading or other similar document of title issued by or on behalf of a party other than that owner providing for carriage partly by a means of transport other than the insured vessel;

- iii the issue of an antedated or postdated bill of lading, waybill or other document containing or evidencing the contract of carriage, that is to say a bill of lading, waybill or other document recording the loading or shipment or receipt for shipment on a date prior or subsequent to the date on which the cargo was in fact loaded, shipped or received as the case may be;
- iv a bill of lading, waybill or other document containing or evidencing the contract of carriage, issued with the knowledge of the Member or the master of the insured vessel with an incorrect description of the cargo or its quantity or its condition;
- v either the failure to arrive or late arrival of an insured vessel at a port of loading, or the failure to load any particular cargo or cargoes in an insured vessel other than liabilities, loss and expenses arising under a bill of lading already issued.

d *Ad Valorem Bills of Lading*

Unless and to the extent that special cover has been agreed in writing by the Managers, the Association shall not be liable for payments to cargo claimants of amounts exceeding whichever is the higher of \$2,500 per unit, piece or package or the limitation per unit, piece or package specified in the standard terms of carriage, in respect of shipments of goods carried under an ad valorem bill of lading, waybill or other document containing or evidencing the contract of carriage in which the value of the relevant unit, piece or package has been stated to be in excess of \$2,500.

e *Rare or Valuable Cargo*

Unless and to the extent that special cover has been agreed in writing by the Managers, there shall be no recovery from the Association in respect of claims relating to the carriage of specie, bullion, precious or rare metals or stones, plate or other objects of a rare or precious nature, bank notes or other forms or currency, bonds or other negotiable instruments.

f *Property of the Member*

In the event that any cargo lost or damaged on board the insured

Section 8 (continued)

vessel shall be the property of the Member, such Member shall be entitled to recover from the Association the same amount as would have been recoverable from him if the cargo had belonged to a third party and that third party had concluded a contract of carriage of the cargo with the Member on the terms of the Association's recommended standard terms of carriage.

Section 9**FINES AND PENALTIES****Liability for fines and penalties imposed by any court, tribunal or authority for:**

- 1 short- or over-delivery of cargo, or failure to comply with regulations concerning the declaration of goods, or documentation of cargo, provided that the Member is insured by the Association for liability in respect of cargo and subject always to the provisions of these Rules generally and/or the Member's terms of entry in respect of such cargo cover;
- 2 breach of any immigration law or regulation, provided that such breach is unknown to the Member;
- 3 the accidental escape or discharge of oil or any other substance from an insured vessel, provided that the Member is insured for pollution liability by the Association, and subject to the applicable limit of liability under the Rules of the Association and/or the terms of entry;
- 4 smuggling by the master or members of the crew, provided that the Member upon becoming aware of such activity immediately notifies the Managers.

All other fines and penalties will be recoverable only under Rule 2, Section 20, provided that:

- a the Member has satisfied the Directors that it took such steps as appear to them to be reasonable to avoid the event giving rise to the fine or penalty; and
- b any amount claimed in respect of such fines shall be recoverable to such extent as the Directors in their absolute discretion may determine without having to give any reason for their decision.

Coverage under Section 9 hereunder also extends to confiscation of an insured vessel by a legally empowered court, tribunal or authority for breach of any customs law or regulation, provided that:

- recovery shall be limited to the market value of the insured vessel, free of commitment at the time of confiscation;
- no claim shall be considered in respect of any confiscation which has not remained in effect for a continuous period of 183 days from such time as the Member shall have notified the Managers in writing of the confiscation, and if at any time before or after the expiry of the said period terms become available for the return of the insured vessel on payment of a

Section 9 (continued)

monetary penalty, the Managers may require the Member to accept such terms and make the necessary payment which alone shall then be the subject of recovery from the Association;

- the Directors in their sole discretion may refuse recovery to any extent whatever in respect of confiscation in circumstances regarded by the Directors as involving any element of fault or privity on the part of the Member.

Section 10 **MUTINY, MISCONDUCT**

Liability for expenses incurred in resisting any unfounded claim by a seaman or other person employed on board the insured vessel, or in prosecuting such person or persons in case of mutiny or other misconduct; not including, however, costs of successfully defending claims elsewhere protected in this Rule.

Section 11 **QUARANTINE EXPENSES**

Liability for extraordinary expenses, incurred in consequence of the outbreak of any disease on the insured vessel, for disinfection of the vessel or of persons on board, or for quarantine expenses, not being the ordinary expenses of loading or discharging, nor the ordinary wages or provisions of crew or passengers, provided, however, that no liability shall exist hereunder if the insured vessel be ordered to proceed to a port where it is known that she will be subjected to quarantine.

Section 12 **DIVERSION EXPENSES**

Liability for expenses incurred solely for the purpose of putting in to land an injured or sick seaman or passenger, or for putting in to land stowaways or refugees or for saving life at sea; and the net loss to the Member in respect of bunkers, insurance, stores and provisions as the result of the diversion.

Section 13 **UNRECOVERABLE GENERAL AVERAGE CONTRIBUTIONS**

General average (excluding ship's sacrifice items), special charges or salvage chargeable to any other party to the marine adventure for which the Member may become liable or be unable to recover from such party solely by reason of a breach of the contract of carriage, provided that:

- 1** the Member shall have notified the Managers in writing within twelve months both of the casualty out of which a claim under this Section 13 might arise, and of the reference of the matter to adjusters; and
- 2** the provisos in Section 8 above shall apply to recovery under this Section 13; and
- 3** the Member shall have obtained adequate general average security in the absence of which recovery from the Association will be available if, and only to

Section 13 (continued)

the extent that, the Member can establish that, at the time of delivery of the cargo, he neither knew nor ought to have known that there had been an occurrence of a general average nature during the voyage, or if, and only to the extent that, the Directors, in their absolute discretion, shall otherwise determine.

Section 14**DISCHARGE OF OIL OR OTHER SUBSTANCE**

Liabilities, costs and expenses that are the result of the discharge or escape of oil or any other polluting substance, or the threat of such discharge or escape, from an insured vessel, namely:

- 1 Liability for loss, damage or contamination;
- 2 Liability of the Member as a party to any voluntary agreement previously approved by the Managers in writing, and the costs and expenses incurred by the Member in performing his obligations under such agreement;
- 3 The costs of measures reasonably taken (or taken in compliance with any order or direction given by any government or authority) for the purpose of avoiding the threat of or minimizing pollution, and liability incurred as a result of such measures;
- 4 Liability to pay special compensation to a salvor of an insured vessel in respect of work done or measures taken to prevent or minimize damage to the environment, but only to the extent that such liability is imposed on the Member pursuant to Article 14 of the International Convention on Salvage, 1989, or is assumed by the Member under the terms of a standard form of salvage agreement approved by the Managers, or the Lloyd's Standard Form of Salvage Agreement (LOF 1995) and subsequent amendments thereto.

Provided that any recovery hereunder may be reduced if and to the extent that the Member shall not have taken steps to ensure that costs and expenses recoverable hereunder are included in general average to the extent permitted under the York-Antwerp Rules 1994.

- 5 Liability, costs and expenses of the Member assumed in respect of any insured vessel which is a "Relevant Ship" as defined in the Small Tanker Owners Pollution Indemnification Agreement 2006 (STOPIA 2006) (as amended). A Member who has insurance in respect of such vessel shall, by virtue of entry with and through the agency of the Association, and unless the Managers otherwise agree in writing, become a party to STOPIA 2006 (as amended) for the period of entry of such vessel in the Association. In the event that the Member exercises his rights under STOPIA 2006 (as amended) to withdraw from that agreement, and unless the Managers have agreed in writing, or unless the Directors otherwise determine, there shall be no cover under this Rule 2, Section 14 in respect of such vessel so long as the Member is not a party to STOPIA 2006 (as amended).

Section 14 (continued)

- 6 Liability, costs and expenses of the Member assumed in respect of an insured vessel which is a “Relevant Ship” as defined in the Tanker Owners Pollution Indemnification Agreement 2006 (TOPIA 2006) (as amended). A Member who has insurance in respect of such vessel shall, by virtue of entry with and through the agency of the Association, and unless the Managers otherwise agree in writing, become a party to TOPIA 2006 (as amended) for the period of entry of such vessel in the Association. In the event that the Member exercises his rights under TOPIA 2006 (as amended) to withdraw from that agreement, and unless the Managers have agreed in writing, or unless the Directors otherwise determine, there shall be no cover under this Rule 2, Section 14 in respect of such vessel so long as the Member is not a party to TOPIA 2006 (as amended).

Section 15 **SHIP’S PROPORTION OF GENERAL AVERAGE**

The insured vessel’s proportion of general average, special charges or salvage not recoverable under the hull policies by reason of the value of the ship being assessed for contribution to general average or salvage at a sound value in excess of the insured value under the hull policies.

Provided always that for the purpose of determining any sum recoverable under this Section 15, the Managers shall be entitled to determine the proper value at which the insured vessel should have been insured under the hull policies and the Association shall only be liable for the excess (if any) above the amount which would have been recoverable under the hull policies had the insured vessel been insured thereunder at such value. For the purpose of this Section 15, “proper value” is defined as an amount equal to the free, uncommitted market value of the insured vessel at the time of the incident giving rise to the general average, special charges or salvage.

Section 16 **OFFICIAL INQUIRIES**

Costs and expenses incurred by a Member in defending himself or in protecting his interests before an official inquiry into the loss of an insured vessel or into a casualty involving an insured vessel but only to the extent and on such conditions as the Managers in their sole discretion may determine.

Section 17 **SUE AND LABOR AND LEGAL COSTS**

Extraordinary costs and expenses reasonably incurred after any casualty for the purpose of avoiding or minimizing any liabilities, costs or expenses against which the Member is insured by the Association.

Legal costs and expenses relating to any liabilities, costs or expenses against which the Member is insured by the Association, but only to the extent that such legal costs and expenses have been incurred with the prior approval of the Managers in writing or to the extent and on such conditions as the Directors in their sole discretion may determine.

Section 18**EXPENSES OF INVESTIGATION AND DEFENSE**

Liability for costs, charges and expenses reasonably incurred and paid by the Member in connection with any liability insured under this Rule, subject, however, to the same deduction that would be applicable by the terms of entry to the liability defended; provided that if any liability is incurred and paid by the Member as aforesaid, the deduction shall be applied to the aggregate of the claim and expenses; and provided further that the Member shall not be entitled to indemnity for expenses unless they were incurred with the approval in writing of the Managers, or the Managers shall be satisfied that such approval could not have been obtained under the circumstances without unreasonable delay, or that the expenses were reasonably and properly incurred; and provided further that any suggestion or approval of counsel, or any incurring of expenses in connection with liabilities not insured under this Rule, shall not be deemed an admission of the Association's liability.

It is understood and agreed that the Managers may undertake the investigation of any occurrence which might develop into a claim against the Member, and may undertake the investigation and defense of any claim made against the Member with respect to which the Member shall be or may claim to be insured by the Association, and that during such investigation and/or defense the Association may incur expenses, which expenses shall be for the account of the Member, and such investigation and/or defense shall not be considered as an admission of the Association's liability for such claim or expenses, and the liability of the Association to the Member for any loss, damage or expense shall not be affected by any acts of the Association prior to formal presentation to the Association of the Member's claim for reimbursement or indemnity.

Section 19**EXPENSES INCURRED UNDER AUTHORIZATION OF THE MANAGERS**

Expenses which the Member may incur under special written authorization of the Managers of the Association in cases in which the Managers decide that it is in the interests of the Association that the direction be given.

Section 20**'OMNIBUS' CLAUSE**

Liability for costs and expenses not expressly excluded elsewhere in these Rules, incidental to the business of owning, operating or managing ships which the Directors, in their sole discretion, shall consider to fall within the scope of the insurance protection afforded by the Association under these Rules.

RULE
3

RISKS AND LOSSES EXCLUDED

Section 1

RISKS EXCLUDED

Notwithstanding anything to the contrary contained in these Rules of Class I, there shall be no right of recovery from the Association in respect of any liabilities, costs or expenses, whether or not a contributory cause of their being incurred was any neglect on the part of a Member, Co-assured or Affiliate or any of their servants or agents, when the incident giving rise to the liability, cost or expense was caused by the following:

War Risks

- 1 i** 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;
- ii** Capture, seizure, arrest, restraint or detainment (barratry and piracy excepted) and the consequences thereof or any attempt thereat;
- iii** Mines, torpedoes, bombs, rockets, shells, explosives or similar weapons or devices, provided that this exclusion shall not apply to any liabilities, costs or expenses which arise solely by reason of
 - a** the transport of any such weapons whether on board the insured vessel or not, or
 - b** the use of any such weapons, either as a result of government order or through compliance with a written direction given by the Association where the reason for such use was the avoidance or mitigation of liabilities, costs or expenses which would otherwise have fallen within the cover given by the Association.

AND PROVIDED ALWAYS that the exclusions in this Section 1, Sub-Section 1 shall not apply to any liabilities, costs or expenses insofar only as they are discharged by the Association on behalf of a Member pursuant to a demand made under:

- a guarantee or other undertaking given by the Association to the Federal Maritime Commission under Section 2 of US Public Law 89-777, or
- a certificate issued by the Association in compliance with Article VII of the International Conventions on Civil Liability for Oil Pollution Damage 1969 or 1992 or any amendments thereto, or
- a non-war certificate issued by the Association in compliance with either Article IV bis of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002 and Guidelines for its implementation or Regulation (EC) No. 392/2009 of the European Parliament and of the Council which gives effect thereto, or

Section 1 (continued)

- a certificate issued by the Association in compliance with Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage 2001, or
- an undertaking given by the Association to the International Oil Pollution Compensation Fund 1992 in connection with the Small Tanker Oil Pollution Indemnification Agreement 2006 (STOPIA 2006) (as amended), or except where such liabilities, costs or expenses arise from or are caused by an act of terrorism, the Tanker Oil Pollution Indemnification Agreement 2006 (STOPIA 2006) (as amended), or
- a certificate issued by the Association in compliance with Article 12 of the International Convention on the Removal of Wrecks, 2007,

to the extent that such liabilities, costs and expenses are not recovered by the Member under any other policy of insurance or extension to the cover provided by the Association. Where any such guarantee, undertaking or certificate is provided by the Association on behalf of a Member as guarantor or otherwise, the Member agrees that any payment by the Association thereunder in discharge of the said liabilities, costs and expenses shall, to the extent of any amount recovered under any other policy of insurance or extension to the cover provided by the Association, be deemed to be by way of loan and that there shall be assigned to the Association all the rights of the Member under any such other insurance and against any third party.

AND FURTHER PROVIDED ALWAYS that:

The Directors may resolve that special cover be provided to Members against any or all of the risks set out in Rule 2 of these Rules of Class I, notwithstanding that the liabilities, costs or expenses arising from such risks would otherwise be excluded by this Rule 3.1.1. Such special cover where provided may be limited to such sum or sums and be subject to such terms and conditions as the Directors may from time to time in their absolute discretion determine.

In the event of any dispute as to whether or not any act constitutes an act of terrorism, the decision of the Directors shall be final.

Nuclear Risks

- 2** Ionizing radiations from or contamination by radioactivity from any nuclear fuel or from any nuclear waste or from the combustion of nuclear fuel; the radioactive, toxic, explosive or other hazardous or contaminating properties of any nuclear installation, reactor or other nuclear assembly or nuclear component thereof; or any weapons or devices employing atomic or nuclear fission and/or fusion or other like reaction of radioactive force or matter.

Section 1 (continued)

Provided always that this Rule 3.1.2 shall not apply to liabilities, losses, costs or expenses arising out of or in consequence of the emission of ionizing radiations from, or the toxic, explosive or other hazardous properties of:

- i isotopes prepared for use for industrial, commercial, agricultural, medical or scientific purposes;
- ii natural uranium; or
- iii depleted uranium,

being carried as cargo in an insured vessel, and such further exceptions as the Managers may approve.

Blockade Running, Unlawful Trade etc.

- 3 An insured vessel carrying contraband, blockade running or being employed in an unlawful trade or if the Managers, in their absolute discretion, shall be of the opinion that the carriage, trade or voyage was imprudent, unsafe, unduly hazardous or improper.

Preclusion of/exclusion from cover of certain voyages involving Iran and other countries subject to US economic sanctions

- 4 Notwithstanding anything to the contrary contained in these Rules or in the Association's Charter or By-Laws or in a Member's Certificate of Entry into the Association, and until and unless authorized by the Directors through any subsequent amendment of the Association's Rules, coverage hereunder shall not include or, as the case may be, shall terminate and cease to include, any voyage or service to, from or within Iran and other countries or territories subject to economic sanctions, including in the territorial waters of Iran and other countries subject to sanctions, of any vessel otherwise insured hereunder if such voyage and/or service is an activity by the Member that violates or could violate applicable US economic sanctions laws or is a trade, carriage or activity that could cause the imposition of US sanctions against the Member or an entered vessel. See also, Class 1, Rule 1, Section 4, subsection 55, which, inter alia, excludes cover where extension of cover would be prohibited by economic sanctions laws applicable to the Association. In cases involving trade with or voyages to, from or within Iran and other countries or territories subject to US economic sanctions, to the extent permitted by applicable law(s) and these Rules, the Managers may, in their discretion, confirm the availability of cover only after disclosure by the Member to the Managers of all relevant facts and information concerning the subject carriage, trade, voyage, or other activity.

Preclusion/exclusion of cover where reinsurers are subject to economic sanctions, prohibitions or the imposition of sanctions

Section 1 (continued)

- 5 Notwithstanding anything to the contrary contained in these Rules or in the Association's Charter or By-Laws or in a Member's Certificate of Entry into the Association, there shall be no cover for any liability, cost or expense to the extent that such liability, cost or expense is not recoverable from the Association's reinsurers (such term to include, but not be limited to, any association party to the Pooling Agreement, or any reinsurer subscribing to the Group Excess Loss Contract, or any other of the Association's reinsurers whatsoever) by reason of the fact that the provision of cover, the payment of any claim or the provision of any benefit in respect of such liability, cost and expense is prohibited by applicable economic sanctions laws or the same would expose the said reinsurer to economic, financial or trade sanctions administered by any State, or international or supranational organization having jurisdiction over the said reinsurer.

Section 2**LOSSES EXCLUDED**

Save to the extent as may be expressly agreed in writing between a Member and the Managers, and notwithstanding anything to the contrary contained in these Rules of Class I, there shall be no right of recovery from the Association in respect of any loss, damage or expense a Member may have sustained, directly or indirectly, by reason of:

Hull Damage etc. to the Insured Vessel

- 1 Loss of, or damage to, the insured vessel or any part thereof.
- 2 Loss of, or damage to, any equipment on board the insured vessel or to any containers, lashings, stores or fuel thereon, to the extent that the same are owned or leased by a Member or by any party associated with or under the same management as the Member.
- 3 The cost of repairs to the insured vessel or any charges or expenses in connection therewith.

Cancellation of Contracts, Loss of Hire etc.

- 4 Cancellation or breach of any charter or contract, detention of an insured vessel, bad debts, insolvency, fraud of agents, loss of freight, passage money, hire, demurrage or any other loss of revenue incurred by a Member in respect of any vessel insured by the Member;

Provided always that where any loss of hire or freight forms part of a claim in respect of cargo covered under Rule 2.8 or is, with the consent of the Managers, included in the settlement of such a claim, such loss of hire or freight may be recoverable from the Association notwithstanding the terms of this Rule 3.2.4.

Section 2 (continued)**Sums Insurable Under Hull Policies**

- 5 Any loss, damage, sacrifice or expense of a type, character or kind which would be fully payable without deductible under the terms of a policy written on the American Institute Hull Clauses (June 2, 1977) Form and a policy written on the American Institute Increased Value and Excess Liabilities Clauses (November 3, 1977) Form, or other equally wide form of insurance, whether or not the insured vessel is fully covered under such policies by insurance and excess insurance sufficient in amount to pay in full and without limit all such loss, damage, sacrifice or expense.

Towage by an Insured Vessel

- 6 Loss of or damage to, or wreck removal of, a vessel or other floating structure towed by an insured vessel or the cargo or other property on such tow (together with costs and expenses associated therewith), save insofar as either:
- the towage or attempt thereat is made for the purpose of saving or attempting to save life or property at sea; or
 - the insured vessel is towing under a contract, or in other circumstances, approved by the Managers, and provided always that this exclusion shall not apply to claims covered under Rule 2.1,

Towage of an Insured Vessel

- 7 Liabilities, costs and expenses incurred under or pursuant to the terms of a contract for the towage of an insured vessel other than
- i a contract entered into for the purpose of entering or leaving port, or maneuvering within the port, during the ordinary course of trading; or
 - ii a contract entered into in the ordinary course of trading of the insured vessel, being a vessel which is habitually towed from port to port or from place to place provided always that
 - a such liabilities, costs and expenses shall only be recoverable to the extent that a Member is not insured against such liabilities, costs and expenses under the hull policies on the insured vessel; and
 - b the insured vessel has been insured with the Association on such basis; or
 - iii towage under Lloyd's Open Form of Salvage Agreement (1980, 1990 or 1995, whether or not incorporating SCOPIC) or any other form of salvage contract approved by the Managers; or
 - iv a contract incorporating a term to the effect that the Member and the owner of the towing vessel shall each be responsible for any loss or damage to his own vessel, and for loss of life or personal injury on his own vessel, without any recourse whatsoever against the other.

Section 2 (continued)**Contracts and Indemnities**

- 8 Liabilities, costs and expenses which would not have arisen but for the terms of a contract or indemnity entered into by a Member, unless those terms have been expressly approved in writing by the Managers.

Specialist Operations

- 9 Any liabilities, costs and expenses incurred by the Member during the course of performing specialist operations including but not limited to dredging, blasting, pile-driving, well stimulation, cable or pipe-laying, construction, installation or maintenance work, core sampling, depositing of spoil, professional oil spill response or professional oil spill response training (but excluding firefighting), to the extent that such liabilities, costs and expenses arise as a consequence of:
- a claims brought by any party for whose benefit the 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 operations; or
 - b the failure to perform such specialist operations by the Member or the fitness for purpose and quality of the Member's work, products or services, including any defect in the Member's work, products or services; or
 - c any loss or damage to the contract work.

Provided that this subsection 9 shall not apply to liabilities, costs and expenses incurred by the Member in respect of:

- loss of life, injury or illness of crew and other personnel on board the insured vessel; or
- the wreck removal of the insured vessel; or
- oil pollution emanating from the insured vessel;

but only to the extent that such liabilities are covered under Sections 1 through 20 of Rule 2 of these Rules.

Willful Misconduct

- 10 Claims arising in circumstances where there has been willful misconduct on the part of the Member, defined as an act intentionally done, or a deliberate omission, by the Member with knowledge that the performance or omission will probably result in injury, or an act done or omitted in such a way as to allow an inference of a reckless disregard of the probable consequences.

Drilling and/or Production Operations

- 11 Liabilities, costs and expenses incurred in respect of a drilling vessel or barge or any other vessel or barge employed to carry out drilling or 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, to the extent that such liabilities, costs or expenses arise out of or during drilling or production operations.

Section 2 (continued)

Waste Disposal and Sub-Sea Activities

- 12** Liabilities, costs and expenses incurred by a Member in connection with any claim brought against such Member arising out of waste incineration or disposal operations carried out by the insured vessel (other than any such operations carried out as an incidental part of other commercial activities) or the operation by the Member of submarines, mini-submarines or diving bells or the activities of professional or commercial divers where the Member is responsible for such activities.

Refugees

- 13** Consequential loss of profit or depreciation arising from the rescue of refugees.

Salvage of an Insured Vessel

- 14** Salvage of an insured vessel or services in the nature of salvage provided to an insured vessel and any costs and expenses in connection therewith other than such liabilities, costs or expenses as may arise by reason of life salvage, or costs and expenses under any of the following:

Article 14 of the International Convention on Salvage 1989; or

Article 14 of the International Convention on Salvage 1989 as incorporated into Lloyd's Open Form of Salvage Agreement (1980, 1990 or 1995) or into any other salvage contract approved by the Managers; or

cargo's contribution to general average payable by the Member solely by reason of a breach of the contract of carriage.

Salvage by an Insured Vessel

- 15** Liabilities, costs and expenses arising out of salvage operations, including, for the purpose of this Sub-Section 15, wreck removal, conducted by an insured vessel or provided by the Member, other than
- a** liabilities, costs and expenses arising out of salvage operations, including, for the purpose of this Sub-Section 15, wreck removal, conducted by an insured vessel for the purpose of saving or attempting to save life at sea; and
 - b** liabilities, costs and expenses incurred by the Member (being a professional salvor) which are covered by a special agreement between the Member and the Association.

Non-Marine Personnel

- 16** Liabilities, costs and expenses incurred by a Member in respect of any of the following:
- i** personnel (other than seamen) on board the insured vessel (being an accommodation vessel) employed otherwise than by the Member where there has not been a contractual allocation of risks as between

Section 2 (continued)

the Member and the employer of the personnel which has previously been approved by the Managers in writing;

- ii hotel and restaurant guests and other visitors and catering staff of the insured vessel when the insured vessel is moored (otherwise than on a temporary basis) and is open to the public as a hotel, restaurant, bar or other place of entertainment.

Heavy Lifts

- 17 Loss of or damage to, or wreck removal of, cargo carried on a semi-submersible heavy lift vessel or any other vessel designed exclusively for the carriage of heavy lift cargo, save to the extent that such cargo is being carried under the terms of a contract on Heavycon terms or any other terms previously approved by the Managers in writing.

CERCLA-type Liabilities

- 18 Unless the Directors shall otherwise determine, there is no cover in respect of any liability for loss, damage, costs and expenses arising as a consequence of the discharge or escape, or the threat of discharge or escape, of any hazardous waste (previously carried on an insured vessel) from any land-based dump, storage or disposal facility.

Paperless Trading

- 19 Any liabilities, costs or expenses whatsoever and howsoever arising from the use of any electronic trading system, other than an approved electronic trading system, to the extent that such liabilities, costs or expenses would not (except insofar as the Managers may in their sole discretion otherwise determine) have arisen under a paper trading system.

For the purposes of this Sub-Section 19,

- a An electronic trading system is any system which replaces or is intended to replace paper documents used for the sale of goods and/ or their carriage by sea or partly by sea and other means of transport and which:
 - i are documents of title, or
 - ii entitle the holder to delivery or possession of goods referred to in such documents, or
 - iii evidence a contract of carriage under which the rights and obligations of either of the contracting parties may be transferred to a third party.
- b a "document" shall mean anything in which information of any description is recorded including, but not limited to, computer or other electronically generated information.

ASSOCIATION FUNDING: PREMIUM AND CALLS**Mutual and Fixed Premium Insurance**

- 1 Every Certificate of Entry issued to a Member of the Association shall clearly state whether or not the insurance is mutual or fixed premium insurance. Certificates of Entry evidencing mutual insurance shall contain a clear statement of the liability of the Member for the payment of his proportionate share of any deficiency as provided by law within the limit provided by the contract of insurance, and shall further state that any premiums and calls shall be for the exclusive benefit of Members who are subject to such a contingent liability. Members who are insured on mutual premium terms shall not be liable to make contribution in an amount greater in proportion to the total deficiency than the ratio that the deficiency attributable to mutual premium business bears to the total deficiency. All Certificates of Entry evidencing fixed premium insurance shall provide that Members insured on such terms shall not be liable for deficiencies in the funding of the Association, and such Members shall not be liable to make contribution to such deficiencies in the funding of the Association.
- 2 The Managers may on behalf of the Association issue Certificates of Entry evidencing mutual insurance which, save insofar as claims in respect of oil pollution are concerned, do not contain an express monetary limit on the Association's liability for the payment of claims covered by virtue of these Rules. Notwithstanding this, however, the liability of the Association in respect of the insurance of such claims shall be subject always to the provisions of Rule 4.16 herein and the limits on collectability of overspill claims as defined therein.
- 3 Certificates of Entry issued by the Managers on behalf of the Association evidencing fixed premium insurance shall in all cases contain an express monetary limit on the Association's liability for the payment of claims covered by virtue of these Rules.
- 4 For the purposes of adjusting mutual premium in relation to any surpluses or deficiencies to the Association's funding, the business of the Association shall be divided into policy years which shall have the meaning ascribed to them in Rule 1.2 above.

Treatment of Mutual Premium in Relation to Policy Year Results

- 5 From time to time when the Managers shall determine that it is practicable to estimate with a reasonable degree of certainty the minimum, probable or final surplus or deficiency resulting from all of the Association's insurances in effect during any policy year, the Managers shall place before

the Directors a statement of such financial results. After receipt of any such statement, the Directors from time to time may:

- i fix and determine an amount to be declared and paid as an interim or final return of mutual premium, after retaining such sums as they may deem necessary to meet outstanding obligations or for the maintenance of reserves and surplus of the Association; or
 - ii order an interim or final levy of supplementary premium to be made against Members insured on mutual premium terms, fix the due date or payment of such a levy, and otherwise provide for the collection thereof.
- 6 If at any time or times after any policy year has been closed, any additional costs or expenses attributable to such policy year(s) are incurred by the Association, the Directors may in their absolute discretion decide to fund such costs or expenses:
 - i by transferring funds from the reserves of the Association; and/or
 - ii by levying interim or final supplementary premium in respect to any open policy year(s).
- 7 Any return of mutual premium or any supplementary premium levied shall be based solely on such surplus or such deficiency, respectively, resulting from the mutual premium business for the policy year in question. All returns declared and all supplementary premiums levied shall be distributed or spread in the ratio that the net premium paid by a Member bears to the net premiums paid by all Members insured on mutual premium terms for the policy year. The term “net premium” as used in this Rule 4.7 shall mean the total premium paid less layup, cancellation or other returns of premium. In any case, however, all actions of the Directors in respect of returns of premium or levies of supplementary premium shall conform with the law and with the Charter and By-Laws of the Association.

Premium to Release

- 8 Upon or at any time after the cesser or termination of the insurance of an insured vessel for any reason, or at any other time as may have been expressly agreed between a Member and the Managers, the Managers, on behalf of the Association, may calculate and charge premium to release a Member from liability for further contribution to mutual premium in respect of such vessel at a percentage of the then estimated total premium for any policy year which has not at that time been declared closed for the levy of mutual premium in accordance with Rule 4.17 and 4.18 below. The said percentage shall be as from time to time determined by the Directors in their absolute discretion.

- 9 The amount of such premium to release shall be payable by a Member on demand without setoff, and payment thereof will not affect a Member's liability for overspill calls as set out in Rule 4.16 herein. Provided always, however, that the Association may accept in lieu of payment of such premium to release a guarantee given or confirmed by a bank acceptable to the Managers for the Member's future liability for mutual premium and overspill calls.
- 10 Once paid, premiums to release shall not in any circumstances be returnable, notwithstanding any subsequent reduction in the amounts chargeable for the policy years concerned; nor shall a Member have any right to share in any returns of mutual premium for any such policy year in respect of a vessel for which premium to release has been paid or is payable, but payment of premium to release shall discharge a Member from any future liability for that mutual premium in lieu of which such premium to release has been charged.

Interest on premium and other sums due to the Association

- 11 Notwithstanding any provisions contained herein to the contrary, interest at the rate of 1% per month shall be payable on any premium or other sums due to the Association as from the due date of payment of such premium or other sums or from such later date as may be specified by the Managers.

Returns of Premium Consequent Upon Lay-up

- 12 Subject to any special terms and conditions which may have been expressly agreed between a Member and the Managers, if an insured vessel shall be without cargo on board and so remain in any safe port for a period of 45 or more consecutive days after finally mooring there (such period being computed from the day of arrival to the day of departure, excluding the day of arrival and the day of departure), a Member is to be allowed a return of premium calculated at a rate of eighty per cent (80%) of the total net premium payable for such vessel.

Provided always that:

- i An insured vessel shall not be treated as laid up if she has either seamen (other than for maintenance or security) or cargo on board, except that the Managers in their absolute discretion may agree to a reduced allowance if there are additional seamen on board;
- ii The Managers shall have absolute discretion in deciding whether the port involved or the place of the vessel's layup is a safe port within the meaning of this Rule, and/or to determine how many seamen may be required for such maintenance or security within the meaning of this Rule 4.12;

- iii No return of premium shall be made under this Rule unless the Member shall submit his notice in writing to and submits his claim for the layup return, along with supporting documentation acceptable to the Managers of such layup, to the Managers not later than 60 days after the end of the policy year. If the lay-up period continues into a new policy year, written notice shall be given to the Association within 30 days of the start of the new policy year;
- iv The percentage of premium returnable shall be calculated upon the net premium only, i.e. premium payable excluding overspill calls, less such allowance for reinsurance, administrative expenses and other outgoings as the Managers in their absolute discretion may from time to time determine;
- v This Rule 4.12 shall not apply to overspill calls.

Member's Obligation to the Association

- 13 The liability of a Member to pay supplementary premium is an obligation to the Association and not to any other Members.

Set-off

- 14 The Association shall be entitled to set off any amount due from a Member against any amount due to such Member from the Association.

Contingency Fund

- 15 During any policy year, or thereafter, the Directors may, from time to time, set aside as an expense of the Association for that year such sum or sums as they may consider necessary or proper to be added to a contingency fund of the Association.

Overspill Claims / Calls

16 *Interpretation*

- 1.1 In this Section 16 the following words and expressions shall have the following meanings:

CONVENTION LIMIT: in respect of a vessel, the limit of liability of the shipowner of that vessel for claims (other than claims for loss of life or personal injury) at the Overspill Claim Date, calculated in accordance with Rule 6 Section 1(b) of the International Convention on Limitation of Liability for Maritime Claims 1976 (the "Convention") and converted from Special Drawing Rights into United States Dollars at the rate of exchange conclusively certified by the Association as being the rate which prevailed on the Overspill Claim Date, provided that:

- a where a vessel is entered for a proportion (the “relevant proportion”) of its tonnage only, the Convention Limit shall be the relevant proportion of the limit calculated and converted as aforesaid; and
- b each vessel shall be deemed to be a seagoing ship to which the Convention applies, notwithstanding any provision in the Convention to the contrary.

GROUP REINSURANCE LIMIT: the amount of the smallest claim (other than any claim arising in respect of oil pollution) incurred by the Association or by any other party to the Pooling Agreement which would exhaust the largest limit for any type of claim (other than a claim arising in respect of oil pollution) from time to time imposed in the International Group Excess Loss Contract.

OVERSPILL CALL: a call levied by the Association pursuant to this Section 16 for the purpose of providing funds to pay part of an Overspill Claim.

OVERSPILL CLAIM: that part (if any) of a claim (other than a claim arising in respect of oil pollution) incurred by the Association or by any other party to the Pooling Agreement under the terms of entry of a vessel which exceeds or may exceed the Group Reinsurance Limit.

OVERSPILL CLAIM DATE: in relation to any Overspill Call, the time and date on which there occurred the incident or occurrence giving rise to the Overspill Claim in respect of which the Overspill Call is made or, if the Policy Year in which such incident or occurrence has been closed in accordance with the provisions of this Rule, noon GMT on August 20 of the Policy Year in respect of which the Association makes a declaration under this Section 16.

- 1.2** All claims (other than claims arising in respect of oil pollution) incurred by the Association or by any other party to the International Group Pooling Agreement (“the Pooling Agreement”) under the entry of any one vessel arising from any one incident or occurrence including any claim in respect of liability for the removal or non-removal of any wreck shall be treated for the purposes of this Section 16 as if they were one claim.
- 1.3** Any reference to a claim incurred by the Association or by any other party to the Pooling Agreement shall be deemed to include the costs and expenses associated therewith.

Recoverability of Overspill Claims

- 2.1** Without prejudice to any other applicable limit, any Overspill Claim incurred by the Association shall not be recoverable from the Association in excess of the aggregate of:
- a** that part of the Overspill Claim which is eligible for pooling under the Pooling Agreement but which, under the terms of the Pooling Agreement, is to be borne by the Association; and
 - b** the maximum amount that the Association is able to recover from the other parties to the Pooling Agreement as their contributions to the Overspill Claim.
- 2.2** The aggregate amount referred to in 2.1 above shall be reduced to the extent that the Association can evidence:
- a** that costs have been properly incurred by it in collecting or seeking to collect:
 - i** Overspill Calls levied to provide funds to pay that part of the Overspill Claim referred to in 2.1 section (a); or
 - ii** the amount referred to in 2.1 section (b),
 - b** that it is unable to collect an amount equal to that part of the Overspill Claim referred to in 2.1 section (a) which it has intended to pay out of the levy of Overspill Calls because any Overspill Calls so levied, or parts thereof, are not economically recoverable, provided that if, due to a change in circumstances, such amounts subsequently become economically recoverable, the aggregate amount referred to in 2.1 shall be reinstated to that extent.
- 2.3** In evidencing the matters referred to in 2.2 section (b) the Association shall be required to show that:
- a** it has levied Overspill Calls on all Members entered in the Association on the Overspill Claim Date in accordance with and in respect of the Overspill Claim referred to in 2.1 in maximum amounts permitted in accordance with this Rule; and
 - b** it has levied those Overspill Calls in a timely manner, has not released or otherwise waived a Member's obligation to pay those Calls, and has taken all reasonable steps to recover those Calls.

Payment of Overspill Claims

- 3.1** The funds required to pay any Overspill Claim incurred by the Association shall be provided:
- a** from such sums as the Association is able to recover from the other parties to the Pooling Agreement as their contributions to the Overspill Claim, and

- b from such sums as the Association is able to recover from any special insurance which may, in the discretion of the Association, have been effected to protect the Association against the risk of payments of Overspill Claims, and
- c from such proportion as the Association in its discretion determines of any sums standing to the credit of such Overspill reserves as the Association may in its discretion have established, and
- d by levying one or more Overspill Calls in accordance with this Section 16, irrespective of whether the Association has sought to recover or has recovered all or any of the sums referred to in 3.1 section (b) but provided the Association shall first have made a determination in accordance with 3.1 section (c), and
- e from any interest accruing to the Association on any funds provided as aforesaid.

3.2 The funds required to pay such proportion of any overspill claim incurred by any other party to the Pooling Agreement which the Association is liable to contribute under the terms of the Pooling Agreement shall be provided in the manner specified in 3.1 sections (b)(e).

3.3 To the extent that the Association intends to provide funds required to pay any Overspill Claim incurred by it in the manner specified in 3.1 section (d), the Association shall only be required to pay such Overspill Claim as and when such funds are received by it, provided that it can show from time to time that, in seeking to collect funds, it has taken the steps referred to in 2.3 sections (a) and (b).

Overspill Claims – Expert Determinations

4.1 Any of the issues referred to in 4.2 on which the Association and the Member cannot agree shall be referred to a panel (the “Panel”) constituted in accordance with arrangements established in the Pooling Agreement which, acting as a body of experts and not as an arbitration tribunal, shall determine the issue.

4.2 This Section 16 shall apply to any issue of whether, for the purpose of applying any of 2.2, 2.3 and 3.3 in relation to any Overspill Claim (“the relevant Overspill Claim”):

- a costs have been properly incurred in collecting or seeking to collect Overspill Calls; or
- b any Overspill Call or part thereof is economically recoverable; or
- c in seeking to collect the funds referred to in 3.3, the Association has taken the steps referred to in that section.

- 4.3** If the Panel has not been constituted at a time when a Member wishes to refer an issue to it, the Association shall, on request by the Member, give a direction for the constitution of the Panel as required under the Pooling Agreement.
- 4.4** The Association may (and, on the direction of the Member, shall) give such direction as is required under the Pooling Agreement for the formal instruction of the Panel to investigate any issue and to give its determination as soon as reasonably practicable.
- 4.5** The Panel shall in its discretion decide what information, documents, evidence and submissions it requires in order to determine an issue and how to obtain these, and the Association and the Member shall cooperate fully with the Panel.
- 4.6** In determining any issue referred to it under this Rule the Panel shall endeavor to follow the same procedures as it follows in determining issues arising in respect of the relevant Overspill Claim which are referred to it under the Pooling Agreement.
- 4.7** In determining an issue the members of the Panel:
- a** shall rely on their own knowledge and expertise, and
 - b** may rely on any information, documents, evidence or submission provided to it by the Association or the Member as the Panel sees fit.
- 4.8** If the three members of the Panel cannot agree on any matter, the view of the majority shall prevail.
- 4.9** The Panel shall not be required to give reasons for any determination.
- 4.10** The Panel's determination shall be final and binding upon the Association and the Member (subject only to 4.11) and there shall be no right of appeal from such determination.
- 4.11** If the Panel makes a decision on an issue referred to in 4.2 sections (b) or (c) the Association or the Member may refer the issue back to the Panel notwithstanding Clause 4.10, if it considers that the position has materially changed since the Panel made its determination.
- 4.12** The costs of the Panel shall be paid by the Association.
- 4.13** Costs, indemnities and other sums payable to the Panel by the Association in relation to any Overspill Claim, whether the reference to the Panel has been made under this Section 16 or under the Pooling Agreement, shall be deemed to be costs properly incurred by the Association in respect of that Overspill Claim for the purposes specified in 2.2 section (a).

Levying of Overspill Calls

- 5.1** If:
- a** the Association shall at any time determine that funds are or may in the future be required to pay part of an Overspill Claim (whether incurred by the Association or by any other party to the Pooling Agreement), and
 - b** the Association shall have made a declaration under 6.1 or 6.3 that a Policy Year shall remain open for the purpose of levying an Overspill Call or Calls in respect of that Overspill Claim, the Association in its discretion, at any time or times after such declaration has been made, may levy one or more Overspill Calls in respect of that Overspill Claim in accordance with 5.2.
- 5.2** The Association shall levy any such Overspill Call:
- a** on all Members entered in the Association on the Overspill Claim Date in respect of vessels entered by them at the time, notwithstanding the fact that, if the Overspill Claim Date shall be in a Policy Year in respect of which the Association has made a declaration under 6.3, any such vessel may not have been entered in the Association at the time the relevant incident or occurrence occurred, and
 - b** at such percentage of the Convention Limit of each such vessel as the Association in its discretion shall decide.
- 5.3** An Overspill Call shall not be levied in respect of any vessel entered on the Overspill Claim Date with an overall limit of cover equal to or less than the Group Reinsurance Limit.
- 5.4** The Association shall not levy on any Member in respect of the entry of any one vessel an Overspill Call or Calls in respect of any one Overspill Claim exceeding in the aggregate two and one-half percent of the Convention Limit of that vessel.
- 5.5** If at any time after the levying of any Overspill Call upon the Members entered in the Association in any Policy Year, it shall appear to the Association that the whole of such Overspill Call is unlikely to be required to meet the Overspill Claim in respect of which such Overspill Call was levied, the Association may decide to dispose of any excess which in the opinion of the Association is not so required by returning the excess or any part thereof to those Members who have paid that Overspill Call in proportion to the payments made by them.

Closing of Policy Years for Overspill Calls

- 6.1** If at any time prior to the expiry of a period of thirty-six months from the commencement of a Policy Year (the “relevant Policy Year”), any of the parties to the Pooling Agreement sends a notice (an “Overspill Notice”) in accordance with the Pooling Agreement that an incident or occurrence has occurred in the relevant Policy Year which has given or at any time may give rise to an Overspill Claim, the Association shall as soon as practicable declare that the relevant Policy Year shall remain open for the purpose of levying an Overspill Call or Calls in respect of that claim and the relevant Policy Year shall not be closed for the purpose of making an Overspill Call or Calls in respect of that claim until such date as the Association shall determine.
- 6.2** If at the expiry of the period of thirty-six months provided for in 6.1, no Overspill Notice as therein provided for has been sent, the relevant Policy Year shall be closed automatically for the purpose of levying Overspill Calls only, whether or not closed for any other purposes, such closure to have effect from the date falling thirty-six months after the commencement of the relevant Policy Year.
- 6.3** If at any time after the Policy Year has been closed in accordance with the provisions of 6.1 and 6.2, it appears to the Association that an incident or occurrence which occurred during such closed Policy Year may then or any time in the future give rise to an Overspill Claim, the Association shall as soon as practicable declare that the earliest subsequent open Policy Year (not being a Policy Year in respect of which the Association has already made a declaration in accordance with 6.1 and 6.2) shall remain open for the purpose of levying an Overspill Call or Calls in respect of that claim and such open Policy Year shall not be closed for the purpose of making an Overspill Call or Calls in respect of that claim until such date as the Association shall determine.
- 6.4** A Policy Year shall not be closed for the purpose of levying Overspill Calls save in accordance with this Section 16.

Security for Overspill Calls on termination or cesser

- 7.1** If :
- a** the Association makes a declaration in accordance with 6.1 or 6.3 that a Policy Year shall remain open for the purpose of levying an Overspill Call or Calls; and
 - b** any Member who is liable to pay such Overspill Call or Calls as may be levied by the Association in accordance with this Section 16 ceases or has ceased to be insured by the Association for

any reason, or the Association determines that the insurance of any such Member may cease the Association may require such Member to provide to the Association by such date as the Association may determine (the “due date”) a guarantee or other security in respect of the Member’s estimated future liability for such Overspill Call or Calls, such guarantee or other security to be in the form and amount (the “guarantee amount”) and upon such terms as the Association in its discretion may deem to be appropriate in the circumstances.

- 7.2** Unless and until such guarantee or other security as is required by the Association has been provided by the Member, the Member shall not be entitled to recover from the Association any claims whatsoever and whensoever arising in respect of any and all vessels entered in the Association for any Policy Year by him or on his behalf.
- 7.3** If such guarantee or other security is not provided by the Member to the Association by the due date, a sum equal to the guarantee amount shall be due and payable by the Member to the Association on the due date, and shall be retained by the Association as a security deposit on such terms as the Association in its discretion may deem to be appropriate in the circumstances.
- 7.4** The provision of a guarantee amount or other security as required by the Association (including a payment in accordance with 7.3) shall in no way restrict or limit the Member’s liability to pay such Overspill Call or Calls as may be levied by the Association in accordance with this Rule.

Closing of Policy Years

- 17** Subject always to the provisions of Rule 4.16 above, with effect from such date as the Directors in their absolute discretion may determine after the end of each policy year, but no sooner than thirty-six months from its commencement, they may declare that policy year closed for the purpose of levying mutual premium, after which no further mutual premium or premium to release shall be levied in respect thereof.
- 18** The Directors may declare any policy year closed for the purpose of levying mutual premium or premium to release notwithstanding that it is known or anticipated that there are in existence, or may in the future arise, legal costs, charges or disbursements recoverable in respect of such policy year which have not yet accrued or the validity, extent or amount of which have yet to be established.

CESSER AND TERMINATION OF COVER

- 1** Unless otherwise agreed by the Managers in writing, any insurance in respect of a Member's interest in an insured vessel shall cease upon the happening of whichever shall be the earliest of the following events:

 - a** the Member parting with or assigning his interest in the vessel whether by bill of sale or other formal document or in any other way whatsoever, the Association to allow a pro-rata daily return of premium for the unexpired term of the insurance with respect to said vessel;
 - b** the vessel becoming an actual total loss, or being accepted by the hull underwriters as an actual or constructive total loss, or where there is a compromise reached with hull underwriters that the vessel shall be considered to be an actual or constructive total loss;
 - c** a decision by the Managers that the vessel is to be considered or deemed to be an actual or constructive total loss;
 - d** in the case of an alleged constructive total loss of the vessel, the acceptance by hull underwriters of notice of abandonment, the tendering of which must be immediately notified to the Managers in writing;
 - e** the vessel being missing for ten days from the date it was last heard from, or from its being listed at Lloyd's as missing, whichever shall be the earlier;
 - f** a Member being in breach of any of the conditions set out in Rule 1.4.14 above and as provided for thereunder
 - g** an insured vessel having failed to pass survey in accordance with the provisions of Rule 1.4.42 to 47 inclusive and as provided for thereunder.
- 2** Should the Member fail to pay, either in whole or in part, any amount due from the Member to the Association (including any amount for which the Member may be jointly and severally liable to the Association) or any amount which the Managers shall have instructed the Member to pay to another party, the Managers may give the Member notice in writing requiring the Member to pay such amount by any date specified in such notice, not being less than five days from the date on which such notice is given. In the event that the Member fails to make payment in full on or before the date so specified, the insurance of the Member (whether or not such insurance may already have ceased for any other reason) in respect of any and all vessels insured for account or on behalf of the Member shall be terminated immediately without further notice or other formality.

In the event that a Member's insurance is terminated by reason of the foregoing, the time of the occurrence of which being hereinafter referred to as "the date of termination", the following consequences shall ensue:

- a** The Association shall in all cases have power in accordance with Rule 4.8 to 10 inclusive to charge premium to release in regard to any and all vessels insured for account or on behalf of the Member, notwithstanding the payment of which (or the establishment of bank guarantees or other security in lieu thereof), the Member shall be and remain liable for Overspill Calls in accordance with Rule 4.16 as well as for all premiums, calls, contributions and any other amount due from the Member to the Association;
- b** The Association shall with effect from the date of termination cease to be liable for any claims of whatsoever nature and howsoever arising under these Rules in respect of any and all vessels in relation to which the insurance of the Member has been terminated, irrespective of whether:
 - i** such claims have arisen by reason of any event which has occurred at any time prior to the date of termination, including during previous years;
 - ii** such claims arise by reason of any event occurring after the date of termination;
 - iii** the Association may have admitted liability for or appointed attorneys, surveyors or any other person to deal with such claims; or
 - iv** the Managers at the date of or prior to the date of termination knew that such claims might or would arise;

and as from the date of termination any liability of the Association for such claims shall cease retroactively and the Association shall be under no liability to the Member for any such claims or on any account whatsoever;

PROVIDED ALWAYS that:

The Managers may in their absolute discretion and upon such terms as it thinks fit, including but not limited to terms as to payment of contributions, premiums or other sums, admit either in whole or in part any claim in respect of a vessel insured by the Member for which the Association is under no liability by virtue of this Rule, whether such claim has arisen before or arises after the date of termination as the case may be, or forgive wholly or partly any payment of contribution, premiums or other sums due to the Association.

- 3 Should the Member or any affiliated company become insolvent or bankrupt or assign its property for the benefit of creditors or suffer the appointment of a receiver for its property or any part thereof or the institution of dissolution proceedings by or against it, the Association shall not be liable for any claims whatsoever under this insurance unless, within sixty days from the date of the occurrence of such insolvency, bankruptcy, assignment, receivership or dissolution proceedings, there are paid to the Association by or on behalf of the Member all premiums and/or assessments due, and the payment of any premiums to become due and all possible assessments is unconditionally guaranteed by a responsible surety, and unless the Member shall have paid the loss, damage or expense for which it is claiming out of monies belonging to it absolutely and not by way of loan or otherwise.
- 4 In the event that Sections 30501 to 30512, both inclusive, of U.S. Code, Title 46, or any other existing law or laws determining or limiting liability of shipowners and carriers, or any of them, shall, while this policy is in force, be modified, amended or repealed, or the liabilities of shipowners or carriers be increased in any respect by legislative enactment, the Association shall have the right to cancel said insurance upon giving thirty days written notice of its intention so to do, and in the event of such cancellation, make a return of premium upon a pro-rata daily basis.
- 5 Any contract of insurance in respect of a Member's interest in an insured vessel may be terminated:

by the Member only as of Noon GMT on February 20th of any year with not less than thirty days' prior written notice to the Association; and

by the Association at any time with not less than thirty days' prior written notice to the Member.

RULES

CLASS
II

**FREIGHT, DEMURRAGE AND
DEFENSE INSURANCE**

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FREIGHT, DEMURRAGE AND DEFENSE INSURANCE

INTRODUCTORY: INTERPRETATION: MEMBERSHIP: GENERAL PROVISIONS

Section 1

INTRODUCTORY PROVISIONS

- 1 Each and every provision of the By-Laws of the Association and of these Rules of Class II are applicable to all Freight, Demurrage and Defense insurances of the Association. However, without prejudice to the generality of these provisions so far as they apply to this Class II, they shall only apply to Freight, Demurrage and Defense insurances contracted under Class III to the extent that they have been expressly incorporated therein.
- 2 The standard Freight, Demurrage and Defense cover afforded by the Association to a Member who has insured his vessel with the Association is set out in Rule 2 below.
- 3 The cover set out in Rule 2 may be excluded, limited, modified or otherwise varied by any special terms expressly agreed in writing between a Member and the Managers.
- 4 A Member is only insured against costs and expenses incurred by him which arise:
 - i out of events occurring during the period of the policy year when his vessel is insured with the Association;
PROVIDED that:
 - a as to claims and disputes arising under contract (other than those specified in Rule 1.1.4.i.b below), in tort or under statute, such claims and disputes will be deemed to have arisen at the date when the cause of action accrued;
 - b as to claims and disputes concerning salvage, or in respect of towage services, such claims and disputes will be deemed to have arisen at the date when the relevant services were commenced; and
 - ii in respect of the Member's interest in the insured vessel ; and
 - iii in connection with the building, sale, purchase or operation of the insured vessel by or on behalf of the Member.

Section 1 (continued)

- 5 Subject to the provisions of Rule 1.1.6 below, a Member who has insured his vessel with the Association for insurance against any or all of the aforesaid risks is obligated to pay premium to the Association in accordance with Rule 4 of the Rules of Class I, such insurance being hereinafter referred to as mutual insurance and premium payable by reason thereof mutual premium.
- 6 Notwithstanding the provisions of Rule 1.1.5 above, a Member may be insured on special terms to the effect that he is liable to pay fixed premium to the Association, such insurance being hereinafter referred to as fixed insurance, and premium payable by reason thereof fixed premium, but only where this has been expressly agreed in writing between the Member and the Managers.
- 7 The insurance provided by these Rules is solely for the benefit of a Member, Joint Member, Co-assured, Affiliate or such other parties as set out and defined in Rule 1.3 of Class I and to the extent incorporated herein.
- 8 A deductible or deductibles may apply to insurances as provided for in this Class II.
- 9 A limit of the Association's liability to pay claims may apply to insurances as provided for in this Class II.

Section 2 **INTERPRETATION**

To the extent that their meanings are consistent with the subject and context of these Rules of Class II, the words and expressions set out in Rule 1.2 of Class I shall have the same meanings in these Rules of Class II.

Words importing the singular number only shall include the plural number and vice versa.

Words importing the masculine gender only shall include the feminine and neuter genders.

Words importing persons shall include individuals, partnerships, corporations, associations, joint ventures and any other business entities.

Section 3 **MEMBERS, JOINT MEMBERS, AFFILIATES AND CO-ASSURED**

The terms of Rule 1.3 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class II, shall be deemed to be incorporated in and form an integral part of these Rules of Class II except that any reference in the terms of Rule 1.3 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the Freight, Demurrage and Defense cover afforded under these Rules of Class II.

Section 4 **GENERAL INSURANCE PROVISIONS**

- 1 The terms of Rule 1.4 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class II, shall be deemed to be incorporated in and form an integral part of these Rules of Class II except that any reference in the terms of Rule 1.4 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the Freight, Demurrage and Defense cover afforded under these Rules of Class II.
- 2 Provided further that any vessel insured under the terms of these Rules of Class II shall be deemed to be fully insured under the terms of the Rules of Class I and a Member shall not be entitled to recover any costs and expenses under the terms of these Rules of Class II which would have been recoverable under the terms of the Rules of Class I had the vessel been so insured.

Special Conditions in Regard to Claims Under Class II

- 3 Notwithstanding the generality of the foregoing, the following additional special conditions shall apply to claims arising under this Class II cover.
- 4 Whenever a request has been made or may be made by a Member for the support of the Association in any proceedings or for legal or other advice in connection with matters covered by these Rules, the Managers may at any time appoint and employ on behalf of the Member, upon such terms as the Managers think fit, lawyers or other persons with a view to supplying services to the Member by investigating, advising upon or otherwise dealing with such matters and/or taking, continuing or defending proceedings or acting for or representing the Member therein; furthermore, the Managers may thereafter at any time in their discretion discontinue such employment.
- 5 In the exercise of their discretion whether or not to lend the Association's support as provided for in Rule 1.4.4 above, the Managers may, but shall not be obligated to, take the following matters into account in addressing the appropriateness and/or prospects for success of pursuing or defending any claim and/or proceedings and/or resolving any dispute:
 - i the applicable law and jurisdiction.
 - ii the value of the claim or sum in issue or the significance of the dispute.
 - iii the level of the legal costs and expenses likely to be incurred.
 - iv the legal merit of the Member's position.
 - v any alternative means for pursuing or defending the claim or resolving the dispute.

Section 4 (continued)

- vi the prospect of enforcement of any claim by or against the Member.
 - vii the conduct of the Member.
 - viii the importance of any issues that arise to the shipping community generally.
- 6 All lawyers, surveyors and other persons appointed by the Managers on behalf of the Member or appointed by the Member with the prior consent of the Managers to supply services to the Member shall be and be deemed to be appointed and employed on the terms that they have been instructed by the Member at all times (both while so acting and after they have ceased so to act) to give advice and to report to the Managers in connection with the matter without prior reference to the Member and to produce to the Managers without prior reference to the Member any documents or information in their possession or power relating to such matter, all as if such person had been appointed to act and had at all times been acting on behalf of the Association.

PROVIDED THAT:

Where a Member employs, without the prior written approval of the Managers, lawyers or other persons for the purposes of giving advice in connection with matters covered by these Rules, then the costs of such person or persons shall not be recoverable from the Association unless the Directors in their absolute discretion otherwise decide.

Power of the Directors in Regard to Supporting Members

- 7 Where the applicable law governing a Member's claim or dispute against a third party allows the prevailing party to recover legal fees, expenses and/or costs, and where the Managers have exercised their discretion to support such a claim or dispute in full or in part under Class II, the Association shall be entitled to recover legal fees, expenses and/or costs, plus any interest thereon, awarded to the Member by a court, tribunal, or other competent authority in any decision, order, award, or judgment, or by a settlement or agreement of the parties concerning any such claim or dispute. To the extent that such legal fees, expenses and/or costs are not recoverable in full, or if the Member settles or otherwise resolves its claim or dispute with a third party without the Managers' prior written consent or agreement, the Association shall be entitled to recover such legal fees, expenses and/or costs, plus interest thereon, on a pro rata basis from any or all recoveries by the Member on its principal claim, legal fees, expenses and/or costs and/or interest thereon.

Section 4 (continued)

- 8** Notwithstanding the discretion vested in the Managers as provided for in Rule 1.4.4 and 5 above, a Member may seek the exercise of an overriding discretion from the Directors whether or not to support any claim and/or proceedings and/or the resolution of any dispute and the determination of the Directors in exercising such discretion shall be final.
- 9** The Directors shall furthermore be entitled at any time in their absolute discretion to decide that the Association shall discontinue its support or decline to provide further support in connection with any claim and/or proceedings and/or the resolution of any dispute and the determination of the Directors in exercising their absolute discretion shall be final.
- 10** Notwithstanding the provisions of Rules 1.4.8 and 9 above, the Directors shall have power to authorize the Managers to act on behalf of the Directors for the purposes of the said Rules 1.4.8 and 9 above.
- 11** Approval by the Managers of any contract referred to in Rule 2 below shall in no circumstances be taken to connote acceptance or approval of the terms of such contract either on behalf of the Managers or of the Directors.

COSTS AND EXPENSES COVERED

Cover hereunder includes all those costs and expenses necessarily incurred by a Member (including the costs of an opponent party where such costs are ordered to be paid by a court or tribunal of competent authority, or are to be paid pursuant to the terms of any settlement concluded with the express approval in writing of the Managers) in pursuing or defending claims, or in seeking to resolve disputes, on such terms as the Managers shall have approved in writing, arising in respect of the following:

- i** any contract for the building of an insured vessel, which has the prior approval in writing of the Managers.
- ii** any contract for the purchase or sale of an insured vessel which has the prior approval in writing of the Managers.
- iii** any contract for the conversion, alteration, repair, refit, dry-docking or maintenance of an insured vessel.
- iv** any charterparty, contract of carriage, bill of lading or contract of affreightment, to which a Member is party in respect of an insured vessel and disputes as to the rights of the parties under, or legal effect, of any such charterparty, contract of carriage, bill of lading or contract of affreightment.
- v** any contract for operational services provided to or in respect of an insured vessel, including but not limited to agency, stevedoring, towage or salvage, or harbor authority services.
- vi** any contract for administrative services provided to or in respect of an insured vessel for insurance broking or ship broking services, management services or the provision of technical advice.
- vii** any contract in respect of goods or materials, necessaries and stores including bunkers and lubricating oil provided to an insured vessel.
- viii** the employment of seamen.
- ix** any contract of marine insurance in respect of an insured vessel, or which a Member contends covers an insured vessel, other than that evidenced by the cover provided hereunder or otherwise provided by the Association.
- x** any damage to an insured vessel, detention of an insured vessel, or the impairment of any right of a Member in respect of an insured vessel, caused by any third party.

- xi** general average contributions.
- xii** the presence on board an insured vessel of stowaways, refugees or persons rescued at sea.
- xiii** the handling, loading, stowing, lashing and discharge of cargo which is to be carried, which is carried or which has been carried on board an insured vessel.

COSTS AND EXPENSES EXCLUDED

- 1 The terms of Rule 3 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class II, shall be deemed to be incorporated in and form an integral part of these Rules of Class II except that any reference in the terms of Rule 3 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the Freight, Demurrage and Defense cover afforded under these Rules of Class II.
- 2 Provided further that any vessel insured under these Rules of Class II shall be deemed to be fully insured under the terms of the Rules of Class I and a Member shall not be entitled to recover any costs and expenses under the terms of these Rules of Class II which would have been recoverable under the Rules of Class I had the vessel been fully insured thereunder.
- 3 Notwithstanding the generality of the foregoing, the following additional exclusions shall apply to this Class II cover.

Nonrecoverability Under Class II of Risks Excluded Under Class I

- 4 Unless and to the extent that the Directors in their absolute discretion otherwise decide, there shall be no right of recovery to any extent whatsoever under these Rules of Class II in respect of any claims, costs, or expenses arising out of risks and losses either expressly or impliedly excluded under the Rules of Class I.

Nonrecoverability Under Class II in Regard to Disputes Between Members, etc.

- 5 There shall be no recovery of costs and expenses incurred in pursuing or defending claims, or in seeking to resolve disputes, between or among any Member and/or his Joint Members, Co-assureds or Affiliates as defined and provided for under the terms of Rule 1.3 of Class I which shall be deemed fully incorporated herein.

RULE

4

THE FUNDING OF COVER

- 1 The terms of Rule 4 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class II, shall be deemed to be incorporated in and form an integral part of these Rules of Class II except that any reference in the terms of Rule 4 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the Freight, Demurrage and Defense cover afforded under these Rules of Class II.
- 2 Notwithstanding the generality of the foregoing, the following additional provision shall apply.

No Returns of Premium Consequent Upon Lay-up

- 3 Notwithstanding the terms of Rule 4.11 of Class I, unless the Managers shall in their absolute discretion so agree, there shall be no returns of premium permitted under these Rules of Class II in consequence of an insured vessel being laid-up during her period of insurance with the Association.

CESSER AND TERMINATION OF COVER

The terms of Rule 5 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class II, shall be deemed to be incorporated in and form an integral part of these Rules of Class II except that any reference in the terms of Rule 5 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the Freight, Demurrage and Defense cover afforded under these Rules of Class II.

RULES



INSURANCE FOR CHARTERERS' RISKS

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INSURANCE FOR CHARTERERS' RISKS

INTRODUCTORY: INTERPRETATION: MEMBERSHIP: GENERAL PROVISIONS

Section 1

INTRODUCTORY PROVISIONS

- 1 Each and every provision of the By-Laws of the Association and of these Rules of Class III are applicable to all insurances for Charterers' Risks provided by the Association. Provided always, however, that the cover provided by these Rules of Class III shall in no circumstances apply to a charterer who has been named as a Co-assured in an insurance of a Member pursuant to the terms of Rule 1.3.8 of Class I, where such a charterer is affiliated to or associated with such a Member.
- 2 The standard cover afforded by the Association to a Member who has insured his vessel with the Association for Charterers' Risks only as defined herein is set out in Rule 2 below.
- 3 The cover set out in these Rules may be excluded, limited, modified or otherwise varied by any special terms expressly agreed in writing between a Member and the Managers.
- 4 The Managers may accept the insurance of vessels on terms which afford cover to a Member against any special or additional risks not set out in Rule 2. The nature and extent of the risks and the terms of such cover shall be as expressly agreed in writing between the Member and the Managers.
- 5 A Member is only insured against loss, damage, liability or expense incurred by him which arises:
 - i out of events occurring during the period when his vessel is insured with the Association; and
 - ii solely and exclusively in respect of a Member's interest in the insured vessel as time or voyage charterer thereof; and
 - iii in connection with the operation of the insured vessel by the Member solely and exclusively as time or voyage charterer thereof.
- 6 A Member who has entered his insured vessel for cover against any or all of the risks and losses set out in Rule 2 is obligated to pay premium to the Association in accordance with Rule 4, that is to say by way of fixed premium and not by way of mutual premium as provided for in Rule 4 of Class I. Such premium may hereinafter be referred to as charterers' fixed premium.

Section 1 (continued)

- 7 Notwithstanding the provisions of Rule 1.1.6 above, a Member may be insured on special terms to the effect that he is liable to pay mutual premium to the Association in accordance with Rule 4 of Class I where expressly agreed as between the Member and the Managers. This shall hereinafter be referred to as charterers' mutual insurance and premium payable in respect thereof charterers' mutual premium.
- 8 Provided always, however, that irrespective of whether cover in accordance with these Rules of Class III has been agreed on the basis of the liability of the Member to pay premium as charterers' fixed premium or as charterers' mutual premium, each and every insurance provided under the terms of these Rules of Class III shall be subject to a Member's maximum right of recovery which shall in all cases be set at a prescribed monetary figure for the various interests insured hereunder and as shall have been agreed in individual cases between the Member and the Managers.

Section 2**INTERPRETATION**

Except as expressly provided for hereunder, and to the extent that their meanings are consistent with the subject and context of these Rules of Class III, the words and expressions set out in Rule 1.2 of Class I shall have the same meanings in these Rules of Class III. In these Rules the following words and expressions shall have the following meanings if not inconsistent with the subject or context thereof:

- Member** A time or voyage charterer (being other than a bareboat or demise charterer) of an insured vessel, or any other party having a similar capacity in respect of an insured vessel which the Managers may in their absolute discretion deem to have an insurable interest under these Rules of Class III.
- Charterparty** A contract governing the time or voyage charter (being other than a bareboat or demise charter) of an insured vessel, the form of which shall have been approved in writing by the Managers, or any other contract in the nature of a time or voyage charter which the Managers in their absolute discretion may consider sufficient to create an interest capable of insurance under these Rules of Class III.
- Insured Vessel** A vessel which has been insured with the Association in Class III.

Words importing the singular number only shall include the plural number and vice versa.

Words importing the masculine gender only shall include the feminine and neuter genders.

Section 2 (continued)

Words importing persons shall include individuals, partnerships, corporations, associations, joint ventures and any other business entities.

Section 3 **MEMBERS, JOINT MEMBERS, AFFILIATES AND CO-ASSURED**

The terms of Rule 1.3 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of these Rules of Class III. Provided always, however, that:

- i references to a Member, Joint Member and membership contained in Rule 1.3 of Class I shall be interpreted in accordance with the definition of a Member contained in Rule 1.2 of these Rules of Class III as shall, mutatis mutandis, references to an Affiliate and Co-assured contained in the said Rule 1.3 of Class I; and
- ii the terms of Rule 1.3.9 of Class I shall in no circumstances whatsoever apply to any insurance contracted under the terms of these Rules of Class III.

Section 4 **GENERAL INSURANCE PROVISIONS**

- 1 The terms of Rule 1.4 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of these Rules of Class III insofar as cover hereunder is provided for Protection and Indemnity risks and losses as set out in Rule 2.A of these Rules of Class III.
- 2 The terms of Rule 1.4 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of these Rules of Class III except that any reference in the terms of Rule 1.4 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the insurance of risks and losses arising from charterers' liability for loss of or damage to an insured vessel and for financial loss arising therefrom as set out in Rule 2.B of these Rules of Class III.
- 3 The terms of Rule 1.4 of Class II, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of these Rules of Class III insofar as cover hereunder is provided for Freight, Demurrage and Defense costs and expenses as set out in Rule 2.C of these Rules of Class III.
- 4 Notwithstanding the provisions of Rule 1.4.1 to 3 above, and only to the extent that cover under this Class III of the Rules has been granted to a Member in respect of those risks and losses covered under Rule 2.A or

Section 4 (continued)

Rule 2.B or Rule 2.C on a single and exclusive basis (such being available in any event only with the express agreement of the Managers), the cover set out in the said Rules 2.A, 2.B and 2.C shall be mutually exclusive in every respect.

- 5 Provided further, and notwithstanding anything to the contrary contained elsewhere in these Rules of Class III, the terms of Rule 1.4.33 and 34 and Rule 4.15 of Class I shall in no circumstances apply to any insurances contracted under the provisions of these Rules of Class III.

RULE
2**RISKS AND LOSSES COVERED****A Protection and Indemnity Insurance**

- 1 The terms of Rule 2 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of this Rule 2.A of Class III.
- 2 However, notwithstanding the generality of the foregoing, cover provided by this Rule 2.A of Class III shall apply solely and exclusively to the extent that the relevant risk and/or loss arises out of, or is incurred in relation to, a Member's status as time or voyage charterer of an insured vessel, or in another capacity in relation thereto as shall have been expressly agreed by the Managers as sufficient to create an interest capable of insurance under these Rules of Class III.

B Insurance of Charterers' Liability for Loss of or Damage to an Insured Vessel and for Financial Loss Arising Therefrom

- 1 Subject to any variations or modifications of cover as expressly provided for herein, and in any event to all the other terms of these Rules of Class III, cover hereunder applies to:
 - i all those liabilities, costs and expenses incurred by a Member, as charterer, for loss of or damage to an insured vessel, her equipment, outfit, stores or supplies;
 - ii claims in respect of demurrage, loss of use and/or hire of an insured vessel suffered as a result of an accident to the insured vessel in respect of which a Member, as charterer, has been or may be held legally liable;
 - iii a Member's contribution, as charterer, to general average, salvage, salvage charges and/or sue and labor expenses by reason of a Member's interest in charter hire and/or freight and/or bunkers at risk;
 - iv expenses of investigation and defense in relation to any of the risks and losses set out in i. to iii. above.

C Freight, Demurrage & Defense Insurance

- 1 The terms of Rule 2 of Class II, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of this Rule 2.C of Class III.
- 2 However, notwithstanding the generality of the foregoing, cover provided by this Rule 2.C of Class III shall apply solely and exclusively to the extent that the relevant risk and/or loss arises out of, or is incurred in relation to, a Member's status as time or voyage charterer of an insured vessel, or in another capacity in relation thereto as shall have been expressly agreed by the Managers as sufficient to create an interest capable of insurance under these Rules of Class III.

RULE
3**RISKS AND LOSSES EXCLUDED****A Protection and Indemnity Insurance**

- 1 The terms of Rule 3 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of this Rule 3.A of Class III.
- 2 Provided further that any vessel insured under the terms of Rule 2.A shall be deemed to be fully insured under Rules 2.B and 2.C and a Member shall not be entitled to recover any claims, costs and expenses under Rule 2.A which would have been recoverable under Rules 2.B or 2.C.
- 3 Unless and to the extent that the Directors in their absolute discretion otherwise decide, there shall be no right of recovery under Rule 2.A in respect of any claims, costs or expenses arising out of risks and losses expressly or impliedly excluded under Rules 2.B and 2.C.

B Insurance of Charterers' Liability for Loss of or Damage to an Insured Vessel and for Financial Loss Arising Therefrom

- 1 The terms of Rule 3 of Class I, to the extent that they are consistent with the subject and context of the cover provided under Rule 2.B of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of this Rule 3.B of Class III. Any reference in the terms of Rule 3 of Class I as incorporated hereunder to Protection and Indemnity insurance shall be deemed to be a reference to the insurance provided under Rule 2.B of Class III.
- 2 Provided further that any vessel insured under the terms of Rule 2.B shall be deemed to be fully insured under the terms of Rule 2.A and 2.C and a Member shall not be entitled to recover any claims, costs and expenses under Rule 2.B which would have been recoverable under Rules 2.A or 2.C.
- 3 Unless and to the extent that the Directors in their absolute discretion otherwise decide, there shall be no right of recovery under Rule 2.B in respect of any claims, costs and expenses arising out of risks and losses expressly or impliedly excluded under Rules 2.A and 2.C.

C Freight, Demurrage & Defense Cover

- 1 The terms of Rule 3 of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of this Rule 3.C of Class III.
- 2 Provided further that any vessel insured under the terms of Rule 2.C,

shall be deemed to be fully insured under Rules 2.A and 2.B and a Member shall not be entitled to recover any costs and expenses under Rule 2.C which would have been recoverable under Rules 2.A or B.

- 3 Unless and to the extent that the Directors in their absolute discretion otherwise decide, there shall be no right of recovery under Rule 2.C in respect of any claims, costs and expenses arising out of risks and losses expressly or impliedly excluded under Rules 2.A and 2.B.

D War Risks

- 1 Notwithstanding the terms of Rule 3.1 of Class I to the extent that the said terms are incorporated in these Rules of Class III, cover provided by Rule 2A, B and C of these Rules of Class III shall extend to those liabilities, costs and expenses caused by or arising out of war risks as defined in the said terms of Rule 3.1 of Class I, provided always that the Member shall have used his best endeavors to ensure that:
 - i the ship is chartered on terms to the effect that:
 - the owners are entitled to refuse to send the ship to any port or place that is dangerous by reason of war risks (as defined in any current standard war risks insurance policy), and
 - the owners are in any event entitled to insure their interests against such war risks, and
 - the charterers are liable to reimburse the owners in respect of any war risks premium incurred as a result of the ship being ordered to or employed in such port or place; or
 - ii the ship is chartered on terms no less favorable to the charterers as regards their liability for loss or damage caused by war risks as set out above; or
 - iii the ship is chartered on terms to the effect that:
 - “charterers are under no circumstances whatsoever to be liable for any loss, damage or expense which is or could be covered by war risk insurance available commercially”.

Provided further that the cover for war risks is subject to the Institute Notice of Cancellation, Automatic Termination of Cover, War and Nuclear Exclusion Clause (Hulls etc. 01.01.95) but not subject to the current London Market War Risk Trading Warranties.

THE FUNDING OF COVER

- 1 Save to the extent provided for under Rule 1.1.7 of these Rules of Class III where the Managers shall have expressly agreed otherwise, all Members insured by the Association in this Class III shall be liable to pay fixed premium to the Association in a manner as shall have been expressly agreed with the Managers in individual cases.
- 2 By reason of the insurance provided under these Rules of Class III being subject, in the absence of the Managers' agreement otherwise, to the payment of fixed premium, a Member shall not have a right of recovery from the Association beyond a fixed monetary limit which shall have been agreed with the Managers at the time of contracting the insurance.
- 3 In consequence thereof, neither the rights nor the obligations in regard to the funding of the Association as apply to Members insured on mutual premium terms shall apply to Members insured in accordance with the terms of this Class III and, in particular, such Members shall have no right to any returns of premium as provided for in Rule 4.5.i of Class I, nor shall such Members be subject to the terms and conditions of Rule 4.16 of Class I.

No Returns of Premium Consequent Upon Lay-Up

- 4 Without prejudice to the generality of the foregoing, and notwithstanding the terms of Rule 4.12 of the Rules of Class I, there shall be no returns of premium permitted in any circumstances under these Rules of Class III in consequence of an insured vessel being laid-up during her period of insurance with the Association.

CESSER AND TERMINATION OF COVER

The terms of Rule 5 of the Rules of Class I, to the extent that they are consistent with the subject and context of these Rules of Class III, shall be deemed to be incorporated in and form an integral part of these Rules of Class III.

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APPENDIX A

Procedures for Board Adjudication of Differences or Disputes

If a Member disagrees with the Manager's decision regarding any difference or dispute with the Association and/or its agents under or related to the Member's insurance contract or otherwise, the Member has the right to ask the Association's Board of Directors to adjudicate such difference or dispute, provided the Member submits to the Manager a written Notice of Appeal addressed to the Board of Directors no later than sixty days after the date the Manager has provided its final decision to the Member. (See Rule 1.4.48 a.)

The Member shall promptly prosecute its appeal in accordance with the following procedures and any orders of the Board of Directors. It is expected and required that the Member and Manager shall clearly and concisely state their respective positions and also fully comply with these procedures and all orders of the Board, including without limitation those regarding scheduling and production of documents relevant to the adjudication.

The Member, as the party seeking modification of the Manager's decision, has the burden of proving by a preponderance of credible evidence that it is entitled to such modification.

Adjudication Procedures

1. The Member's Notice of Appeal, which shall not exceed two pages, shall clearly and explicitly (a) identify each difference or dispute with the Manager's decision, (b) state the specific relief it seeks from the Board, and (c) state the reasons why the Board should grant such relief, including identifying each provision of the insurance contract the Member deems relevant to its appeal.
2. The Association's Board of Directors meets four times each year, usually in the second week of March, June, September and November.
3. After submitting its Notice of Appeal, the Member shall promptly ascertain the Board's meeting schedule from the Manager and, allowing time to comply with the submission schedule in paragraphs 4 – 7 below, request in writing that the Board adjudicate each difference or dispute during a specified scheduled meeting.
4. The Member's and Manager's written submissions referred to herein shall be addressed to the Board of Directors and submitted through the Manager, as described below.
5. At least eight weeks before the specified Board meeting, the Member or its authorized agent or attorney shall submit the Member's appeal in writing to the Manager by (a) stating in a letter or brief of no more

than 20 pages, double spaced typed, all the Member's reasons why the Manager's decision regarding each difference or dispute should be modified by the Board and (b) submitting as lettered exhibits all evidentiary materials on which the Member relies for its position, including without limitation proof of the nature and amount of any loss, damage, or expense in dispute following the Manager's decision.

6. At least four weeks before the Board meeting, the Manager shall submit to the Member or its authorized agent or attorney the Manager's written opposition to the Member's appeal (a) stating in a letter or brief of no more than 20 pages, double spaced typed, all the reasons why the Manager's decision should be affirmed and (b) submitting as numbered exhibits all evidentiary materials on which the Manager relies for its position.
7. At least two weeks before the Board meeting, the Member or its authorized agent may submit to the Manager a written reply to the Manager's opposition. Any reply shall be in the form of a letter or brief not exceeding 10 pages, double spaced typed and may include additional exhibits.
8. Upon receipt of the Member's reply, if any, the Manager shall promptly deliver the Member's and Manager's written submissions (including exhibits) to each Director, with notice of such delivery being sent to the Member or its agent or attorney.
9. Each Director shall review the Member's and Manager's written submissions.
10. For the purposes of adjudication, the Directors shall proceed in executive session. The Directors, having considered the submissions by the Member and the Manager and having conducted such discussions among themselves as they deem necessary, shall either (a) adjudicate the difference or dispute on the basis of the Member's and Manager's written submissions or (b) order the Member and/or the Manager to make further written submissions and/or provide relevant documents and/or information in writing to clarify any issues in dispute within times and page limits set by the Directors. Within times and page limits set by the Directors, the Member and Manager may reply to each other's additional written submissions. If necessary, the Directors may extend the schedule originally adopted pursuant to paragraphs 4 – 7, above, to allow additional time for these purposes. Failure to comply with any Directors' orders may be taken into account by the Directors in reaching their decision.
11. The written submissions including any exhibits shall constitute the record upon which the Directors' adjudicatory decision shall be based.

12. As soon as reasonably possible, and no later than six months after receipt of the last written submission, the Directors shall adjudicate the dispute and issue a written opinion stating the reasons for their decision. (See Rule 1.4.48 a.) The decision of a majority of Directors participating in the adjudication shall be the Board's final decision. In the event of a tie vote, the Chairman of the Board shall have a second vote or two votes, in total. Any dissents shall express the reasons therefor in writing, upon which the majority may comment. The Board's final decision and any dissents shall promptly be provided to the Member and the Manager.

Further Appeal

The decision of the Board of Directors is final and binding. (See Rule 1.4.48 d.)

The Member's attention is invited to the following:

- A.** Under the contract of insurance, it is a condition precedent to commencing suit against the Association and/or its agents that the Member first appeal any difference or dispute between it and the Association and/or its agents to the Association's Board of Directors. (See Rule 1.4.48 c.)
- B.** Under the contract of insurance, a Member may appeal the Board's decision only by suit against the Association in the United States District Court for the Southern District of New York. (See Rule 1.4.48 d.)
- C.** Only New York law is applicable. (See Rule 1.4.50.)
- D.** Such suit, if any, must be filed within sixty days after the date the Board's decision is provided to the Member. (See Rule 1.4.48 d.)
- E.** As the Board decision is final, it may be modified by a court only upon a finding that the decision was arbitrary and capricious, that is, without reason, an issue on which the Member shall have the burden of proof.

APPENDIX B**Procedures Governing Members' "Omnibus Claims" and other Requests for Coverage Available only at the Discretion of the Board.**

Members may incur costs, expenses or liabilities which arise from incidents or circumstances that (1) are neither expressly covered nor excluded by the Association's Rules or (2) which, as provided by the Rules, involve facts and/or circumstances which may only be considered for coverage at the discretion of the Association's Directors. In such instances, Members may request coverage from the Directors. In their discretion, the Directors may or may not agree to provide coverage, in whole or in part. For convenient reference, a list of the Association's Rules which provide for coverage at the Directors' discretion is attached hereto as "Schedule A".

Members requesting such discretionary coverage from the Directors shall comply with the following procedures:

1. The Board of Directors meets four times each year, usually in the second week of March, June, September and November.
2. At least six weeks before a scheduled Board meeting, the Member or its authorized agent or attorney shall submit to the Directors, through the Managers via e-mail and/or overnight courier: (a) a letter or brief of no more than 10 pages, double spaced typed, stating the Member's request and all the reasons why the Directors should exercise their discretion to grant the request including the specific provision(s) in the Association's Rules upon which the request is premised, and (b) all evidentiary materials on which the Member relies for its request.
3. At least four weeks before the Board meeting referenced in paragraph 2 above, the Managers may submit to the Directors (a) the Managers' position regarding the Member's request in a letter or brief of no more than 10 pages, double spaced typed; and (b) all contractual, statutory and/or evidentiary materials upon which the Managers' position is based. A copy of any such submission by the Managers shall be promptly sent to the Member.
4. At least two weeks before the above Board meeting, the Member or its authorized agent may submit to the Directors a written reply to the Managers' position. Any reply shall be in the form of a letter or brief not exceeding 5 pages, double spaced typed and may include additional evidentiary materials.
5. In their discretion, the Directors may permit or ask the Member to make an oral presentation at the relevant Board meeting. Such presentation shall not exceed 15 minutes or such other time as permitted by the Directors.

6. If the Member believes time is of the essence, the Member may ask the Directors for an expedited briefing and decision schedule. If a majority of Directors agree to such an expedited consideration, the Directors shall set an appropriate briefing and decision schedule.
7. For the purposes of resolving Members' requests, a majority of Directors shall meet in executive session. Having considered the submissions by the Member and the Managers and having conducted such discussions among themselves as they deem necessary, the Directors shall either (a) resolve the request on the basis of the Member's and Managers' written submissions; or (b) ask questions of the Member and/or Managers; or (c) ask the Member and/or Managers to make further written submissions and/or provide relevant documents and/or information in writing to clarify any issues within times and page limits set by the Directors. Within times and page limits set by the Directors, the Member and Managers may reply to each other's additional written submissions. If necessary, the Directors may extend the schedule originally adopted pursuant to paragraphs 2 - 4, above, to allow additional time for these purposes.
8. As soon as reasonably possible, the Directors shall decide the Member's request. The decision of a majority of Directors present at the meeting shall be the Board's decision. In the event of a tie vote, the Chairman of the Board shall have a second vote or two votes, in total, and if the Chairman is absent or otherwise unavailable to vote on the Member's request, the Vice Chairman shall have such a second vote, or two votes in total.
9. The Directors shall explain the reasons for their decision in writing.
10. Under the Association's Rules providing for coverage at Directors' discretion, the Directors are granted "sole discretion" in making their decision. Accordingly, the Directors' decision is final and binding on the Association and the Member and is not appealable to any court, tribunal or any other forum whatsoever.
11. These procedures are separate and distinct from and do not apply to the Rule providing for Board adjudication of differences or disputes between a Member and the Association or the adjudication procedures set forth in Appendix A of the Association's Rules.

SCHEDULE A**List of Rules Providing for Coverage at the Discretion of the Association's Board of Directors****CLASS I – PROTECTION & INDEMNITY INSURANCE**

- Class I, Rule 1, Section 4, Subsection 25 (Compromise of Claims)
- Class I, Rule 1, Section 4, Subsection 26(a) (Members' failures regarding claim notification and submission)
- Class I, Rule 2, Section 8 – (Cargo)
 - Proviso (a) – (Contract of carriage terms)
 - Proviso (b) – (Deviation)
 - Proviso (c) – (Misdelivery of cargo, post and ante-dated B/Ls, inaccurate B/Ls, etc.)
- Class I, Rule 2, Section 9 unnumbered subsections (Fines, penalties and vessel confiscation)
- Class I, Rule 2, Section 13, Subsection 3 (Unrecoverable General Average – inadequate security)
- Class I, Rule 2, Section 17 (Sue and Labor and Legal Costs)
- Class I, Rule 2, Section 20 (Omnibus Clause)

CLASS II – FREIGHT, DEMURRAGE AND DEFENSE INSURANCE

- Class II, Rule 1, Section 4, Subsections 7 through 9 (FD&D Cover)
- Class II, Rule 3, Section 4 (Non-recoverability under Class II of risks excluded under Class I (P&I))

CLASS III – CHARTERER'S RISKS

- Class III, Rule 3, Section A, Subsection 3 (P&I Insurance)
- Class III, Rule 3, Section B, Subsection 3 (Loss of or damage to an insured vessel (DTH) and for financial loss arising therefrom)
- Class III, Rule 3, Section C, Subsection 3 (Charterer's FD&D Cover)

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HOW TO USE THIS DIRECTORY

Throughout the CORRESPONDENTS DIRECTORY you will find the following symbols to help you locate the appropriate contact information for each port:

A Pages are organized alphabetically by COUNTRY NAME


G General Correspondent

L Legal Correspondent

 Phone


 After Hours Phone

 Mobile Phone

 Email

 Web Site

 Fax

 Special notes and/or explanations

 24h Phone Service

Durrës

G Samer & Misa Sh.p.k.

Lagja No. 3, Sheshi, Liria
EGT TOWER, 5th floor
Durrës, Albania

☎ +355 52 222236

📠 +355 52 222236

💻 www.samer-misa.com

✉ samer-misa@samer-misa.com

📄 Copy All Correspondence To
Samer & Co. Shipping - See Trieste, Italy

Adv. Ilir Misa

✉ samer-misa@samer-misa.com

📞 +355 68 2024 704

Eno Xhako

📞 +355 69 20 24706

ALGERIA

Algiers, Bejaia, Oran

G BUDD SA

Cite Des 720 Logements
Bt 4, No. 2 Les Vergers,
Bir Mourad Rais 16330
Algiers, Algeria

☎ +213 23 55 03 05

📠 +213 23 55 03 04

📠 +213 23 55 03 13

💻 www.budd-pni.com

✉ budd.algerie@budd-pni.com

✉ buddalgiers@gmail.com

📄 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33
or call the Budd Group Emergency Number:
+33 1 84 88 08 41

Zakia Rahali

✉ zakia.rahali@budd-pni.com

📞 +213 661 507610

📞 +213 23 55 03 02

G McLeans-MGN

Bat. A-2, Appt. 3 Les Annassers 2 Kouba /
16006 Alger
Algeria

☎ + 213 0 23 704226

✉ mcleans.mgn@gmail.com

Ali Ghoubal

📞 +213 0 661 53 17 76

🕒 +213 0 27 15 87

Amor Nait Meziane

📞 +213 0 661 54 85 69

Alan McLean

📞 +33 6 14 34 98 60

Helene Patris

📞 +33 4 96 10 25 25

G Neffous Shipping & Consulting

Sidi Ahmed Hai Oultache ilot 3
06000 Algeria

☎ +213 770 56 61 23

☎ +213 662 16 26 40

📠 +213 3411 1341

✉ bejaia@neffous-pandi.com

Capt. Ahmed Medjtouh

📞 +213 662 162 640

✉ nscalgeria@wanadoo.fr

Arzew, Ghazaouet and Mostaganem (Algeria)

☎ Phone

📠 Fax

✉ Email

💻 Web Site

🕒 After Hours

📞 Mobile

📞 24h Phone

📄 Special Notes

Luanda

G Africa P&L Angola c/o Sargaso Marine

Rua A Casa No 37 Bairro Palanca
Município de Kilamba-Kiayi
Luanda, Republic of Angola

 +244 938 66 73 42

 +244 914 25 76 27

 angola@africapandi.com

 In Case Of Communication Difficulties,
Contact E.T.I.C. Marseille

Emile Sossou

 +244 938 66 73 42

 +244 914 25 76 27

Celestino Ngoma

 +244 924 758 317

G Pandiship (Angola) Limited c/o Maritime Services of Angola Limitada


Rua Conselheiro Juluio Vilhena
No. 12, App No. 63
Mutamba, Angola

 +244 222 331 524


 +244 222 331 524

 info@pandishipwa.com

 marangola@snet.co.ao

 In case of communications difficulties,
please contact Mr. Vinod Halai on
+447 7662 06723 or
email: vinod.halai@pandishipwa.com

Capt. F. Mlaker

 fmlaker@snet.co.ao


 +244 917 389885


G BUDD Angola c/o Mainstay

Rua Alameda Manuel Van-Dunen –
No. 261, 1º andar Esqdo Bairro
Comandante Volodia (Combatente)

 +244 226 215 177

 +244 226 215 177

 www.budd-pni.com

 budd.angola@budd-pni.com

 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd
Group Emergency Number: +33 1 84 88 08 41


Filipe Bonfim

 filipe.bonfim@budd-pni.com

 mainstay@ebonet.net

 +244 912 500503

Hilario Simba




 hilario.simba@budd-pni.com

 +244 924 86 87 83

Saint John's

Cariconsult Antigua Limited

Darkwood View
PO Box W1844
Saint John's
Antigua & Barbuda, W.I.

 +1 268 464 2778
 +1 268 560 8206
 group@cconsult.com.bb

 24 HOUR EMERGENCY TEL:
+ 1 246 231 2196

Ken Stuart

 +1 268 464 2778

Rupert Steer

 +1 246 253 6412

 +1 246 423 6551

Errol Williams

 +1 876 531 8399

Bahia Blanca

**G Agencia Maritima Walsh
(E. Burton) S.R.L.**

Grecia Street Nr. 13
8103 Ingeniero White,
Bahia Blanca Port, Argentina

 +54 291 4573080

 +54 291 4573072

 www.walsh.com.ar

 surveys@walsh.com.ar

Eric Heiling

 ericheiling@walsh.com.ar

 +54 9291 5712627

Buenos Aires

G Pandi Liquidadores S.R.L.

Viamonte 494 – 8th Floor (C1053ABJ)
Buenos Aires, Argentina


 +54 11 4313 3500

 +54 911 4446 0662

 www.pandi.com.ar

 pandi@pandi.com.ar

Alberto Trigub

 alberto.trigub@pandi.com.ar

 +54 911 4449 1450

 +54 11 4801 7606

Ricardo Crisp

 ricardo.crisp@pandi.com.ar

 +54 911 3692 7788

 +54 11 4786 3080

Sebastián A. Trigub

 sebastian.trigub@pandi.com.ar


 +54 911 4407 2602


**G Simonsen
Sigvart G.J. Simonsen & Cia.
S.R.L.**


Mendoza 4002 Buenos Aires, C1430BRP
Argentina


 +54 11 4542 9156


 +54 11 4544 3847

 +54 11 4545 7501

 +54 11 4325 5061

 companymail@simonsen.com.ar

 www.pandi.com.ar

 +54 9 11 6565 6552

Tomas De Antoni

 +54 911 3820 7662

 +54 91145529030

 tomas.deantoni@simonsen.com.ar

Lucas De Antoni

 +54 911 5185 3822

 +54 11 4798 7437

 lucasdeantoni@simonsen.com.ar

Raúl Marco Boero

 +54 911 5185 3825

 r.m.boero@simonsen.com.ar




Alejandra Moreno




 +54 911 4096 4232

 alejandra.moreno@simonsen.com.ar


L IT & Legal (International Transport & Logistics)

Alicia Moreau de justo 1150, 3 piso of.306A
Dock 8, Puerto Madero CPAAX1107
C.A.B.A. Argentina

 +54 11 52 73 8911
 +54 11 4032 0171
 +54 911 4971 9885

 www.itl.leglaconsultants.com
 mbe@itl-legalconsultants.com
 info@itl-legalconsultants.com

Maria Belen Espineira




 mbe@itl-legalconsultants.com
 + 54 911 15 4971 9558




Veronica Taubas

 vt@itl-legalconsultants.com
 + 54 911 15 4537 8849



ARUBA**Oranjestad****L Firma CS Gorsira (Aruba) NVV**

Caya G.F. Betico Croes # 222 - UNIT 12
Oranjestad, Aruba P.O.Box 533

 +297 582 4124
 +297 582 1953
 +297 582 5988


 www.vrshipping.com
 vropsaua@vrshipping.com
 gorsira@gorsira.com

Hanley Bronswinkel

 bronswinkelh@vrshipping.com
 +297 593 0973

AUSTRALIA**Adelaide****G Aus Ship P&I**

17 Kurrambi Crescent
Halett Cove, South Australia 5158

 +61 8 8381 1177
 +61 2 8920 3222
 +61 8 8381 1677
 adelaide@ausship.com.au

Capt. Nello Magliulo

 +61 0403 024 561

L Wallmans Lawyers


Level 5, 400 King William Street,
Adelaide, South Australia 5000
GPO BOX 1018, Adelaide SA 5001

 +61 8 8235 3000
 +61 8 8232 0926
 www.wallmans.com.au
 general@wallmans.com.au

Ian Maitland

 ian.maitland@wallmans.com.au
 +61 4 0729 7067

Scott Lumsden

 scott.lumsden@wallmans.com.au
 +61 403 069812

Melanie Burton

 melanie.burton@wallmans.com.au
 +61 414344972

Brisbane

G Aus Ship P&I

P.O. Box 1069
Mooloolaba QLD 4557

 +61 7 5450 7663

 +61 2 8920 3222

 brisbane@ausship.com.au

Greg Pugh

 +61 0 478 184 698

G Bayside Shipping Services

PO Box 317, Cannon Hill
Brisbane, QLD 4170
Australia

 +61 7 310 23406

 +61 3 8677 1801


 brisbane@baysideshipping.com

Ganapathi Pandanda

 steve@baysideshipping.com


 +61 (0) 418 176 815

Martin Cuthbertson

 Brisbane@baysideshipping.com

 +61 (0) 418 176 815

Alexandra Evered

 alex@baysideshipping.com


 +61 438 663466

L Thynne & Macartney

Level 19
Central Plaza Two
66 Eagle Street
Brisbane QLD 4000
GPO Box 245
Brisbane, Queensland 4001
Australia

 +61 7 323 18888

 +61 7 322 90855

 www.thymac.com.au

 transport@thymac.com.au

Michael Fisher

 +61 408 735653

 +61 73844 0964

Matthew Hockaday

 +61 422 318678

 +61 7 3397 4290

Cairns

L Thynne & Macartney

4 Scott Street
Cairns, Queensland 4870, Australia

PO Box 5701
Cairns, Queensland 4870, Australia

 +61 7 4031 4711

 +61 7 4031 3810

 www.thymac.com.au

 cairns@thymac.com.au

Brian White

 bwhite@thymac.com.au

 +61 412 184 856

Chanveer Singh



 csingh@b@thymac.com.au

 +61 466 955 776

Darwin

A




G Aus Ship P&I
P.O. Box 1302,
Palmerston, Northern Territory, 0830


 +61 2 8920 3222 (24 HOURS)
 darwin@ausship.com.au

Abdul Quader

 +61 418 797 059

L Thynne & Macartney
4/48 Woods Street
Darwin NT 0801
GPO Box 3478
Darwin NT 0801

 +61 7 4031 4711
 www.thymac.com.au
 darwin@thymac.com.au

 In the event of any communication difficulties with Darwin, please contact our Cairns office on +61 7 4031 4711

Paul Maher

 +61 488 314 747



Brian White

 bwhite@thymac.com.au
 +61 412 184 856



Fremantle

G Aus Ship P&I
39 Canning Beach Road
Applecross WA 6153, Australia
 +61 8 9316 0879
 +61 8 9316 0879
 fremantle@ausship.com.au

Capt. Ajay Tandon

 +61 411 871311
 +61 8 9316 0879

Nayan Tandon



 ntondon@iinet.net.au
 +61 410 502 626

Barry Hughes


 +61 400 041 965

G Bayside Shipping Services
PO Box 634
Fremantle WA 6959
Australia
 +61 8 9468 0280
 +61 0 3 8677 1801
 www.baysideshipping.com
 fremantle@baysideshipping.com




Alexandra Evered

 alex@baysideshipping.com
 +61 438 663 466



Michel Lagesse

 Fremantle@baysideshipping.com
 +61 429 391 094

L Frank Unmack & Cullen
Q & A Centre
Unit 6, Level 1
38 Adelaide Street
Fremantle WA 6160
PO Box 112
Fremantle, Western Australia 6959



 +61 8 9335 4277
 +61 8 9335 6354
 mackcull@frankunmackandcullen.com.au

Tony Pass

 Phone
 Fax

 Email
 Web Site

 After Hours
 Mobile

 24h Phone
 Special Notes

Gladstone

G Aus Ship P&I

P.O.Box 3563, Hermit Park,
Townsville, QLD, 4812 Australia



+61 7 4778 8017



+61 2 8920 3222



+61 7 4771 6280



townsville@ausship.com.au

William Dawson



+61 7 4778 8017



+61 419 203 787

Melbourne

G Aus Ship P&I

2B Ross Street – Suite 1
Toorak, Victoria, 3142, Australia



+61 39824 1622



+61 2 8920 3222



+61 2 8920 2933

Chris Wills



+61 438 982 111

Stuart Wills



+61 438 982 222

G Bayside Shipping Services

PO Box 16, Bay Street
Port Melbourne, Victoria 3207, Australia



+61 3 5424 1224



+61 3 8677 1801



www.baysideshipping.com



melbourne@baysideshipping.com

Alexandra Evered



alex@baysideshipping.com



+61 438 663466

Neale Proctor



neale@baysideshipping.com



+ 61 423 699 627

Aus Ship P&I

PO Box 173,
Belmont, NSW, 2280
Australia



+61 417 235 947



+61 2 8920 3222



+61 2 8920 2933



newcastle@ausship.com.au

Capt. Brendan Quinlan



+61 2 4945 5629



+61 417 235947

Perth (see Fremantle, Australia)

Sydney

Aus Ship P&I

Suite 502a, Level 5/15 Blue Street
North Sydney, NSW 2060
Australia



+61 2 8920 3222



+61 2 8920 2933



sydney@ausship.com.au

James Neill



neill@ausship.com.au



+61 425 263633

Drew James



drew@ausship.com.au



+61 407 892 015



+61 2 94892015

Capt. Olav Castellino




+61 2 9899 1719



+61 412 737270

Bayside Shipping Services

PO Box 692,
Avalon NSW 2107, Australia
 sydney@baysideshipping.com

Malavalli Ramprakash



+ 61 425 352 019



Ram@baysideshipping.com

Alexandra Evered



+61 438 663 466



Phone



Fax



Email



Web Site



After Hours



Mobile



24h Phone



Special Notes

Sydney (continued)

L **HWL Ebsworth Lawyers**

Level 14, Australia Square
264-278 George Street
Sydney NSW 2000
Australia



+61 2 9334 8555



+61 3 8615 4301



www.hwlebsworth.com.au

Joe Hurley

jhurley@hwle.com.au



+61 409 469563

Simon Liddy

sliddy@hwle.com.au



+61 419 012 633



+61 2 9949 2660

Anthony Highfield

ahighfield@hwle.com.au



+61 407 402437



+61 2 9706 7273

Jesper Martens

jmartens@hwle.com.au



+61 431 312 050

L **Colin Biggers & Paisley**

Level 42, 2 Park Street
Sydney NSW 2000
Australia



+61 2 8281 4555



+61 2 8281 4567



www.cbp.com.au

Stuart Hetherington

stuart.hetherington@cbp.com.au



+61 418 208 771

Stephen Thompson

stephen.thompson@cbp.com.au



+61 414 719 707

Richard Arrage

richard.arrage@cbp.com.au







+61 412 840 843

Freeport




G W.A.M. Company Limited

West Atlantic Marine

2 Shelley Street
P.O. Box F-41848
Freeport / Lucaya, Grand Bahama Island,

 +242 352 8371
 +242 352 9014
 www.westatlanticmarine.net
 wamco@batelnet.bs






April Crowther Gow

 wamcoacrowther@coralwave.com
 wamcoagow@gmail.com
 +242 375 5122



Manama

G Gulf Agency Co. (Bahrain) W.L.L.



PO Box412
Road 20, Area Muharraq 224,
GLS Premises
Kingdom of Bahrain

 +973 17 339777
 +973 17 320498
 www.gac.com
 claims.me@gac.com
 claims.bahrain@gac.com



Anil Kumar

 anil.kumar@gac.com
 +973 3967 0005



Mike Camara

 mike.camara@gac.com
 +973 3969 0205

Joseph Godson

 joseph.godson@gac.com
 +973 3967 8895

Ravindu Rodrigo

 ravindu.rodrigo@gac.com
 +973 3979 9074




Chittagong

G Coast To Coast P&I Services Ltd.




Sanmar RL Parkview. House No. 25/35
Flat: C2
Zakir Hossain Road, South Khulshi
Chittagong-4225, Bangladesh

 +88 031 28588335
 +88 031 2858836
 +88 0172 9090 174
 +88 01970000198
 www.bdpni.com
 info@bdpni.com

Dr. Zalal Uddin Ahmed

 zalal@bdpni.com
 +880 172 9090174
 +880 31 2566091

Ali Reza Chowdhury

 alireza@bdpni.com
 +88 0179 7577 243
 +880 31 2551137

Hasina Mumtaz Luma


 +88 0197 0000 198

Shahadat Hossain

 +880 1819 83 4004

G Interport Maritime Limited



HBFC Building (5th Floor),
1/D Agrabad C/A
Chittagong – 4100 Bangladesh

 +880 31 2525065
 +880 31 728262
 www.interport.org
 chittagong@interport.org
 interportctg@gmail.com

Captain Mohiuddin Abdul Kadir (Capt. MAK)

 mak@interport.org
 +880 1819313702

Ms. Kausar Parveen

 kausar@interport.org
 +880 1715003911

Mohammad Fakhru Hasan Chowdhury

 fakhru@interport.org
 +88 01791779301

Mohammad Faisal Al Azad

 faisal@interport.org
 +88 01676135266

G JF (Bangladesh) Ltd.

Finlay House
11, Agrabad Commercial Area
Chittagong – 4100 Bangladesh

 +880 31 716321 / 5 (5 LINES)
 +880 31 2521649
 +880 31 710006
 www.jfbd.com
 info@jfbdltd.com
 info@jfbd.com

B.K. Chowdhury

 bkc@jfbdltd.com
 +880 1713 101044

Md. Salauddin Chowdhury

 salauddin@jfbdltd.com
 +880 1713 160081
 +880 31 718056

Tapas Sarkar

 tapas@jfbdltd.com
 +880 1713 103411

G Allseas Shipping Ltd.

3rd Floor, Yousuf Chamber
20 Dilkusha Commercial Area
Dhaka-1000, Bangladesh

+880 2 9556564
+880 2 9561512
+880 2 955 9858
allseas@allseas-shipping.com

Khandaker R. Zaman

zamankr@gmail.com
+880 1711 520672
+880 2 9133049

Mansurul Huq Shahin

allseas.khulna@gmail.com
+880 1733 668899
+880 41 731534

G Interport Maritime Services Ltd.

MHK Terminal (4th Floor)110 Kazi Nazrul
Islam Avenue Bangla Motor Dhaka-
Bangladesh

+880 2 8311665
+880 283 17264
+880 1819 313 702
dhaka@interport.org

Kausar Parveen

+880 1715003911

Mohammad F. H. Chowdhury

+880 1791779301

Mohammad Faisal Al Azad

+88 01676135266

Capt. M. Abdul Kadir (MAK)

+880 1819313702

L Orr, Dignam & Co.

Advocates & Barristers
Shajan Tower-2 (1st Floor)
3, Segun Bagicha
Dhaka-1000, Bangladesh

+880 2 9563950
+880 2 9563946
+880 2 9560257
+880 2 9559887
dignior@bangla.net
dignam@bangla.net

Mr. M. Hafizullah

+880 1911 340350
+880 2 9888839

Muhammad Ohiullah

+880 1819 237159
+880 2 9892719

Ms. Nasreen Hafiz

+880 1713 452594
+880 2 8816300

Khulna

G Interport Maritime Services Ltd.

Jiban Bima Bhaban (1st Floor),
46, KDA Avenue
Khulna, Bangladesh

+880 41 732271
+880 41 732272

mongla@interport.org

Ahmed Tanjil Ruhullah

+880 01615121783
+880 1730430690

Khulna (continued)

G Coast to Coast P&I Services Ltd.

102, Sheikh Para Main Road (Gr. Floor),
KDA Avenue, Khulna 9100, Bangladesh



+88 041 733320
+88 0171 1218 935
+88 0172 9090 174
+88 041 725300



www.bdpni.com



info@bdpni.com



info@coasttocoastbd.com

Capt. S.M. Kabirul Islam

smkabir@bdpni.com



+88 01711218935

G JF Bangladesh Limited

Finlay House
24 Rupsha Strand Road
P.O Box No. 7
Khulna 9100, Bangladesh



+880 41 720070



+880 41 731241

Mr. Abul Kasem Khan

jfbdltd@khulna.bangla.net



+880 1913577030



+880 41 725376

BARBADOS

Bridgetown

L Cariconsult International Ltd.

Castle Close
Sam Lord's Castle
St. Philip
BB18071
Barbados, W.I.



+1 246 423 6412
+1 246 231 2196
+1 246 423 0985



www.steers.com.bb



group@cconsult.com.bb

Rupert Steer

rupert@cconsult.com.bb



+1 246 253 6412



+1 246 423 6551

BELGIUM

Antwerp

G Langlois & Co.

Belcrownlaan 13
2100 Antwerpen B, Belgium



+32 3 2250655



www.scua.be



mail@langlois.be



WEEKEND AND AH CONTACT

+32 475 46 08 79, mail@langlois.be

Guy Loriers

Guy.Loriers@langlois.be



+32 475 45 39 59

Steve Van den Berghe

Steve.VandenBerghe@langlois.be



+32 475 35 46 60

Kurt Van Coppenolle

kurt.vancoppenolle@langlois.be



+32 475 719560

Dirk Verbist

Dirk.Verbist@langlois.be




+32 477 31 71 48

G DUPI Antwerp n.v


De Keyserlei 58-60 b57
2018 Antwerpen

 +32 3 2060050
 www.dupi.com
 antwerp@dupi.com



Capt. Jean-Louis Tack

 jean-louis.tack@dupi.com
 +32 475 745445

Monique Lardot

 monique.lardot@dupi.com
 +32 478 989806

Sophie Van Wijnendaele

 sophie.van.wijnendaele@dupi.com
 +32 473 755923




Ghent (see Antwerp)

BELIZE

Belize City

G Michael Bell Company

PO Box 268
Belize City, Belize





 +501 2 252167
 +501 2 252565
 mickbell@btl.net


Michael Bell

 mickbell@btl.net

G Maritime Claims-Americas, Inc

14 Fort Street
Belize City, Belize CA

 +501 224 5286
 +501 227 8855
 +501 223 1657
 www.maritime-claims.com

 In case of telecommunication difficulties, please contact Carl Ayestas in the New Orleans office.
cayestas@maritime-claims.com

Martha Williams





 mca@eurocaribe.bz
 mca2@eurocaribe.bz

BENIN

Cotonou




G Africa P&I Benin

174 Missite-Scoa Gbeto
01 BP 4598 RP
Cotonou, Benin

 +229 21 316482
 +229 21 316483
 benin@africapandi.com
 africapai@intnet.bj

 In Case Of Communication Difficulties, Contact E.T.I.C. Marseille

Akim Mocktar

 +229 90 024243
 +229 97 441570
 +229 21 038 014

Daniel Essou

 +229 90024252

Cotonou (continued)

G TCI Africa (Benin)

B.P. 03-1060
C/0282 Zongo
Cotonou
Benin

+229 21 311342
+229 21 311837
✉ tci-cotonou@tci-africa.com

⚠ In Case Of Communication Difficulties,
Contact The Managers' Agents, Eltvedt &
O'Sullivan Marseille

Nourou Oumorou

✉ n.oumorou@tci-africa.com
☎ +229 97 880990
☎ +229 96 53 1414

Ernest Gbeda

☎ +229 95 840 044
☎ +229 97 626 576

Florentin Codjia

☎ +229 96 570 787

BRAZIL

Belem

G BRAZMAR - Marine Services Ltda.

Travessa Angustura, n. 2524.
Bairro Pedreira. Belem/PA.
Brazil. CEP: 66087-710

☎ +55 91 414 10537
☎ +55 91 992454095
☎ +55 91 982869100
☎ +55 98 32355807

🌐 www.brazmar.com
✉ bel@brazmar.com
✉ belem@brazmar.com

⚠ In case of communication difficulties,
contact Sao Luis Office

Jose Antonio Goncalves dos Santos

☎ +55 91 982869100

G Williams Brothers Ltda.

Rua Santo Antonio 316
Conj 501 – Centro
66010 090 – Belem Pa Brazil

☎ +55 81 3462 2634
☎ +55 81 3327 2300
🌐 www.williamsbrothers.com.br

✉ wilpandi@williams.com.br

⚠ In Case Of Communication Difficulties
And For After Office Hours Numbers,
Contact Recife Office

Jorge Eduardo

☎ +55 91 99995 3715

Fortaleza

G BRAZMAR - Marine Services Ltda.

Rua Sargento Francisco de Castro,
n 106 Jacanau, Maracanau/CE. Brazil
CEP: 61915-060

☎ +55 85 997177610
☎ +55 85 897177610


☎ +55 98 32355807
✉ for@brazmar.com
✉ brazmar@brazmar.com

Franklin Maia

☎ +55 85 997177610

G JML-P&I Assessoria e Representacoes Ltda.

Rua Rodrigues Alves 870 - 4th Floor
Bairro Centro Historico
Paranagua - PR - Brazil
CEP 83.203-170

 +55 41 3420 45 00

 +55 41 3420 45 21

 +55 41 3420 45 22

 +55 41 3420 45 60

J. M. Lemos

 jmlemos@marcon.com.br

 jorge.lemos@hotmail.com

 +55 41 423 44 37

 +55 41 99978 44 37

G van Herp & Frumento (P&I Services) Ltda.

Av. Arthur de Abreu, 29 – 9º andar – Sala 10
Centro Historico
83.203-210 Paranagua, Parana
Brazil

PO Box 355

Centro Historico

83.203-970 Paranagua-Parana
Brazil

 +55 41 3422 5512

 +55 41 3423 1691

 www.pandi-png.com.br

 pandi-png@pandi-png.com.br

Joao Helio Frumento Filho


 frumento@pandi-png.com.br

 +55 41 99978-2564

 +55 41 3422 5505

Abilio Abreu

 abreu@pandi-png.com.br

 +55 41 99903 9631

 +55 41 3425 5520

Porto Alegre (see Rio Grande, Brazil)

Recife


G Brazil P&I

Rua Padre Carapuiceiro, 858 - 7º andar
Empresarial Cícero Dias Boa Viagem
Recife – PE
51020-280

 +55 81 3059 4308

 +55 81 3059 4140

 www.brazilpandi.com.br

 mail@brazilpandi.com.br

Edevaldo Santana Farias

 edevaldo@brazilpandi.com.br

 +55 81 98154 6378

Albert Henri Harold Carrière

 albert@brazilpandi.com.br

 +55 13 99645 5867

Filipe Miranda Ferreira Chaves

 filipe@brazilpandi.com.br

 +55 13 99788 9951



Recife (continued)

G Williams Brothers Ltda.



Rua Prof. Aurelio de Castro Cavalcante,
339, Boa Viagem Recife, Brazil-PE
CEP: 51130-280

-  +55 81 33417081
-  +55 81 34622634
-  +55 81 999 71 22 02
-  +55 81 33272300
-  www.williamsbrothers.com.br
-  wilpandi@williams.com.br
-  willegal@williams.com.br



Gabriel Oliveira

-  +55 81 99971 2202
-  +55 81 3462 1794

Deborah Spangler

-  +55 81 99926 9841
-  +55 81 322 86838




Mario Williams

-  +55 81 99972 7202
-  +55 81 3462 2634




Rio de Janeiro

G Pandibras (Rio) Ltd.



Ave. Rio Branco No. 45
suite 1909
Centro, Rio de Janeiro – RJ
20090-003 Brazil

-  +55 21 2253 9299
-  +55 21 2253 4347
-  pandibrario@pandibrario.com.br

Gustavo Pierry





-  +55 21 99912 2729
-  +55 21 99925 1007
-  +55 21 2557 3416

Waldyr Pierry




-  pandibrario@pandibrario.com.br
-  +55 21 2557 3416

G Representacoes Proinde (Rio) Ltda.




Ave. Rio Branco No. 45
Sala 2402
Centro, Rio de Janeiro
20090-003 Brazil

-  +55 21 2253 6145
-  +55 21 2253 6619
-  www.proinde.com.br
-  proinde.rio@proinde.com.br

Roosevelt Derossi Lomba





-  derossi.lomba@proinde.com.br
-  +55 21 987788962
-  +55 21 2590 8032

Jorge Luiz B.Tavares


-  jorge.tavares@proinde.com.br
-  +55 21 987788963
-  +55 21 3502 4664

G Cranston Marine and P&I Consultants, Ltd.



Rua Gal. Osorio 430,
3rd Floor, Suite B4
Centro 96200.400,
Rio Grande/RS Brazil

 +55 53 32320232
 +55 53 32341317
 +55 53 32320232
 rig@cranwood.com.br


Tony Rover

 tony@cranwood.com.br
 +55 53 984040027
 +55 53 32324158

Everton Sampaio

 everton@cranwood.com.br
 +55 53 999795787





Arthur Rocha Baptista

 arthur@rochabaptista.adv.br
 +55 53 981232323




Santos

G Brazil P&I




Rua XV de Novembro 65, 8th andar
11010 151 Centro- Santos/Sp Brazil

 +55 13 2102 1650
 +55 13 2102 1660
 www.brazilpandi.com.br
 mail@brazilpandi.com.br




Albert Carriere

 albert@brazilpandi.com.br
 +55 13 2102 1662
 +55 13 99645 5867
 +55 13 3341 1674



Filipe Chaves

 filipe@brazilpandi.com.br
 +55 13 2102 1654
 +55 13 99788 9951

Mauro Sammarco

 mauro@brazilpandi.com.br
 +55 13 2102 1665
 +55 13 98188 0708




Patricia Anhas




 patricia@brazilpandi.com.br
 +55 13 99641 1762

Sao Luis

G BRAZMAR- Marine Services Ltda.

Av. Marechal Castelo Branco, 605
(Edificio Cidade de Sao Luis), sala 206
Sao Francisco - Sao Luis/MA
CEP: 65076-090 Brazil

 +55 98 41410286
 +55 98 981982188
 +55 98 32355807

 www.brazmar.com
 brazmar@brazmar.com
 claims@brazmar.com

Edson Araujo

 +55 98 981982188

Michelline Tenorio

 +55 98 981246777

Adriana Cardoso

 +55 98 982397434

Tramandai (see Rio Grande, Brazil)




Vitoria

G Seastar Consultoria Ltda.

Av. Nossa Senhora Dos
Navegantes, 495 – Suítes 407/410
Centro Empresarial Enseada Building
Enseada Do Sua – Vitoria
Espírito Santo State
Es-Cep 29050-470 Brazil

 +55 27 3314 2982
 +55 27 3225 6892
 +55 27 3314 2682
 +55 27 3227 3243
 www.seastarpandi.com
 vitoria@seastarpandi.com
 seastar@seastarpandi.com

Celso M. Pimentel

 seancelso@terra.com.br
 +55 27 99989 3834
 +55 27 98111 7184
 +55 27 3324 5988

Eliana F. Salim





 +55 27 99971 8700

Alexandre B. Nepio



 +55 27 99942 7798

G Brazil P&I



c/o SEATECH MARINE & CARGO
SURVEYORS
Rua Orlando Caliman, 780
22090 220 - Vitória/ES - Brazil

 +55 27 3019 5770
 +55 27 3337 3329
 www.brazilpandi.com.br
 mail@brazilpandi.com.br



Heleno Azevedo

 +55 27 98128 3951
 +55 27 3324 0714

Albert Henri Harold Carrière

 albert@brazilpandi.com.br
 +55 13 99645 5867

Filipe Miranda Ferreira Chaves


 filipe@brazilpandi.com.br
 +55 13 99788 9951

G Williams Brothers Ltda.



Av. Jeronimo Monteiro, 240
Ruralbank Building
1210 – Vitoria, Es-Brasil

P.O. Box 329
29010.002

 +55 27 3223 0238
 +55 27 3223 2441
 www.williamsbrothers.com.br
 willvix@williams.com.br

 In Case Of Emergency, Call Our Recife
Head Office

Manoel Tavares

 +55 27 99981 2373
 +55 27 32258432

Bourgas

G Kalimbassieris Maritime Ltd.

33, Tsarigradska Street, 8000
Bourgas, Bulgaria

-  +359 56 840442
-  +359 888 546504
-  +306 944 541622
-  +359 56 840443
-  www.kalimbassieris.com
-  bourgas@kalimbassieris.com

Yaroslav Mladenov

 +359 888 321384




Varna

G Fidelitas Ltd.



45 A, Aleksander Dyakovich Str.
9000 Varna, Bulgaria

-  +359 52 953 330
-  +359 52 953 331
-  +359 52 953 332
-  +359 52 600 453
-  www.fidelitas.bg
-  sales@fidelitas.bg

Ognian Kostov

 ognyan.kostov@fidelitas.bg
 +359 52 390155
 +359 888 416416

Biser Georgiev Diver

 biser.diveri@fidelitas.bg
 +359 888 925825

G Kalimbassieris Maritime Ltd.

13 Prezviter Kozma Street, 9000
Varna, Bulgaria

-  +359 52 600338
-  +359 888 546504
-  +306 944 541622
-  +359 52 601740
-  www.kalimbassieris.com
-  varna@kalimbassieris.com

Roumen Andonov

 +359 885 924301

Lucy Pavlova-Fickling

 +359 886 301720






Plamen Peev


 +359 886 636186

Phnom Penh

G **Transport and Claim Consultants Co., Ltd.,
c/o Worldwide Pioneer Shipping**

No. 45C, St 143
Sangkat Olympic
Khan Chamkar Mon
Phnom Penh, Cambodia






-  +855 12 864488
-  +855 16 567788
-  +855 34 933688
-  ben_worldwide@hotmail.com
-  benworldwide99@gmail.com


 In Case Of Emergency Or Communication Difficulties, Contact: Transport And Claim Consultants In Bangkok, Thailand

Sihanoukville

G **Transport and Claim Consultants Co., Ltd.
c/o Worldwide Pioneer Shipping**

Sangkhat 4
Khan Mitterpheap
Sihanoukville, Cambodia

-  +855 12 864 488
-  +855 16 567 788
-  +855 34 933688
-  ben_worldwide@hotmail.com
-  benworldwide99@gmail.com

 In Case of Emergency or Communication Difficulties, Contact: Transport and Claim Consultants in Bangkok, Thailand





Madamben Borey


-  +855 12 864 488
-  +855 16 567 788

Douala




G BUDD Cameroun

P.O. Box 4574
Residence Kassap
82 Boulevard De La Liberte
Douala, Cameroon



 +237 233 42 73 45
 +237 233 43 05 71
 www.budd-pni.com
 budd.cameroun@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd
Group Emergency Number: +33 1 84 88 08 41

Suzanne Moume




 suzanne.moume@budd-pni.com
 +237 677 78 91 00
 +237 233 42 84 76


Natasha Sm Etoa

 +237 696 79 57 33
 +237 677 37 96 27

G Africa P&I Cameroun

Rue Bebey Elame
Douala, Cameroon

 +237 3342 82 50
 +237 3342 82 50
 cameroon@africapandi.com



 In Case Of Communication Difficulties, See
Marseille, E.T.I.C.

David Bwemba

 +237 6 6531 3637



G TCI Cameroun

Immeuble Cnps Bonanjo Ex Sia
Beside Air France
PO Box 1048
Douala, Cameroon



 +237 2334 39480
 tci-douala@tci-africa.com

 In Case Of Communication Difficulties,
Contact The Managers' Agents, Eltvedt
& O'Sullivan Marseille

Joel Ndona

 +237 699 912268
 +237 696 534481




Peguy Houdjeu

 +237 677 118564
 +237 677 428343




Halifax

L McInnes Cooper




Purdy's Wharf Tower II
1300-1969 Upper Water Street
PO Box 730
Halifax, NS B3J 2V1
Canada

 +1 902 425 6500
 +1 902 425 6350
 www.mcinnescooper.com

Daniel Watt

 daniel.watt@mcinnescooper.com
 +1 902 441 0722
 +1 902 445 9376





Sara Mahaney

 sara.mahaney@mcinnescooper.com
 +1 902 457 5659
 +1 902 293 9334




Montreal

G Shipowners Assurance Management Ltd.




740 Notre Dame St. West
Suite 1480
Montreal, Quebec
H3C 3X6
Canada

 +1 514 393 9864
 +1 514 393 9865
 +1 514 393 9866
 +1 514 393 3848




Sean Rozum

 sean.rozum@shipassurance.ca
 +1 514 865 3876
 +1 514 694 3876

Alan Loiseau

 alan.loiseau@shipassurance.ca
 +1 514 945 8884
 +1 450 699 7400

Peter Rozum





 peter.rozum@shipassurance.ca
 +1 514 594 6443
 +1 514 694 3876

L Borden Ladner Gervais LLP




1000 De La Gauchetiere Street West
Suite 900
Montreal, Quebec H3B 5H4
Canada

 +1 514 879 1212
 +1 514 954 1905
 www.blg.com
 admiralty@blg.com





Peter G. Pamel

 ppamel@blg.com
 +1 514 954 3169
 +1 514 714 3169
 +1 514 489 1507




Darren McGuire

 dmcguire@blg.com
 +1 514 954 3105
 +1 514 710 3105

P. Jeremy Bolger





 jbolger@blg.com
 +1 514 954 3119
 +1 514 836 4088
 +1 514 694 5515

Jean-Marie Fontaine




 jfontaine@blg.com
 +1 514 954 3196
 +1 514 295 8028

L Brisset Bishop




2020 Robert-Bourassa Blvd. –
Suite 2020
Montreal, Quebec H3A 2A5
Canada

 +1 514 393 3700
 +1 514 393 1211
 www.brissetbishop.com
 general@brissetbishop.com




Victor DeMarco

 victordemarco@brissetbishop.com
 +1 514 984 4410
 +1 514 487 1573



Daniele Dion

 danieledion@brissetbishop.com
 +1 514 984 4417
 +1 514 333 8585

Nick Spillane

 nickspillane@brissetbishop.com
 +1 514 248 5557
 +1 514 694 4069





Richard Desgagnés

 richarddesgagnes@brissetbishop.com
 +1 514 893 4228



New Brunswick

G Bay Pilots & Marine Consultants Inc.

PO Box 3010 Stn. Main
Grand Bay - Westfield
New Brunswick E5K 4V3, Canada

 +1 506 738 2058
 +1 506 738 2996
 www.bayshipping.com
 baypilot@nb.aibn.com

Capt. Kevin F. Quinn

 +1 506 738 2058
 +1 506 333 0139

Anthonie De Hoog

 +1 506 434 3351




Quebec

L Langlois Gaudreau O'Connor




2820 Laurier Boulevard, 13th Floor
Quebec City, QCG1V oC1
Canada

 +1 418 682 1212
 +1 418 682 2272
 www.lkd.ca
 maritime@lkd.ca




John G. O'Connor

 john.oconnor@lkd.ca
 +1 418 563 8339
 +1 418 681 8638

Jean Gregoire

 jean.gregoire@lkd.ca
 +1 418 808 2475
 +1 418 828 9050



Patrick Garneau

 patrick.garneau@lkd.ca
 +1 418 806 3370
 +1 418 915 4257



Saint John

L McInnes Cooper

Suite 1700 Brunswick Square
1 Germain Street
Saint John, N.B. E2L 4R8
Canada

 +1 506 643 6500
 +1 506 643 6505

Thomas G. O'Neil, Q.C.

 thomas.oneil@mcinnescooper.com
 +1 506 643 6506




Matthew T. Hayes

 matt.hayes@mcinnescooper.com
 +1 506 643 6509



St. John's

G Avalon Customs Brokers



A Division Of Harvey & Company Ltd.
60 Water Street
St. John's, Newfoundland A1C 1A3
Canada

 +1 709 576 4761
 +1 709 576 0159
 acb@aharvey.nf.ca



Francis Kenny

 +1 709 576 4761
 +1 709 682 8070



Frank Hatcher

 +1 709 576 4761
 +1 709 682 6797

Dean Keats


 +1 709 576 4761
 +1 709 725 7171

Peggy Foster



 +1 709 576 4761
 +1 709 725 5117

L McInnes Cooper

5th Floor
 10 Fort William Place
 PO Box 5939
 St. John's, Newfoundland, A1C 5X4,
 Canada



 +1 709 722 8735
 +1 709 724 8249
 +1 709 722 1763
 www.mcinnescooper.com

Doug Skinner


 doug.skinner@mcinnescooper.com
 +1 709 749 9504

Toronto (Ontario)**L Borden Ladner Gervais, LLP**





Bay Adelaide Centre, East Tower 22
 Adelaide Street West Toronto,
 ON M5H 4E3
 Canada

 +1 416 367 6000
 +1 416 367 6749
 www.blg.com
 admiralty@blg.com

Sarah Sweet

 ssweet@blg.com
 +1 416 367 6590

Robin Squires

 rsquires@blg.com
 +1 416 367 6595
 +1 647 998 7237
 +1 416 925 8399

Vancouver


L Bernard LLP

1500-570 Granville Street
Vancouver, B.C. V6C 3P1
Canada


 +1 604 681 1700

 +1 604 681 1788

 shipping@bernardllp.ca

 www.bernardllp.ca

Gary Wharton

 wharton@bernardllp.ca

 +1 604 970 5369

 +1 604 921 6978


Peter Swanson

 swanson@bernardllp.ca

 +1 604 649 5874

 +1 604 921 7974

Tom Hawkins

 hawkins@bernardllp.ca

 +1 604 889 5732

 +1 604 984 0417

David Jones

 jones@bernardllp.ca

 +1 604 644 4057

 +1 604 921 7999

L Borden Ladner Gervais LLP

1200 Waterfront Center
200 Burrard Street,
PO Box 48600
Vancouver, B.C. V7X 1T2
Canada

 +1 604 687 5744

 +1 604 622 5887

Graham Walker

 gwalker@blg.com

 +1 604 640 4045

 +1 778 996 4045

 +1 604 983 9772

Dino Rossi

 drossi@blg.com

 +1 604 640 4110

 +1 604 760 3557

Las Palmas

G Grupo Stier

Juan Rejon, 48 – 6th Floor
35008 Las Palmas Gran Canaria,
Spain

 +34 928 26 5452

 +34 928 22 4975

 www.stier.es

 pandi@stier.es

Ida Stier

 istier@stier.es

 +34 607 55 2927

 +34 928 33 2660

Isabel Silveira

 +34 607 52 80 32

Alberto Stier

 +34 607 55 3022

Tenerife

G Grupo Stier

C/ Emilio Calzadilla
6 2º Izq.38002 Santa Cruz de Tenerife
Canary Islands (Spain)

 +34 928 26 5452

 +34 928 22 4975

 www.stier.es

 tenerife@stier.es

 pandi@stier.es

Ida Stier

 istier@stier.es

 +34 607 55 2927

 +34 928 33 2660

CAPE VERDE

St. Vincent

G Agencia Nacional de Viagens-S.A.

Avenida Da Republica 15/17
PO Box 16 & 142
St. Vincent, Republic Of Cape Verde

 +238 232 1115

 +238 232 1356

 +238 232 1445

 www.anvsv.cv

 Anvsv@anvsv.cv

 olavo.brites@anvsv.cv

Olavo Brites

 +238 2311905

 +238 9944307

Humberto David

 +238 232 2008

 +238 9923529

 Humberto.david@anvsv.cv

David Reis

 +238 232 2314237





 +238 9962262

 David.reis@anvsv.cv

St. Vincent (continued)



G BUDD Cape Verde c/o Intercontinental Cabo Verde, LDA

Rua Senador Vera Cruz
Mindelo, St. Vincent, Republic Of Cape
Verde

 +238 231 3949
 www.budd-pni.com
 budd.cape.verde@budd-pni.com
 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Amilcar Ramos

 amilcarramos@hotmail.com
 +238 983 8698

Ms. Clandia Lopes





 +238 958 8156

CAYMAN ISLANDS




Grand Cayman

L Campbells

Floor 4, Willow House
Cricket Square
Grand Cayman KY1-9010
Cayman Islands

 +1 345 949 2648
 +1 345 949 8613
 www.campbellslegal.com
 campbells@campbellslegal.com

Alistair Walters

 awalters@campbellslegal.com
 +1 345 914 5861
 +1 345 916 5861

Gary Hendrikse

 ghendrikse@campbellslegal.com
 +1 345 914 5857
 +1 345 525 5857

CHILE

Valparaiso

G Cave y Compania Ltda.



Almirant Senoret 70 (Edificio Capitania)
11th Floor, Office 111
Valparaiso, Chile

Casilla 1455
Valparaiso, Chile




 +56 32 213 1000
 +56 32 213 1001
 www.cave.cl
 claims@cave.cl

 EMERGENCY LINE: +56 32 225 8564

Andrew J. Cave





 andrew.cave@cave.cl
 +56 9 8249 7231

Ruth Cave

 ruth.cave@cave.cl
 +56 32 2739 837
 +56 9 9539 2842

G SCB Management Consulting (China) Co., Ltd




Room 1803 – Hongyi Plaza
288 Jiujiang Road
Shanghai 200001, P.R. China

 +86 21 3366 5000
 +86 21 3366 6100
 claims@scbmcs.com
 See details set out in the Board of Directors and Management section at the front of this book for after-hours information




Beijing

G China P&I Management, Beijing



Building No. 12, Courtyard No. 1
Wuliqiao No. 1 Street,
Chao Yang District
Beijing, 100024, P.R. China

 +86 10 5962 1619
 +86 10 5922 3519
 +86 10 5962 1621

Li Zhen-Jiang





 lizhenjiang@cpiweb.org
 +86 1370 1096498
 +86 10 6592 2993

Capt. Cheng Yanmin



 chengyanmin@cpiweb.org
 +86 1371 865 2256

G Huatai Insurance Agency & Consultant Service Ltd.



14F China Re Building,
No. 11 Jin Rong Avenue
Xicheng District, Beijing, 100033
P.R. China

 +86 10 6657 6588
 +86 137 0112 5026
 +86 10 6657 6501
 www.huataimarine.com
 pni.bj@huatai-serv.com



Mr. Cui Jiyu

 +86 10 6657 6598
 +86 137 0123 0630



He Miao

 +86 10 6657 6587
 +86 138 0109 8591

Ms. Liu Rui

 +86 10 6657 6569
 +86 138 1143 6992

Ms. Bara Wu




 +86 139 1164 3038
 +86 10 6657 6522

Shanghai

G SCB Management Consulting (China) Co., Ltd

Room 1803 – Hongyi Plaza
288 Jiujiang Road
Shanghai 200001, P.R. China



 +86 21 3366 5000

 +86 21 3366 6100
 claims@scbmcs.com
 See details set out in the Board of Directors and Management section at the front of this book for after-hours information

Shanghai (continued)

G **China P&I Management,
Shanghai Branch**
 Apartment 1602, Lin Jiang Mansion
 No. 2, Lane 1062, Dong Da Ming Road
 Shanghai, 200082, P.R. China



 +86 21 6586 1456
 +86 21 6535 1899

Xuemei Xue
 xuexuemei@cpweb.org
 +86 139 0177 1602

Z.W. Liu
 liuzhenwu@cpweb.org
 +86 135 0168 0946

G **Huatai Insurance Agency &
Consultant Services Ltd.**
 14-A World Plaza
 No. 855 Pudong South Road
 Shanghai, 200120, P.R. China



 +86 21 5836 9707
 +86 180 1622 8366
 +86 21 5836 9209
 www.huataimarine.com
 pni.sh@huatai-serv.com

Chen Qihui
 +86 159 0215 0685
 +86 21 5836 9707 137

Yao Xinyi
 +86 139 1776 0833

Dai Xiali
 +86 138 1735 7973






Cheng Jialing

 +86 138 1735 7939
 +86 21 5836 9707 133



Barranquilla

G Pandi Colombia S.A.




Calle 77B No. 57-141
 Centro Empresarial De Las Americas
 (Office 10-01)
 Barranquilla, Colombia

 +57 5 3600 524
 +57 5 3680 482
 +57 5 360 2070
 pandi.colombia@metrotel.net.co
 pandibaqops@hotmail.com

Guillermo Alvarez

 +57 316 4117836
 +57 5 368 4427

Carlos Alvares

 pandicav@hotmail.com
 +57 315 721 3016
 +57 5 357 8843



G Marventura Services Ltda.

Calle 95 No. 42F-74
 Barranquilla, Colombia



 www.marventura.com

 Copy All Emails To Main Office In Bogota:
 marventura.mail@marventura.com

Capt. Samuel Orozco

 tmsurveyors@hotmail.com
 +57 316 521 6579

Alvaro E. Campos



 acampos@marventura.com
 +57 315 341 9545

G A&A Multiprime



Carrera 52 No. 76-167, Oficina 201
 Edificio Atlantic Center
 Barranquilla, Colombia

 +57 314 284 4799
 +57 1 2182 682
 www.aamultiprime.com
 barranquilla@aamultiprime.com



Manuel Calderon

 barranquilla@aamultiprime.com
 +57 314 2844799
 +57 310 3048650

Santiago Moreno

 smoreno@aamultiprime.com
 +57 314 284 4799

Alicia Gast

 gerencia@aamultiprime.com
 +57 315 333 5072

Bogota

G Marventura Services Ltda.

Carrera 11A No. 93A-80 Of. 204
Edificio Rincon del Parque
Bogota, Colombia



+57 1 623 2730



+57 1 623 5829



marventura.mail@marventura.com



www.marventura.com

Guillermo Ruan



gruan@marventura.com



+57 315 883 4916



+57 1 704 0621

Alvaro E. Campos



acampos@marventura.com



+57 315 341 9545

Karen Londono



klondono@marventura.com



+57 316 396 2784

G A&A Multiprime

Carrera 11 No. 82-38, Of. 203
Bogota, Colombia



+57 1 530 3529



+57 1 218 2682



+57 315 333 5072



www.aamultiprime.com



bogota@aamultiprime.com

Santiago Moreno



smoreno@aamultiprime.com



+57 314 284 4799



+57 310 304 8650

Alicia Gast



agast@aamultiprime.com



+57 315 333 5072

Buenaventura

G Pandi Colombia S.A.

Edificio Cosmos
Room 202
Calle 2 No.3-24



+57 2 242 3508



+57 2 242 4156



pandibun@pandicolombia.com

Alejandro Ramos



+57 2 2424697

Carlos Alvarez



+57 315 721 3016



+57 5 357 8843

Guillermo Alvarez



+57 316 4117836




+57 5 368 4427

G Marventura Services Ltda.

Carrera 11A No. 93A-80 Of. 204
Edificio Rincon del Parque
Bogota, Colombia

 www.marventura.com

 Copy All Emails to Main Office In Bogota:
marventura.mail@marventura.com

Capt. Pedro Rincon

 rinconpedroe@hotmail.com
 +57 300 279 8752

Guillermo Ruan



 +57 315 883 4916

G A&A Multiprime




Calle 8 No 3-52, Of. 201
Edificio Roldan
Buenaventura, Colombia

 +57 1 530 3529
 +57 1 530 3530
 +57 315 333 5072
 +571 218 2682
 www.aamultiprime.com
 aamultiprime@aamultiprime.com



Capt. Miguel A. Caro

 buenaventura@aamultiprime.com
 +57 314 284 4799

Santiago Moreno

 smoreno@aamultiprime.com
 +57 314 284 4799
 +57 310 304 8650

Alicia Gast

 agast@aamultiprime.com
 +57 315 333 5072

Cartagena

G Pandi Colombia S.A.



Edificio Cosmos
Manga, Calle 28 No.21-69
Room 401ª

 +57 5 6601693
 +57 5 66002245
 +57 5 6644258
 pandictg@pandicolombia.com

Nello Carlini M.

 +57 315 731 1973

Guillermo Alvarez

 +57 316 4117836
 +57 5 368 4427

Carlos Alvarez

 +57 315 7213016

Cartagena (continued)

G Marventura Services

Carrera 11 A No. 93A-80 of 204
Edificio Rincon del Parque
Bogota, Colombia

 +57 1 623 2730

 +57 1 623 5829

 marventura.mail@marventura.com

Alvaro E. Campos

 acampos@marventura.com

 +57 315 341 9545

Covenas (See Marventura Services Barranquilla Colombia)

Riohacha (See Marventura Services Barranquilla Colombia)

San Andres (See Marventura Services Barranquilla Colombia)

Turbo (See Marventura Services Bogota Colombia)

CONGO, DEMOCRATIC REPUBLIC OF THE

Matadi

G Africa P&I


23 Avenue Emma Nsiku, Ville Haute
BP 750
Matadi, R.D. Congo

 +243 815 859 990

 +33 4 9506 1192


 +243 998781899

 congodrc@africapandi.com

 In Case of Communication Difficulties,
Contact E.T.I.C. Marseille

Gaby Sukami

 congodrc@africapandi.com

 +243 998 781 899




Gina Sakombi


 congodrc@africapandi.com

 +243 853391494


G TCI (Africa)

Shipping Office SOF
Nol Avenue de la Poste
Ville-Basse
Matadi
PO Box No. 237
R.D. Congo

 +243 81 905 4682
 +33 625 730 808
 tci-matadi@tci-africa.com

 All e-mails to be sent in copy
mail@eltvedtosullivan.com.
In case of communication difficulties,
use 24/hr number

Capt. Kopolisi





 tci-matadi@tci-africa.com
 +243 998 518 846
 +243 855 105 992

Kiskumba Bagulawi

 +243 855 127 517



CONGO, REPUBLIC OF**Pointe-Noire****G Africa P&I**

B.P. 5276
Pointe-Noire, Congo


 +242 22 611 27 64
 +242 04 438 17 95
 congo@africapandi.com
 pointenoire.eticmar@gmail.com

 In Case Of Communication Difficulties,
Contact E.T.I.C Marseille
contact@eticmar.com

Bertrand Kaya

 +242 05 533 82 75
 +242 06 933 82 75

Mr. Da-Sylva Patrick Béranger

 +242 069685500


Ngoko Moubalou François

 +242 06747200

G TCI (Africa)

25, Rue Ditomba
Cité ELF — Lot n°4 — 1^{er} Camp.
Zone industrielle/Foire

 +242 06 664 42 15
 +33 625 730 808
 +242 22 942 860
 tci-pointe-noire@tci-africa.com
 tcipointenoire@yahoo.fr

 All e-mails to be sent in copy
mail@eltvedtosullivan.com.
In case of communication difficulties,
use 24/hr number

Samba Tall

 +242 05 563 8198

Ibrahim Tall

 +242 06 662 6253


Jency Kimbassa

 +242 06 867 01 22




Puerto Limon

G PANDI Costa Rica S.A.



Limon centro, 25 metros Oeste De los
Tribunales de Justicia Edificio Antiguo
Hotel Limon

 +506 2221 4111
 operations@fjapandi.com
 +506 2255 4218

Adriana Jimenez-Beeche




 ajimenez@fjapandi.com
 +506 7012 8370
 +506 2253 9320

Esteban Montenegro




 emontenegro@fjapandi.com
 +506 7011 2299

G Maritime Claims – Americas, Inc.



Purdy Motors Paseo Colon,
250 meters South, Edf. Don Bosco, #1,
San Jose, Costa Rica

 +506 2256 8125
 jcrossi@mcacr.com
 www.maritime-claims.com

Juan Carlos Rossi

 jcrossi@mcacr.com
 +506 8834 6607
 +506 2288 0862

Marianella Caridad

 marianela@mcacr.com
 +506 8398 5047

Carl Ayestas

 +1 504 289 4272




Puntarenas

G PANDI Costa Rica S.A.

San Juan Grande, Esparza, Puntarenas
Contigua a Restaurante Mar Azul
Edificio Blanco Fte. a la playa
060202 Costa Rica

 +506 2221 4111
 +506 2255 4218
 iazofeifa@fjapandi.com

Adriana Jimenez

 ajimenez@fjapandi.com
 +506 7012 8370
 +506 2253 9320

Esteban Montenegro

 emontenegro@fjapandi.com
 +506 7011 2299

Ludovica Jarquin

 legal@fjapandi.com
 +506 8320 6287

G Maritime Claims – Americas, Inc.

Purdy Motors Paseo Colon
250 Meters South, Edf. Don Bosco, #1,
San Jose, Costa Rica

+506 2256 6608
+506 2256 8125
+506 2258 2833
+506 2258 0589
www.maritime-claims.com

Juan Carlos Rossi

jcrossi@mcacr.com
+506 8834 6607
+506 2288 0862

Marianela Caridad

marianela@mcacr.com
+506 8398 5047

Carl Ayestas

+1 504 289 4272

San Jose

G Pandi Costa Rica S.A.

Paseo de los Estudiantes
Avenida 10 Calle 11 100 m. este de A y A,
Edificio Brugal # 995,
10-104 San Jose, Costa Rica

+506 2221 4111
+506 2255 4218
operations@fjapandi.com

Adriana Jimenez-Beeche

ajimenez@fjapandi.com
+506 7012 8370
+506 2253 9320

Esteban Montenegro-Fernandez

emontenegro@fjapandi.com
+506 7011 2299

G Maritime Claims Americas, San Jose (Head Office)

Purdy Motors Paseo Colon
250 Meters South, Edf. Don Bosco, #1,
San Jose, Costa Rica

+506 2256 8125
+506 2258 2833
+506 2258 0589

Juan Carlos Rossi

jcrossi@mcacr.com
+506 8834 6607
+506 2288 0862

Marianela Caridad

marianela@mcacr.com
+506 8398 5047

Carl Ayestas

+1 504 289 4272

CROATIA

Rijeka

G Jadroagent International Shipping & Freight Agency Ltd.

Trg Ivana Koblera 2
PO Box 120
HR-51000 Rijeka, Croatia

+385 51 213787
+385 51 213696





www.jadroagent.hr
pandi@jadroagent.hr

Vlatko Margan



pandi@jadroagent.hr
+385 98 257 317
+385 51 374 716

G Law Firm KACIC & BRBORA



Petrova 48 A
HR-10000 Zagreb / Croatia

 +385 0 1 4635 500
 +385 0 1 4635 589
 z.kacic@kacic.t-com.hr
 kacic@kacic.t-com.hr



Vlatko Margan

 +385 0 98 279 843
 z.kacic@kacic.t-com.hr

Tihomir Duplic





 +385 0 98 463 5695
 t.duplic@kacic.t-com.hr

Tea Curkovic-Fabijanac






 +385 0 99 393 6883
 tea.fabijanac@kacic.t-com.hr

CUBA**Havana****G Conabi**


Calle 36A No. 313
entre 3ra A y Final
La Habana, Cuba 10100

 +53 7 2144950
 +53 7 2144957
 +53 7 860 8860
 www.conabi.cu

Marlene Roqueta




 marlene@conabi.cu
 garoqueta1@gmail.com
 +53 5 285 6535
 +53 5 330 5985
 +53 7 209 6441

Sergio F. Rodriguez

 pandi@conabi.cu
 +53 5 330 8283

G Marinter S.A.

Edificio Playa Calle 12, No. 105
E/1ra y 3ra, 2d Piso
Miramar, Playa, Ciudad de la Havana,
Cuba

 +53 7 204 9742
 +53 7 2049743
 havana@marinter.cu

Jose M. Villazul



 +53 5 2808282

CURACAO**Willemstad****G Firma CS Gorsira JP Ez.**

Scarlet Building, Fokkerweg 26,
POBox 3677
Willemstad, Curaçao

 +599 9 4614700
 +599 9 461 5873
 +599 9 461 2576
 www.vrshipping.com
 vrops@vrshipping.com
 gorsira@gorsira.com

David van Nierop

 +599 9 510 1723
 +599 9 563 0886

Larnaka (see Limassol, Cyprus)

Limassol

G Elias Marine Consultants Ltd.

Platinum Crest
18 Loizou Askani Street,
3110 Limassol, Cyprus
P.O. Box 51455
3505 Limassol, Cyprus



+357 25 800800



+357 25 800999



+357 25 800801



www.eliasmarine.com



emco@eliasmarine.com

Koula Louca

k.louca@emco.org
 +357 99 670297
 +357 25 722234

Rony Dergham

r.dergham@emco.org
 +357 99 670 228
 +357 25 331 434

G Hull Blyth Araouzos Ltd.

147 Chr Hadjipavlou Street
Prokymea Building
PO Box 50017
3036 Limassol, Cyprus



+357 25 362223



+357 25 506100



+357 25 747662



+357 25 374534



www.hba.com.cy

hba@hba.com.cy

shipping@hba.com.cy

Louis Loizou

+357 99 440211
 +357 25 326495

Tonis Kritikos

+357 99 615669
 +357 257 35173

DENMARK

Copenhagen

G P&I Scandinavia A/S

Amaliegade 43
DK-1256 Copenhagen K, Denmark



+45 33 154777



info@pandiscan.com



www.pandiscan.com

Henrik Nissen

+45 33 15 47 77

Jakob Krauthammer

+45 33 15 47 77

G DUPI Copenhagen

Kvaesthusgade 5, st.th.,
DK-1251 Copenhagen K (DK)



+45 3315 4778



+45 7014 1314



copenhagen@dupi.com



www.dupi.com

John Kure

john.kure@dupi.com
 +45 2845 3728



Phone



Fax

Email

Web Site



After Hours



Mobile



24h Phone





Special Notes


Djibouti

G General Transport Services


9-11 Rue De Geneve
PO Box 81
Djibouti, Republic Of Djibouti

 +253 21 34 01 18
 +253 21 35 32 94
 www.gsk-group.com
 gts.djibouti@gsk-group.com



Shaik Fareed Basha

 sheik.fareed@gsk-group.com
 +253 77 83 55 55

Mohamed Sajid




 mohamed.sajid@gsk-group.com
 +253 77 73 92 24

Awal Yacin Hassan




 awal.hassan@gsk-group.com
 +253 77 12 97 05

G Agence Maritime Marill



8 Rue Marchand BP 57
Djibouti, Republic Of Djibouti

 +253 21 351150
 +253 21 357335
 www.groupe-marill.com




Abdallah Akkaoui

 Abdallah.akkaoui@groupe-marill.dj
 +253 21 327412
 +253 77 811387



Pablo Welferinger

 pablo.welferinger@groupe-marill.dj
 +253 77 022585
 +253 21 327421

Christina Reginald Rao

 christina.reginald@groupe-marill.dj
 +253 77 836398
 +253 21 327403




Mohamed Abgal Abdi

 mohamed.abgal@groupe-marill.dj
 +253 77 837426
 +253 21 327482




Santo Domingo

G Frederic Schad Inc.



Carretera Sanchez, Km. 11, PO Box 941
Santo Domingo, Dominican Republic

 +1 809 221 8000
 +1 809 227 1985
 www.schad.do
 mail.expertise@schad.do



Nilda Burgos

 nburgos@schad.do
 +1 809 223 4341
 +1 809 544 0342

Alexander Schad

 aschad@schad.do
 +1 809 858 4042

Bryan Langley



 blangley@schad.do
 +1 809 696 1433

G E & M International Consulting,



Edificio Tito Mella, Ave. Ramón E. Mella,
No. 28 (Antigua Carretera Sánchez
KM 13.5),
Santo Domingo, Dominican Republic

 +1 809 732 4161
 +1 809 227 1985
 www.emintco.com
 info@emintco.com




Judy Espinal

 llespinal@emintco.com
 +1 829 961 2176

Vinicio Mella

 vmella@me.com
 +1 809 729 7000

Amaury Acosta

 aacosta@emintco.com
 +1 809 399 6692
 +829 420 0490

Guayaquil

G Protection & Indemnity Clubs

S.A. Clubservices

Junin 105 y Malecon
Edificio Vista al Río,Piso 3
Oficina 3B
Guayaquil, Ecuador



+593 4 2560115



+593 4 2560069



t.touma@pandiclubservices.com



m.sanchez@pandiclubservices.com



All Messages Should Be copied to Teresa
Email Addresses Listed Above

Mrs. Teresa Touma Abudeye



teresatouma@hotmail.com



+593 98 265 4721



+593 99 602 6220

Ms. Maritza Sanchez Lucin



msanchez92@hotmail.com



+593 99 891 9835

Manta (see Guayaquil, Equador)

Puerto Bolivar (see Guayaquil, Equador)



Alexandria

G Middle East Survey & Control Office



7, Saad Zaghloul Square
Alexandria, Egypt

 +20 3 4854001
 +20 3 4854002
 +20 3 4874435
 www.mescoalex.com
 mesco@mescoalex.com



Ashraf El Sabbagh

 ashraf.sabbagh@mescoalex.com
 +2 01222130799



Alaa El Sabbagh

 alaa.sabbagh@mescoalex.com
 +2 01222347905

Ibrahim Hamza

 ibrahim.hamza@mescoalex.com
 +2 01223199155

Rehab Farouk




 rehab.farouk@mescoalex.com
 +2 0100916071

L Eldib Advocates




2 Lumumba Street
Alexandria 21131- Egypt
P.O Box 152

 +20 3 495 0000
 +20 12 2 21 77 414
 +20 3 495 8000
 www.eldibadvocates.com
 eldib@eldib.com.eg



Hisham Eldib

 hisham.eldib@eldib.com.eg
 +20 12 2 216 1313
 +20 3 392 6000

Abdel Hamid Fahmy

 abdelhamid.fahmy@eldib.com.eg
 +20 12 2 214 3213
 +20 3 4846 509




Richard Tibichrani

 richard.tibichrani@eldib.com.eg
 +20 12 2 311 1289
 +20 3 5825622




Port Said

G Middle East Survey & Control Office

7 El Gomhoraya Street
Sarhan Tower – 1st Floor
Port Said, Egypt

 +20 66 3201340
 +20 66 3201329
 mescopsd@mescoalex.com

Magdy Takla

 magdy.takla@mescoalex.com
 +20 100 9198827
 +20 122 3313140

Port Said (continued)

L Abou Ali

45 Abdel Salam Aref Street
Al Hana Bldg.
First Floor
Port Said, Egypt

 +20 66 3328859

 +20 66 3325356

 +20 66 3324032

 www.aboualilaw.com

 abouali@aboualilaw.com

Ahmed Abou Ali

 aabouali@aboualilaw.com

 +20 2 279 24101

 +20 122 211 4561

Tarek Abou Ali

 tabouali@aboualilaw.com

 +20 66 332 7184

 +20 122 215 7937

Khaled Abou Ali

 kabouali@aboualilaw.com

 +20 66 332 8859

 +20 122 215 3156

Gamal A. Abou Ali

 gabouali@aboualilaw.com

 +20 66 332 5356

 +20 100 100 6677

Suez

L Eldib Advocates


6 El Imam El Leithy Street
Port Tawfik, 43522
Suez, Egypt

 +20 62 3191570

 +20 62 3199819

 +20 12 2 21 77 414

 +20 62 3198930

 www.eldibadvocates.com

 suez@eldib.com.eg

Hisham Eldib

 hisham.eldib@eldib.com.eg

 +20 12 2 216 1313

Richard Tibichrani




 richard.tibichrani@eldib.com.eg

 +20 122 3111289



Acajutla

G Cynthia Van Helden



Portal La Ribera Ave. La Capilla Pasaje 8
Senda El Litoral, #i-3 San Salvador
El Salvador, Central America

 +503 2519 2755
 +503 2452 3204
 vanhelden@servimares.com

Renato Arguello





 raf@servimares.com
 +503 7069 9690

Cynthia Van Helden



 ccvhp88@hotmail.com
 +503 7854 5620

G MCA – El Salvador



Operations Building Cepa
First Level
Acajutla, El Salvador C.A.

 +503 2452 4792
 +503 2452 5117
 mcaelsalvador@navegante.com.sv
 mcaelsalvador@gmail.com



Milton Guillen

 +503 7853 4140
 +503 2452 3447

Jonathan Vides

 +503 7744 9241
 +503 2452 5382

Guillermo Polio





 +503 7850 1160
 +503 2452 4235

EQUATORIAL GUINEA

Port Bata



G BUDD c/o Image S.A

Carretera de Bome KM 2 SN
Bata - Litoral



 +240 333 084 378
 +240 333 084 396
 budd.equatorial-guinea@budd-pni.com
 www.budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41



Raquel Lobato

 r.lobato@smpgm.com
 +240 222 23 11 12




Enrique Baltanas

 +34 91 564 94 31
 +34 626 27 94 48

Javier Cortes

 +34 676 31 79 19
 +34 91 564 94 31

Suzanne Moume

 suzanne.moume@budd-pni.com
 +237 677 78 91 00
 +237 233 42 84 76

Malabo

G BUDD c/o Sea & Ports MGM, S.L.

Carretera del Aeropuerto, Km 5
PO Box 983 Malabo



+240 333 090 567



+240 333 090 568

✉ budd.ecuatorial-guinea@budd-pni.com

✉ malabo.agency@spmgm.com



Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Fernando Pombo

✉ f.pombo@spmgm.com



+240 222 615 878

Suzanne Moume

✉ suzanne.moume@budd-pni.com



+237 677 78 91 00

Raed de las Casas



+240 222 273 210

ERITREA

Asmara

G Multi Cargo International Trading & Services

St. No 176-7
H.No. 25,
P.O.Box 359
Asmara, Eritrea



+291 1 201371



+291 1 125715

✉ multicar@ersol.com.er

Akberet Weldelassie Michael



+291 7 113507



+291 7 113503

Capt. Asres Habte



+291 712 0875

Massawa (see Asmara, Eritrea)

Tallinn

G Lars Krogius Baltic Ltd.

Ahtri 12
 Wtct 2nd Floor
 10151 Tallinn
 Republic Of Estonia

 +372 6 116620
 +372 6 116621
 +372 6 116685
 www.krogius.com
 estonia@krogius.com

Sirje Lubi

 +372 5 014774

Igor Golovin

 +372 534 96960

Mr. Kaupo Puvi

 +372 5058299

FINLAND



Helsinki

G Oy Lars Krogius Ab



Sornaisten Rantatie 25 A
 00500 Helsinki, Finland

 +358 9 4763 6300
 +358 9 4763 6363
 +358 9 4763 6300
 www.krogius.com
 finland@krogius.com



Markus Sjöblom

 markus.sjoblom@krogius.com
 +358 40 451 3988

Kari Laakso

 kari.laakso@krogius.com
 +358 400 818 314

Rolf Lundell

 rolf.lundell@krogius.com
 +358 50 518 7613

FRANCE

Bordeaux

G OceanCare

Résidence Charcot
 Ent. 1 - app 16
 72 Rue Bontemps
 33400 TALENCE

 oceancare33@gmail.com

Frans Voogt

 +33 6 09 92 19 09

Captain André Bouchet

 +33 6 83 89 54 57

La Pallice (see La Rochelle, France)

La Rochelle

G **McLeans SA**

112 Bd Emile Delmas
17000 La Rochelle, France

 +33 5 4642 8537

 www.mcleangroup.fr

 larochelle@mcleans.fr

Virginie Ringeard

 +33 6 8000 8744

Philippe Garo

 +33 6 0779 2028

Caroline Marrades

 +33 6 76 33 111

Le Havre

G **Christian Boutigny & Co.**

55 Rue du Pont VI
76600 Le Havre, France

 +33 2 3543 3477

 +33 2 3521 3303

 cboutigny@boutigny.fr

Christian Boutigny

 +33 2 3520 6501

 +33 6 0854 5134

Cl. Boutigny

 +33 6 8587 2754

G **Normandy P&I Services**

5 place Leon Meyer
76600 Le Havre, France

 +33 2 3542 3014

 pandi@lh.normandyclaims.fr

Brigitte Laumier





 +33 6 0716 5113

Elsie Duquennoy


 +33 67 945 3874

G ETIC Sas



B.P. 1 Saint Henri
13321 Marseille Cedex 16 - France

 +33 495 061192
 +33 491 462028
 www.etic-sas.com
 contact@eticmar.com



Graham Ashley

 +33 616 962837
 +33 442 226912




Frank Benham

 +33 616 962849
 +33 491 482323

Alain Dalmas

 +33 616 962836
 +33 491 594036

Florence Raymond Gourlet

 f.raymond.gourlet@eticmar.com
 +33 613 78 00 41
 +33 950 77 74 42

G Eltvedt & O'Sullivan



Les Docks Atrium 10.8
13002 Marseille, France

 +33 491 140460
 +33 491 561281
 www.eltvedtosullivan.com
 mail@eltvedtosullivan.com

Dermot O'Sullivan

 dosullivan@eltvedtosullivan.com
 +33 603 690323
 +33 442 966280

Diane Boularot

 dboularot@eltvedtosullivan.com
 +33 609 580697
 +33 442 723843

Sabine Lions

 +33 615 406848

Simon Webster

 +33 613 621389


G BUDD SA

7 Rue Bailli De Suffren
13001 Marseille
France



 +33 491 33 5833
 +33 1 84 88 08 41
 +33 491 33 1331
 www.budd-pni.com
 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Call the Budd Group Emergency Number:
+33 1 84 88 08 41

Jean-Pierre Perillat

 jean.pierre@budd-pni.com
 +33 611 11 2785

Janine Brun

 janine.brun@budd-pni.com
 +33 662 72 7189

Montoir (see Nantes, France)

Nantes

G McLeans Brittany P&I Services

5bis bd de Verdun
44600 Saint-Nazaire, France

 +33 240 225787
 +33 240 225788
 www.mcleangroup.fr
 info@britclaims.fr

Virginie Ringeard

 +33 680 008744

Caroline Marrades

 +33 676 133311

Philippe Garo

 +33 607 792028



Paris

G McLeans (Paris)



89 Boulevard de Sebastopol
75002 Paris, France

 +33 1 4039 9293
 +33 1 4039 9392
 www.mcleangroup.fr
 info@mcleans.fr



Tania Mauduit

 tmauduit@mcleans.fr
 +33 6 800 30402

Philippe Garo

 phgaro@mcleans.fr
 +33 6 0779 2028




Alan Mclean

 amclean@mcleans.fr
 +33 6 1434 9860

Rouen

G Normandy P&I Services

37 Rue de la Lombardie
76160 Darnetal
Rouen, France

 +33 232 085320
 +33 232 085329
 pandi@ro.normandyclaims.fr

Brigitte Laumier

 +33 607 165113

Elise Duquennoy

 +33 679 453874

Saint Nazaire (see Nantes, France)

French Polynesia (see Tahiti)

Libreville

G Africa P&I Gabon

BP 14665
Libreville, Gabon

 +241 05 32 73 16

 gabon@africapandi.com

 In Case Of Communication Difficulties,
Contact E.T.I.C. Marseille

Capt. Thierry Massiot

 +241 05 32 73 16

 +225 07 95 97 84


Mr. Lambert Ebang

 +241 06 23 60 15

G BUDD Gabon

BP 18415
Owendo - Libreville - Gabon

 +241 04 28 01 10

 budd.gabon@budd-pni.com

 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Ms. Raissa Ndong


 raissa.ndong@budd-pni.com


 +241 04 28 01 10

Port Gentil

G Budd Port Gentil

 +241 01 74 09 08


 www.budd-pni.com

 budd.gabon@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Ms. Raissa Ndong

 raissa.ndong@budd-pni.com

 +241 04 28 01 10

Banjul

G Africa P&I

Hagan Street No. 89
Banjul, Gambia



+220 75 82 749



gambia@africapandi.com



All Correspondence To Be Sent To The Senegal Office. Communication Difficulties: See E.T.I.C. Marseille

Mamadou Cama



+220 75 82 749

G TCI (Africa)

POB 437/1714
78, Liberation Avenue
1st Floor
Momodou Musa Njie Memorial Building
Banjul - The Gambia



+220 422 5895



+33 625 730 808



+220 422 9347



tci-banjul@tci-africa.com



All e-mails to be sent in copy mail@eltvedtosullivan.com. In case of communication difficulties, use 24/hr number

B. Sagnia



+220 996 1144



+220 776 1144

GEORGIA , REPUBLIC OF

Batumi

G Vitsan Interservices Co., Ltd.

32/39 Gogebashvili Street, 6003,
Batumi – Georgia



+995 422 223624



+995 422 223624



www.vitsan.com.tr



ofis@vitsanbatumi.com



vitsan@vitsan.com.tr



All correspondence to Vitsan – Istanbul, Turkey

Tariel Kirtskhalia



+995 599 913667



+995 422 270154



Bremen

G Pandi Services J&K Brons GmbH



An der Reeperbahn 6
28217 Bremen, Germany

 +49 421 308870
 +49 421 3088732
 www.pandi.de
 corresp@pandi.de

Rolf J. Hermes

 +49 171 885 7940
 +49 421 6028534

Hans J. Schmude

 +49 171 885 7941
 +49 4206 7975

Christine Meiners

 +49 171 885 7942




Piet Kühl

 +49 171 885 7944

Cuxhaven

G Claas W. Brons (GmbH & Co.) KG

c/o Kapitän Jürgen Feldmann
Südlandstraße 6
27478 Cuxhaven, Germany

 +49 4723 505516
 +49 4723 505516
 cuxhaven@cwbrons.de

 Contact Hamburg office for communication difficulties.





Capt. Feldmann

 +49 4723 50 55 16

Emden

G Y. & B. Brons Marine - P. & I. GmbH & Co. KG

Nesserlander Strasse 5
P.O. Box 1229
26721 Emden, Germany

 +49 4921 20177
 +49 4921 33107
 www.brons.de
 yb@brons.de

Dr. Claas Brons

 +49 170 476 1023

Hamburg

**Claas W. Brons
(GmbH & Co.) KG**

Sumatrakontor – Überseeallee 1
D-20457 Hamburg, Germany



+49 40 374886 0



+49 172 91149 94



+49 40 374886 43



+49 40 374886 44



www.cwbrons.de



info@cwbrons.de

Claas-Henning Brons

chbrons@cwbrons.de



+49 171 213 1135



+49 40 3748 8618

Jan-Wessel Brons

jwbrons@cwbrons.de



+49 160 944 20292



+49 40 3748 8629

Matthias Bimschas

bimschas@cwbrons.de



+49 40 3609 0163



+49 40 3748 8614

Gunnar Neubauer

neubauer@cwbrons.de



+49 40 4118 4502



+49 40 3748 8621

**Döhle Havariekontor GmbH &
Co. KG (DHK)**

Elbchaussee 370
D-22609 Hamburg, Germany



+49 40 38 108 147



+49 40 38 108 149



claims24@doehle.de

Tom J. Sommerwerck

sommerwerck@doehle.de



+49 173 609 48 29

Nils Beltermann

beltermann@doehle.de



+49 172 407 92 33

Sven-Erik Braun

braun@doehle.de



+49 172 455 80 01

**ICA Hamburg GmbH**

Poststrasse 33
20354 Hamburg, Germany



+49 40 3552090



+49 40 3552 0911



+49 40 3508580



www.ica-hamburg.com



ica@ica-ham.de

Bernd Wessel

b.wessel@ica-ham.de



+49 160 90570696

Annette Nitschke

a.nitschke@ica-ham.de



+49 160 5574494



+49 40 3552 0922

Kiel

**Sartori & Berger
GmbH & Co. KG**

Wall 47/51,
D-24103 Kiel, Germany



+49 431 981104



+49 431 96108



www.sartori-berger.de



mail@sartori-berger.de

Michael Hartmann

m.hartmann@sartori-berger.de



+49 431 1220491



+49 171 430 7033

Jürgen Funck

j.funck@sartori-berger.de



+49 171 4146028

Arne Liemann

+49 171 7970270



+49 431 981 116



General Correspondent



Legal Correspondent

**G Pandi Services J&K
Brons GmbH**

Am Skandinavienkai 15
18147 Rostock, Germany

+49 381 6 69 17 40

www.pandi.de

corresp@pandi.de

Rolf J. Hermes

+49 421 6028534

+49 171 8857940

Florian Block

+49 171 8857945

Wilhelmshaven

**G Y. & B. Brons Marine -
P. & I. GmbH & Co. KG**

Luisenstrasse 5
26382 Wilhelmshaven, Germany

+49 4421 9839797

+49 4921 20177

Dr. Claas Brons

+49 170 476 1023

GHANA

Takoradi

G Africa P&I Takoradi

Harbour View Building
PO Box 695
Takoradi, Ghana

+233 273 232 308

ghana@africapandi.com

Godfrey Obu

+233 261 428 296

G Wiltex Ltd.

P.O. Box AX 1936 Axim Road
Takoradi, Western Region, Ghana

+233 3120 23736

+233 3120 24858

www.wiltexghana.com

wiltexkdi@gmail.com

J.K. Newlove Aubin

+233 208 334 333

J.A. Fynn

+233 267 895 222

Alloysious Ackah

+233 503 538 545

Tema

G Africa P&I Ghana

Community 11, Station Area
PO Box CO 1023
Tema, Ghana



+233 303 307 761



+233 273 232 308



+233 303 307 761



ghana@africapandi.com



contact@africapandighana.com



In Case of Communication Difficulties,
Contact E.T.I.C. Marseille

Daniel Smith

+233 264 509701

G Wiltex Ltd.

1st Floor, Room 6
Greenwich Tower House
UBA Bank Building Harbour Area
Tema, Ghana

P.O. Box 623

Tema

Greater Accra Region, Ghana



+233 303 202183



+233 303 206540



www.wiltexghana.com



tema.wiltex@gmail.com

T.M. Appiah

+233 20 8115703

A.K. Assifuah

+233 20 8115745

Charles Asiedu

+233 24 4982 466

GIBRALTAR

Gibraltar

G Smith, Imossi & Co., Ltd.

PO Box 185
47 Irish Town
Gibraltar



+350 200 78353



+350 200 78644



+350 200 78646



+350 200 72514



www.smithimossi.com



lloydsagent@smith-imossi.gi

Paul Imossi

+350 200 42403



+350 538 35000

Gina Beltran

+350 200 46447



+350 562 77000




DUTY MOBILE LINE: +350 583 44000

Piraeus

G Shipowners Claims Bureau (Hellas) Inc.


51 Akti Miaouli – 4th Floor
Piraeus 185 36 Greece

 +30 210 429 4990/3 (4 LINES)

 +30 210 429 4187

 +30 210 429 4188

 claims@scb-hellas.com

 See details set out in the Board of Directors and Management section at the front of this book for after-hours information

Thessaloniki

G John Nicholas Gervassis


2 Aktaiou Street
54248 Thessaloniki, Greece

 +30 2314002208

 +30 2314002208

 jngervassis@gmail.com

John Gervassis

 gervassis@windtools.gr

 +30 6945 501882

Kostas Konstantinidis


 +30 6985 696210

G Dr. H.V. Kakamoukas & Associates Ltd.


22 M. Alexandrou Street
Pylea – 555 35 Thessaloniki, Greece

 +30 2310 543081

 +30 2310 530713

 thesmo@tee.gr

Harry Kakamoukas

 thesmo@tee.gr

 +30 6944 275821

 +30 2310 307417

Simos Hatzistavrou

 hadjisimos@gmail.gr

 +30 6937 131045

 +30 2392 066135

Vassilis Kakamoukas

 thesmo@tee.gr

 +30 6980 263213

 +30 2310 307417

Pointe-A-Pitre

G Petrelluzzi Survey

Maison Petrel Dorville
97122 Baie -Mahault

 +590 590 256 481

 +590 590 825928

 sgtm@wanadoo.fr

Karl Petrelluzzi

 +590 690 597 865

Luc Petrelluzzi

 lpetrelluzzi@wanadoo.fr

 +590 690 357023

Hagatna

L Camacho Calvo Law Group LLC

134 W. Soledad Ave. Ste. 401
Hagatna, Guam 96910



+1 671 472 6813
+1 671 477 4375
www.icclawgroup.com

Michael Gatewood

✉ mgatewood@icclawgroup.com
☎ +1 671 488 6285

Meredith M. Sayre

✉ msayre@icclawgroup.com
☎ +1 671 488 6071

GUATEMALA

Guatemala City

G Maritime Claims Americas Inc.

Calle 8-76 Zona 8 Mixco
Boulevard Principaal San Cristobal
Centro Empresarial San Cristobal
Nivel 1, Oficina 302, Guatemala City



+502 2443 1970
www.maritime-claims.com
✉ mariotager@mcaguate.com



In case of telecommunication difficulties,
please contact Carl Ayestas in the New
Orleans office.
cayestas@maritime-claims.com

Mario Tager

✉ mariotager@mcaguate.com
☎ +502 5753 8042

Michelle Tager

✉ michelle@mcaguate.com
☎ +502 4010 3158

Christian Tager

✉ ctager@mcaguate.com
☎ +502 4010 2084

Estuardo Tager

✉ etager@mcaguate.com
☎ +502 4010 1646

G Lord S.A

14 Avenida 6-22 zona 14,
Guatemala City, Guatemala



+502 2363 2600
+502 2367 3579
✉ lord@coinver.net
✉ lordclaims@coinver.net

Fernando Lorenzana

☎ +502 5202 1267

Sofia Lorenzana

☎ +502 5309 3303

Fabiola Monzon

☎ +502 4013 8657

G Corporacion Pimar

Diagonal 6, 12-42, zona 10 Torre II,
Oficina No. 401 Edificio Design Center
Guatemala City, Guatemala C.A. 01010



+502 2255 0503
+502 2255 0513
✉ general@corporacionpimar.com

Rosa Judith Gutierrez V.

✉ rjgutierrez@corporacionpimar.com
☎ +502 5528 2357

Jorge A. Rivas

✉ lic.jorgerivas@corporacionpimar.com
☎ +502 5783 6121

Jose R. Rivas

✉ joserivas@corporacionpimar.com
☎ +502 5918 2866



General Correspondent




Legal Correspondent

Conakry

G BUDD SA

BP 4259,
Conakry, Guinea


 +224 664 20 93 11

 www.budd-pni.com

 budd.guinee-conakry@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Fode Mario Camara

 fode-mario.camara@budd-pni.com

 +224 657 253737

 +224 628 25 58 34

Aboubacar Mansare

 +224 669 02 06 44

 +224 622 43 56 72


G Africa P&I Guinea

Almamy 7eme Avenue
Bis Rue Ka 028 Kaloum
Conakry, Guinea

 +224 30 47 73 30

 +224 30 47 73 30

 guinea@africapandi.com

 Send Copies Of All Emails To:
contact@eticmar.com. In Case Of
Communication Difficulties, Contact ETIC
SAS Marseille: Tel: +33 495 061 192

Boubacar Mane

 +224 6644 07765

Mamadou Aliou Diallo

 +224 628 97 14 02

GUINEA-BISSAU

Bissau

G Africa P&I

Rua 4, Porta 5, CP 516
Bissau Codex, Guinea Bissau

 +245 320 20 21 62

 +245 320 20 21 62

 guineabissau@africapandi.com

 In Case Of Communication Difficulties:
See ETIC Marseille

Cherif Mandian

 +245 95 530 49 17

Bissau (continued)

G BUDD c/o Africargo Bissau Lda.

Rua 4 No. 11 Apt. 735
1021 Bissau Codex, Guinea Bissau



+245 96 66900944



www.budd-pni.com



budd.guinea-bissau@budd-pni.com



general.marseille@budd-pni.com



Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Fode Mario Camara

fode-mario.camara@budd-pni.com



+224 657 25 3737



+224 628 25 58 34

Domingos Carvalho Alvarenga

alvarenga.domingos@budd-pni.com



alvarengadc@eguitel.com



+245 72 00 228



+245 66 02 049

GUYANA

Georgetown

G Guyana National Shipping Corporation Ltd.

5-9 Lombard Street, Georgetown,
Guyana



+592 22 68896



+592 22 53815



+592 22 50849



www.gnsc.com



gnsc@guyana.net.gy

Rajesh Parmanan

parmanan@gnsc.com



+592 611 2879

G Cariconsult Guyana Office

75 Sixth Street
Alberttown, Guyana



+592 231 8135



+246 231 2196



+592 226 3960



www.steers.com.bb





group@cconsult.com.bb



James Henderson



+592 626 6709

Port Au Prince

- G E&M International Consulting**
Edificio Tito Mella, Ave. Ramón E. Mella
No. 28 (Antigua Carretera Sánchez, Km.
13.5) Santo Domingo, Dominican Republic
-  +1 809 732 4161
 +1 809 227 1985
 info@emintco.com

Judy Espinal
 llespinal@emintco.com
 +1 829 961 2176

Vinicio Mella
 vmella@me.com
 +1 809 729 7000

Amaury Acosta
 aacosta@emintco.com
 +1 809 399 6692

- G Frederic Schad Inc.**
Carretera Sanchez, Km 11 Santo Domingo
P.O.Box 941, Santo Domingo
-  809 689 9377
 809 221 8000
 809 688 7696
 mail.expertise@schad.do
 http://www.schad.do


Nilda Burgos
 nburgos@schad.do
 809 223 4341



Bryan Langley
 blangley@schad.do
 +809 696 1433

Alexander N Schad
 aschad@schad.com
 +809 858 4042

HONDURAS

Puerto Cortes

- G Maritime Claims – Americas, Inc.**
Puerto Cortes Segunda
Avenida Este
6/7 Calles Bo. El Centro
P. O Box # 13
Puerto Cortes, Honduras, C.A
-  +504 9990 4540
 +504 9991 7581
 www.maritime-claims.com
-  +504 2665 0753
 +504 2665 0067
 mcahonduras@yahoo.com
 evagwork@gmail.com


Eva Guzman
 evagwork@gmail.com
 +504 9990 4540

San Pedro Sula (see Puerto Cortes, Honduras)

Tegucigalpa (see Puerto Cortes, Honduras)

HONG KONG (SPECIAL ADMINISTRATIVE REGION OF CHINA)

Hong Kong

- G Inchcape Shipping Services (HK) Ltd.**
Units 2118, 21st Floor
Chevalier Commercial Centre
8 Wang Hoi Road, Kowloon Bay
-  +852 2786 1155
 +852 2741 4422
 ssdhk@iss-shipping.com
- K.C. Cheung**
 +852 2746 7322
 +852 9306 2301
- Sunny Chan**
 +852 2884 1109
 +852 9192 6227

Hong Kong (continued)

L **Keesal, Young & Logan, LLP**

Suite 1603
299 Queen's Road Central
Hong Kong

+852 2854 1718
+852 2541 6189

www.kyl.com

Jon W. Zinke

jzinke@kyl.com.hk
+852 9435 2352

L **HFW**

15th Floor
Tower One Lippo Centre 89 Queensway
Admiralty Hong Kong SAR

+852 3983 7788
+852 3983 7766

Paul Hatzer

paul.hatzer@hfw.com
+852 9386 9747

George Lamplough

george.lamplough@hfw.com
+852 9194 6581

Patrick Yeung

patirck.yeung@hfw.com
+852 9193 3298

Henry Fung

henry.fung@hfw.com
+852 907 03383

ICELAND

Reykjavik

L **Valgard Briem & Gardar Briem Law Office**

17, Soleyjargata
101 Reykjavik, Iceland

+354 517 3200
+354 517 3201
logsol@logsol.is

Gardar Briem

gardarbriem@logsol.is
+354 893 0785
+354 561 1448

Olafur Jon Briem

olafurjb@samgongustofa.is
+354 660 0525
+354 480 6000

INDIA

Chennai (Madras)

G **James Mackintosh & Co. Pvt. Ltd.**

TCR Regency Building, Flat A,
Ground Floor
No. 10, Judge Jumbulingam Road
Mylapore, Chennai
600 004, India

+91 44 2847 3591
+91 44 2847 5871
+91 44 2847 3590

claims.chen@jamesmackintosh.com

D.K. Murali Rao




muralirao@jamesmackintosh.com
+91 98 4007 5293
+91 44 2229 3838

P.K. Menon

pkmenon@jamesmackintosh.com
+91 97 899 22038



G P&I Services Pvt Ltd

Flat No 2-B K.G Vallencia 2nd Floor
No 57, 1st Main Road Gandhi Nagar
Adyar, Chennai 600 020, India

 +91 44 24456115
 +91 44 24456116
 +91 44 24456113
 piserve@vsnl.com

 piserve@vsnl.net

Ms. Saloni Kastuar

 saloni@piserve.in
 +91 9176928206

L King & Partridge

Catholic Centre – 2nd Floor
No. 108 Armenian Street
Chennai 600 001, India

 +91 44 2538 9691
 +91 44 2538 9721
 +91 41 2538 2101
 +91 41 2536 7436
 www.kingandpartridge.org
 kp@eth.net

P. Ranganatha Reddy

 +91 98 4042 3575

R. Prem Kumar

 +91 98 4017 0362

Jose John

 +91 98 4008 3387


C. Mohan

 +91 98 4002 9865



Cochin

G James Mackintosh & Co. Pvt. Ltd.

Darragh Smail Centre, 2nd Floor
5th Cross Road
Willingdon Island
Cochin 682 003 India

 +91 484 266 7813
 +91 484 266 7814
 www.jamesmackintosh.com
 cochin@jamesmackintosh.com





R. Johanan Sudhir

 jsudhir@jamesmackintosh.com
 +91 956 7761009

Goa

G Chowgule Brothers Pvt. Ltd



Chowgule House, Mormugao
Harbour, Goa – 403 803, India

 +91 832 252 5110
 +91 832 252 1028
 +91 832 252 1011
 pni.cb@chowgule.co.in

Aditya Chowgule

 +91 9890752580





Sandip Shetye



 sshetye.cb@chowgule.co.in
 +91 9422445801

Kolkatta


G James Mackintosh & Co. Pvt. Ltd.

Om Tower, Suite 508, 5th Floor
32, Chowringhee Road
Kolkatta 700 071, India

 +91 33 2217 0115
 +91 33 2217 1686
 +91 33 2217 1687
 +91 33 2217 0116





 www.jamesmackintosh.com
 claims.cal@jamesmackintosh.com

A. Karthitkeyan



 +91 9830020527

G P&I Services Pvt Ltd



Subol Dutt Building, 4th Floor
13 Brabourne Road
Kolkata 700 001, India

 +91 33 22427595
 +91 33 22429255
 +91 33 22421012
 piserve@calz.vsnl.net.in

Pitam Basu


 pitam@piserve.in
 +91 98 36 996680

Arka Dasgupta



 arka@piserve.in
 +91 987 4346677

L Sandersons & Morgans



Royal Insurance Buildings
5, Netaji Subhas Road
Calcutta 700 001, India

 +91 33 2248 2644
 +91 33 2248 2648
 sanderson@vsnl.com

C.R. Addy

 craddy2007@yahoo.com
 +91 33 2479 8208

P.K. Dutt

 +91 33 2241 6540
 +91 33 2241 6705



P. Ghosh



 +91 33 2468 7135

Mangalore

G James Mackintosh & Co. Pvt. Ltd.

S-9, Pam Arcade,
Kottara, Ashoknagar,
Mangalore 575 006, India

 +91 824 245 1312
 +91 824 245 1311

 www.jamesmackintosh.com
 mgl@jamesmackintosh.com

Nityanand Pai

 npai@jamesmackintosh.com
 +91 97 417 01425

G James Mackintosh & Co. Pvt. Ltd.

15A, Lotus Corporate Park,
Western Express Highway,
Goregaon (E), Mumbai, 400 063, India

 +91 22 6638 3535

 +91 22 6638 3402

 www.jamesmackintosh.com

 p&i@jamesmackintosh.com

Farokh Commissariat

 +91 22 6638 3413


 +91 98 200 44781

 +91 22 2352 4883


 fcommissariat@jamesmackintosh.com

George Jacob

 +91 22 6638 3414

 +91 98 200 76119

 +91 250 238 1382

 gjacob@jamesmackintosh.com

Sunil D'Souza

 +91 22 6638 3421

 +91 98 204 51713

 +91 250 238 2941

 sdsouza@jamesmackintosh.com

Joe Varghese

 +91 22 6638 3468

 +91 91 672 32373


G P&I Services Pvt Limited

B302, Pramukh Plaza,
Cardinal Gracias Road
Chakala Andheri (East)
Mumbai 400 099, India

 +91 22 676 18943

 +91 22 676 18952

 +91 22 676 18999

 piserve@bom5.vsnl.net.in

 admin@piserve.in

Mr. S. K. Mankad


 suresh@piserve.in

 +91 982 008 2027

 +91 22 2610 5983

Capt. V.K. Malik

 vkmalik@piserve.in

 +91 987 0033947

 +91 22 283 89119

Mr. K.S. Mankad

 kaustubh@piserve.in

 +91 9820284190

 + 91 22 67618955

Ms. N. D. Wadia

 nilufer@piserve.in

 +91 9819519239


 +91 22 67618945

New Delhi

G James Mackintosh & Co. Pvt. Ltd.

GF-1 & 2, Ram Pratap House
4 - Local Shopping Centre Site 42 Kalkaji
New Delhi 110 019, India

 +91 11 4162 9441

 +91 11 2622 6735

 +91 11 2622 5096

 www.jamesmackintosh.com

V. Ramanarayanan




 raman.del@jamesmackintosh.com

 +91 11 2648 6745




Jakarta

G SPICA Services

Wisma PMI, 6th Floor
Jl. Wijaya 1 No. 63, Kebayoran Baru
Jakarta 12170
Indonesia

 +62 21 2751 3535
 +62 21-2751 5873
 indonesia@spicaina.co.id



Capt Mohammed Bin Abdullah

 ma@spicaina.co.id
 +62 815 1877844
 +62 815 8608640



Frans Werner Limahelu

 fwl@spicaina.co.id
 +62 812 9296363

Dony Umbara



 dnu@spicaina.co.id
 +62 812 6315621

Bagus Parmanto



 bgs@spicaina.co.id
 +62 821 13703706

G P.T. Polynesia Bhakti



Jl. Menteng Atas Selatan II No. 3
Jakarta 12960, Indonesia

 +62 21 837 90454
 +62 21 837 09741
 +62 21 837 80116
 polyba@rad.net.id
 slamet.g@dnet.net.id

Slamet Gijarto

 +62 81 811 2350
 +62 21 829 8409

Soedarjanto

 +62 81 187 3261
 +62 21 820 3339

Padmo Sardjono

 +62 81 118 3458

Rini Indriani



 +62 81 815 1200

G PT Andhika GAC



Ged. Wisma Staco 2nd Floor Suite 201
Jl. Casablanca, Kav. 18
Jakarta 12870
Indonesia

 +62 21 831 1000
 +62 21 831 1001
 www.gac.com
 pandi.indonesia@gac.com

Francois Traversa

 francois.traversa@gac.com
 +62 811 1664 230

Utami Hanap




 utami.hanapi@gac.com
 +62 811 97 000 85

Saut P. Nainggolan

 saut.nainggolan@gac.com
 +62811 9700075

IRAN**Bandar Abbas****G Calm Sea Culture Marine Services Ltd. (C.S.C)**

Flat No. 11, 5th floor, Next to Binesh 2 alley
Seyed Jamaledin Asadabadi Street
Bandar Abbas, Iran
Postal code : 7914743937

 +98 761 2223763
 +98 21 2241 1965
 info@calmseaculture.com

Meraj Zangeneh


 +98 912 0205789

Mohammad Jaganbakhsh

 +98 917 4984088

G Sea Pars Shipping Services LTD

NO. 15, 3 Floor, Across Sabalan Street,
Goharan Street,
Taghvaie Street, Pasadaran Blvd.
Bandar Abbas - Iran
Postal Code: 7917894445


 +98 76 33 55 43 14
 www.seapars.com
 info@seapars.ir

Ali Khamisi

 +98 912 558 0710

Mr. S. Rounaghi

 +98 912 326 8921




 Please Direct all messages to Tehran (Head Office) EXCEPT EMERGENCY

Bandar Bushire

G Calm Sea Culture Marine Services Ltd. (C.S.C)

Saheli Ave. Mehraban Building
Bandar Bushire, Iran

P.O. BOX 55/1188
Postal : 75137

 +98 77 33342211 12
 +98 21 2241 1965
 info@calmseaculture.com

Farhang Ghasemi






 +98 912 114 2066

Afshin Mehraban

 +98 917 7755463

G Sea Pars Shipping Services LTD

NO. 149 Saheli Ave., Mehraban Building
P.O. BOX 1188
Bandar Bushehr - Iran
Postal Code : 7513789331

 +98 77 33 32 4338
 +98 77 33 32 3439
 +98 77 33 34 2211
 +98 77 33 32 2184
 info@seapars.com

Mohammad Reza Barzegari

 +98 912 815 3446



S. Rounaghi



 +98 912 326 8921

Bandar Mahshahr

G Calm Sea Culture Marine Services Ltd. (C.S.C)

Flat No. 9, Noor Building, Chamran Alley
Chamran 3 street, Sar Bandar- Iran
Postal code: 6356144731

 +98 615 2244019
 +98 615 2244021





 +98 21 2241 1965
 info@calmseaculture.com

Mr. Mahtabi

 +98 916 151 5793

G Sea Pars Shipping Services LTD

Faz 4, , NO. 21, East Corner Of Boustan
Sea Pars Building
Mahshhar Iran
Postal Code: 6351836618

 +98 615232 5656
 +98 615232 7474
 +98 615232 6969
 info@seapars.com

Mr, Barzegari

 +98 912 815 3446


Mr. Reza




 +98 917 372 5798

Mr. Rounagh

 +98 912 326 8921




G Calm Sea Culture Marine Services Ltd. (C.S.C)
Taleghani Street, Ebrahimi Building
Kharg Island, Iran

 Please direct all inquiries to our TEHRAN head office.

 +98 77 33822935
 +98 21 2241 1965
 info@calmseaculture.com

Mr. Ebrahimi
 +98 917 8205727




G Sea Pars Shipping Services LTD
Taleghani Ave., Ebrahimi Building,
Kharg Island, Iran

 +98 77338 22 935
 +98 77338 22 698
 info@seapars.ir

S. Rounaghi
 +98 912 326 8921

Tehran


G Calm Sea Culture Marine Services Ltd. (C.S.C)
Unit No. 9 , 5th Floor, Building No. 35,
Behzadi Blv., Asef Ave.,
Zaferanieh, Tehran- Iran
Post code: 1987744513

 +98 21 2241 1970
 +98 21 2241 1965
 info@calmseaculture.com

Mashaallah Ghasemi
 +98 912 126 6894

Farhang Ghasemi
 +98 912 114 2066




Farhood Ghasemi
 +98 912 120 1615




Ms. Solmaz Sadrzadeh
 +98 912 1326542

G Sea Pars Shipping Services LTD
No. 22, 35th Street Alvand Avenue,
Argentine Square 1516695514 Tehran Iran

 +98 21 8877 1342
 +98 21 8877 1343
 +98 21 8877 1938
 www.seapars.com
 info@seapars.com

Reza Barzegari
 info@seaparsgroup.com
 +98 912 815 3446
 +98 21 77 08 2584



M. Rounaghi
 rounaghi@seapars.com
 +98 912 126 7155
 +98 21 88 78 5798

Saman Rounaghi
 s.rounaghi@seapars.com
 +98 912 326 8921
 +98 21 88 79 0466

Baghdad

G Sadiq Jaafar and Associates

Al Mansour, Amirat Street
Dist. 601, Rd. 12, Bldg. 57
P.O. Box Al Yarmouk 15032
Baghdad, Iraq

 +964 781 914 1633
 +962 79 6655175
 +964 1 541 3101
 sadiqaljashamy@yahoo.com
 kms_1944@yahoo.com

Sadiq Jaafar

 +962 7966 55175



Balsam Al Jashamy

 +964 780 7426639



Basrah

G Mutual Marine Services al Mushtaraka Ltd




Al Maaqal, opposite Basrah Train Station,
House No. 63,
Basrah, Iraq

 +964 7400700775
 claims.iraq@mushtaraka.com

Capt. Alaa Mansoor

 alaa.mansour@mushtaraka-iraq.com
 +964 7718 438 410



Mark Galloway

 mark.galloway@mushtaraka.com
 +971 4 421 4964
 +971 56 392 6444

Capt. Larry C Heron



 larry.heron@mushtaraka.com
 +966 504 667 728




George Zabrowski

 george.zabrowski@mushtaraka.com
 +971 529 781 279

G Jabbar Q. Hassan

46, Kora Cornesh Street
PO Box 787
Basrah, Iraq

 +964 40 614843
 +964 40 613682

 hassan_basrah@yahoo.com
 +964 780 1000 0916
 +964 770 312 7770

Moayed J.Q. Hassan

 +964 40 611598




G Sadiq Jaafar and Associates

See Baghdad, Iraq for details.




Dublin

G P&I Shipping Services Ltd.




P.O Box 27, Chill Dara Industrial
Estate, Newbridge, Co.
Kildare, Ireland

 +353 45 433750
 +353 1 8132607
 pandi@sealaw.ie

Mary O'Reilly

 maryoreilly@sealaw.ie
 +353 86 1763281
 +353 45 433750

Sean O'Reilly



 sor@sealaw.ie
 +353 87 2043411
 +353 1 8402828



ISRAEL

Ashdod



**G M. Dizengoff & Co.,
P & I Representatives Ltd.**

PO Box 4092, Port Area
Ashdod 77190, Israel

 +972 8 856 5779
 +972 8 856 4931





 www.dizrep.com
 ash@dizrep.co.il

Ronen Benjamin


 +972 52 7283848
 Ronen@dizrep.co.il

Eilat (see Haifa)
Haifa**G M. Dizengoff & Co.
P & I Representatives Ltd.**




City Windows , Oren Bld.,
2 Palyam St., Haifa 33095, Israel

 +972 4 867 3715
 +972 4 867 8796
 www.dizrep.com
 mail@dizrep.co.il



Eenbar Bluestein

 shimon@dizrep.co.il
 +972 52 6734662

Nir Nissenzvieg

 Nir@dizrep.co.il
 +972 54 4765398
 +972 77 5499249

Itai Ziv



 Itai@dizrep.co.il
 +972 52 4887881




ITALY

Ancona


G Hugo Trumpy

Via Cialdini 57
60121 Ancona

 +39 71 227 0550
 +39 71 227 0580

 +39 71 227 0429
 ancona@hugotrumpy.it
 Head office in Genoa +39 010 2494 264

Roberto Sannino

 +39 335 7407557



Ancona (continued)

G **Mauro Consultants LTD**

Studio Legale Curzi
Via Menicucci 1 – 60121 Ancona, Italy

 +39 071 20 54 30
 +39 0544 59 74 39
 www.mauc.it
 info@mauc.it
 +39 0544 32 439

Maurizio Mauro

 mm@mauc.it
 +39 348 560 0688

Corrado Curzi

 +39 335 71 102 12

Antonio Di Matteo

 +39 338 79 278 14

Augusta

G **Mauro Consultants LTD**

c/o Studio Legale PM Partners
Via P. Umberto, 104
96011 Augusta (SR)

 +39 0931 522 811
 +39 0544 59 74 39
 www.mauc.it
 info@mauc.it

Maurizio Mauro

 +39 348 56 006 88

Roberto Pasqua

 +39 338 273 9463

Diego Maiolino

 +39 339 425 3813



Bari

G **Vegliaia International srl**


Via Libertà, 11
76121 – Barletta – Italy

 +39 335 6078248
 +39 3473767049
 www.vegliaia.com
 info@vegliaia.com



Damiano Vaudo

 +39 335 625 7163
 +39 058 680 5010

Marco Paggini

 +39 335 607 8248
 +39 058 657 9162

Alessandro Personi

 +39 346 607 0835
 +39 058 695 0463

G **Mauro Consultants LTD**

c/o Studio Legale Guarini
Via Celentano 27- 70121 Bari, Italy

 +39 080 52 471 65
 +39 0544 59 74 39
 www.mauc.it

 info@mauc.it

 +39 0544 32 439

Maurizio Mauro

 +39 348 56 006 88

Loredana I. Mauro

 +39 338 29 99 835

G **Nicola Girone S.R.L.**


Via Massaua, 1/E
Bari, Italy 70132

 +39 080 5341736
 +39 080 5340399
 +39 080 5341786
 +39 080 5340119
 www.nicolagirone.com
 gironeba@tin.it

Mr. Mimmo Masella

 +39 335 5324141

Capt. F.P. Bavaro

 +39 333 2559509
 +39 080 631384

Il Capitano Cargo Control S.R.L.

72100 Brindisi – Italy Via Giordano
Bruno 31

+39 0831 526696
 +39 0831030016
 www.ilcapitanocc.it
 info@ilcapitanocc.it

Note: copy all emails to
luca.scagliarini@ilcapitanocc.it

Caterina Casoar

caterina.casoar@ilcapitanocc.it
 +39 336 825000
 +39 338 7400050

Luca Scagliarini

luca.scagliarini@ilcapitanocc.it
 +39 334 741 8117
 +39 0831 52 6696

Stefano Casoar

s.casoar@libero.it
 +39 328 9703831

Francesco Casoar

nfo@ilcapitanocc.it
 +39 3882561469

Veglia International srl

Via Libertà, 11
76121 – Barletta – Italy

+39 346 6070835
 +39 3473767049
 info@vegliaia.com

Marco Paggini

+39 335 6078248
 +39 0586 579162

Alessandro Personi

+39 346 607 0835

Cagliari

Sarpandi S.R.L.

Via Canelles 30
09124 Cagliari, Sardinia, Italy

+39 070 666022
 +39 70 666728
 sarpandi@tin.it

M. Grazia Asquer

+39 337 604434

Alessandro Marcialis

+39 333 2697053

Veglia International srl

Viale Playa, 7
09125 Cagliari, Italy

+39 070 667 620
 +39 347 376 7049
 www.vegliaia.com
 info@vegliaia.com

L. Marcialis

+39 348 582 7517

Alessandro Personi

+39 346 607 0835

M. Paggini

+39 335 607 8248

Catania (see Messina, Italy)

Civitavecchia - Rome

G **Vegliaia International srl**



Banchina 25
Terminal Crociere
Porto Commerciale di Civitavecchia
00053 Civitavecchia (RM), Italy

 +39 0766 370 606
 +39 347 376 7049
 www.vegliaia.com
 info@vegliaia.com



Simone Dileva

 +39 345 393 9559



Damiano Vaudo

 +39 335 625 7163
 +39 058 680 5010

Marco Paggini

 +39 335 607 8248
 +39 058 657 9162

Alessandro Personi

 +39 346 607 0835
 +39 058 695 0463


Gaeta

G **Vegliaia International srl**

Piazza Enrico Tonti, 4/5
04024 Gaeta, Italy

 +39 077 131 1020
 +39 347 376 7049
 +39 077 131 1156
 info@vegliaia.com

Antonello Buono

 +39 348 872 1508

Damiano Vaudo

 +39 335 625 7163

Genoa

G **Ferpandi S.R.L.**


Via San Bartolomeo
Degli Armeni 5
16122 Genoa, Italy

 +39 010 8333301
 +39 335 7942297
 +39 010 8317006
 www.ferpandi.com
 ferpandi@ferpandi.com


Antonio Talarico

 talarico@ferpandi.com
 +39 335 6409443



Fabrizio Pescaglia

 pescaglia@ferpandi.com
 +39 335 1258507

Stefano Galleano

 galleano@ferpandi.com
 +39 335 6409444

Massimiliano Villa

 villa@ferpandi.com
 +39 347 3497211

G Hugo Trumpy S.R.L.

10, Via San Siro
16124 Genoa, Italy

PO Box 81467, Ge14
16124 Genoa, Italy

 +39 010 2494264

 +39 010 2494265

 +39 010 2494282

 www.hugotrumpy.it

 htpandi@hugotrumpy.it

G. Reggio

 gr.pandi@hugotrumpy.it

 +39 335 8318035

 +39 010 3200779

R. Sannino

 rs.pandi@hugotrumpy.it

 +39 335 7407557


Gioia Tauro (see Messina, Italy)**La Spezia****G Ferpandi S.R.L**

Centro Direzionale Portuale
Viale San Bartolomeo, 20
19126 La Spezia, Italy

 +39 0187 280311

 +39 335 794 2297

 +39 0187 569095

 laspezia@ferpandi.com

Enrico Mazaroli

 +39 335 6904860

Massimiliano Villa

 +39 347 3497211

Fabrizio Pescaglia

 pescaglia@ferpandi.com

 +39 335 1258507

Massimiliano Bet

 bet@ferpandi.com

 +39 331 6862152

G Hugo Trumpy S.R.L.

Viale San Bartolomeo 20
19126 La Spezia, Italy

 +39 0187 5511

 +39 0187 551301

 htpandi@hugotrumpy.it

 Head office in Genoa + 39 010 2494 264

Umberto Battolla

 +39 0187 770428

 +39 348 8805725

 u.battolla@lardon.com

Mr. G. Reggio



 +39 010 2494 311

 +39 335 831803 5



Leghorn

G Hugo Trumpy S.R.L.

Viale Italia 183
57127 Livorno (Leghorn), Italy
P.O.Box 581
57100 Leghorn

 +39 58 681 4758
 +39 58 681 4758
 +39 010 249 4282
 htpandi@hugotrumpy.it



Claudio Perone

 cp.livorno@hugotrumpy.it
 +39 335 219 664

Tommaso Perone

 tp.livorno@hugotrumpy.it
 +39 335 219 602

Giusto D'Ulivo

 gd.livorno@hugotrumpy.it
 +39 335 219 574

G Mauro Consultants Ltd

Studio Legale Lobaccaro
Via Marradi 14 – 57126 Livorno, Italy

 +39 0586 80 18 11
 +39 0544 42 22 88
 +39 0544 59 74 39
 www.mauc.it
 info@mauc.it

Maurizio Mauro

 +39 348 560 0688

Loredana I. Mauro

 +39 338 29 99 835

Giovanna Lobaccaro



 +39 335 68 290 51

G Vegliaia International srl


Scali D'Azeglio 52
57123 Livorno (Leghorn), Italy

 +39 058 624 0228
 www.vegliaia.com
 info@vegliaia.com



Marco Paggini

 +39 335 607 8248
 +39 058 657 9162

Damiano Vaudo

 +39 335 625 7163
 +39 058 680 5010

Alessandro Personi

 +39 346 607 0835
 +39 058 695 0463

G S.W. Garbutt & Son Sas


Corso Garibaldi 267/a
98122 Messina, Italy

 +39 090 46977

 +39 347 3304042


 +39 090 51012

 www.carboymessina.com

 garbutt@carboymessina.com

Stephen Garbutt

 +39 347 6854837

 +39 090 393034

Capt. Blandina

 +39 348 6500891

 +39 090 59322

Naples

G Ferpandi S.R.L.

Piazza Municipio 84
80133 Naples, Italy

 +39 081 551 4853

 +39 335 7942297


 +39 081 551 1617

 napoli@ferpandi.com

Enrico Iacono

 +39 3358763399

Mariano Maresca

 +39-3316408497

G Hugo Trumpy

Palazzina Stazione Marittima
80133 Naples, Italy

 +39 081 551 2211

 +39 081 551 2947

 napoli@hugotrumpy.it

Lars Klingenberg

 +39 348 380 6848

 +39 081 668 423

R. Marcucci

 +39 348 373 8714

Sarah Oliver

 +39 348 3738710

Oristano (see Vegliaia International srl Cagliari, Italy)

Palermo


G S.W. Garbutt & Son Sas


Corso Garibaldi 267/a 98122
Messina, Italy

 +39 347 3304042

 +39 090 46977


 +39 090 51012

 www.carboymessina.com

 garbutt@carboymessina.com

Stephen Garbutt

 +39 347 6854837

 +39 090 393034

Capt. Blandina


 +39 348 6500891

 +39 090 59322

G Tagliavia & Co. S.R.L.

Via Emerico Amari 8
90139 Palermo, Italy

 +39 091 587377

 +39 091 322435

 www.tagliaviapandi.it

 info@tagliaviapandi.it

 Covering All Sicilian And Calabrian Ports

Antonio Sorrentino


 technical@tagliaviapandi.it

 +39 348 6017627

Gaetano Tagliavia

 gaetano.tagliavia@tagliaviapandi.it

 +39 348 6017625

 +39 091 451772

Ravenna

G Kane Radonicich Holme S.R.L.

Via Magazzini Anteriori 27
48122 Ravenna, Italy

 +39 0544 422146

 +39 0544 423930

 general@krh-ravenna.it

Antonella Gallotti

 gallotti@krh-ravenna.it

 +39 333 958 4043

G Mauro Consultants LTD

Via Trieste 90/A
48122 Ravenna, Italy

 +39 0544 42 22 88

 +39 0544 59 92 23

 +39 0544 59 74 39

 www.mauc.it

 info@mauc.it

Maurizio Mauro

 mm@mauc.it

 +39 348 560 0688

Loredana Innocenti Mauro

 vli@mauc.it

 +39 338 299 9835

Mariarita Calderoni

 +39 348 87 087 05

G Mauro Consultants LTD
 c/o Studio Legale Sica P.za Caduti di
 Guerra, 1 84122 Salerno Italy
 +39 089 24 15 38
 +39 0544 59 74 39
 www.mauc.it
 info@mauc.it

Maurizio Mauro
 +39 348 56 006 88


Sardinia (see Cagliari, Italy)

Savona

G Hugo Trumpy S.R.L.
 Via Agostino Chiodo 1
 17100 Savona SV, Italy
 +39 019 821129
 +39 019 821747
 +39 019 811117

 htpandi@hugotrumpy.it

Claudio Leoncini
 +39 335 395427

Giampaolo Reggio
 +39 335 8318035


Roberto Tarò
 +39 348 2634535

Sicily (see Palermo, Italy)

Taranto

G Mauro Consultants LTD
 c/o GM Shipping
 Via R. Elena, 24
 74123 - Taranto - Italy
 +39 0544 42 22 88
 +39 0544 59 74 39
 www.mauc.it
 info@mauc.it

Maurizio Mauro
 mm@mauc.it
 +39 348 56 00 688

Loredana I. Mauro
 +39 338 29 99 835

Capt. Luigi Guida
 +39 393 91 828 98

G Hugo Trumpy
 4 Via Roma
 74100 Taranto, Italy
 +39 099 4526886
 +39 099 4540317
 taranto@hugotrumpy.it
 htpandi@hugotrumpy.it

Gianluca Latte
 +39 346 419 3600

Giampaolo Reggio
 gr.pandi@hugotrumpy.it
 +38 335 8318035
 +39 010 2494 264

Trieste

G **Samer & Co. Shipping S.p.A.**

Piazza dell'unita'd'Italia 7
34121 Trieste, Italy

 +39 040 67027230

 +39 040 67027300

 daiana.gozzi@samer.com

Daiana Gozzi

 daiana.gozzi@samer.com

 +39 335 243341

Matteo Slocovich

 matteo.slocovich@samer.com

 +39 366 614 2385

Lilli Samer

 lilli.samer@samer.com

 +39 335 716 2490


Venice

G **Radonicich Insurance Services S.R.L.**

Via F. Orsini 6/A
30175 Venice-Marghera, Italy

 +39 041 5382103

 +39 041 9340690

 www.radinsur.com

 radinsur@portofvenice.net

Alain Wittwer

 +39 342 7496657

Alessandro Conz

 +39 349 6649660

IVORY COAST

Abidjan

G **Ivory P&I**

Rue du Commerce
Immeuble ixora – Plateau
4ème étage porte 402
01 B.P. 8269 Abidjan 01
Ivory Coast

 +225 20 320315

 +225 20 221044

 +225 59 963097 (EMERGENCY PHONE)

 +225 20 320316

 www.ivorypandi.com

 all@ivorypandi.com

Dieu-Sais Grokrou

 ds.grokrou@ivorypandi.com

 +225 07 010023

Stephanie N'zue

 s.nzue@ivorypandi.com


 +225 08 42 98 97

Jean-François Rebora

 jf.rebora@ivorypandi.com

 +225 49 568385


Jean-Claude Impoutou



 jc.impoutou@ivorypandi.com

 +225 07 58 8189

G AFRICA P&I Côte d'Ivoire
 Zone 2 - Treichville
 05 BP 3282 Abidjan 05, Côte d'Ivoire

 +225 21 24 33 04
 ivory@africapandi.com
 africapandi.ci@gmail.com

Mr. Fofana
 +225 09 11 84 15

Mr. Syndou
 +225 47 80 61 75
 +225 02 84 36 19


G TCI (Africa) C.I.
 18 B.P. 1373
 Abidjan 18, Ivory Coast

 +225 21 242964
 +225 21 240566
 +225 21 242963
 tci-abidjan@tci-africa.com

 In Case Of Communication Difficulties,
 +33 625 730 808 available 24/7 Eltvedt
 & O'Sullivan Marseille

Capt. Dosso Toulega
 tdosso@tci-africa.com
 +225 07 051527
 +225 22 420059

Dr. Romain Soglo
 +33 613 380 965



Robert Kohou Bi
 +225 07 07 56 03



JAMAICA



Kingston

G Shipowners P&I Services Limited
 The Masterton Building
 21-25 Hanover Street
 Kingston, Jamaica

 +1 876 967 5051
 +1 876 922 0889
 www.maritconsultja.com
 maritconsult@cwjamaica.com
 admin@shipownerspandiservicesjm.com

Errol Williams
 errol.williams@shipownerspandiservicesjm.com
 +1 876 868 3357

Alexia Marquis
 alexia.marquis@shipownerspandiservicesjm.com
 +1 876 329 9225

Capt. Andre Smith
 +1 876 817 3536
 +1 876 925 3716

Imabari

G **ISS P&I Japan**

LAND HILLS 1F, 1-2-35,
Nakahiyoshi-cho, Imabari-shi,
Ehime 794-0055, Japan

 +81 898 34 3585

 +81 898 32 3587

 Imabari.pandi@iss-shipping.com

T. Higuchi

 + 81 90 8576 1654

 Tsuneari.Higuchi@ISS-Shipping.com

K. Kai

 Kyohei.Kai@ISS-Shipping.com

 +81 70 2327 4194

Kobe (see Imabari, Japan)

Tokyo

G **ISS P&I Japan**


Hamamatsucho Bldg. 3F
1-1-1, Shibaura, Minato-ku, Tokyo
Minato-Ku, Tokyo, Japan 105-0023

 +81 3 5442 5001

 +81 3 5442 5002


 Tokyo.pandi@iss-shipping.com

T. Kuroda

 Toshihide.Kuroda@ISS-Shipping.com

 +81 80 4368 2672

Mr. S. Soutome

 Shinya.Soutome@iss-shipping.com

 +81 90 9140 2682

Mr. T. Shiraki

 Tsuyoshi.Shiraki@iss-shipping.com

 +81 90 7555 0457

S. Shinagawa

 Susumu.Shinagawa@iss-shipping.com





 +81 90 8382 5781

Yokohama (see Tokyo, Japan)


Amman

G Amin Kawar & Sons Co. W.L.L.




Shmeisani
24 Sharif Abdel Hameed Sharaf St.
PO Box 222
Amman, 1118 Jordan

 +962 6 5609500
 +962 6 5672170
 www.kawarshipping.com
 claimsp&i@kawar.com



Ninette Issid

 ninette.issid@kawar.com
 +962 79 8 224414
 +962 6 5816615

Nadia Shahin

 nadia.shahin@kawar.com
 +962 79 525 5222
 +962 6 5927705





Ahmad Mustafa

 Ahmad.Mustafa@kawar.com
 +962 79 6746535

G Jordan P&I Consultants Corporation

2nd Floor, Hesham Center
Prince Shaker Bin Zaid Street,


P.O.Box: 940163 Amman 11194 Jordan
Shmesani District

 +962 6 5606909
 +962 6 5676920
 www.jordanpandi.com
 info@jordanpandi.com

Mr. Wael G.Baconi

 wbaconi@jordanpandi.com
 +962 79 5588165

Mr. Mike Masannat


 mmasannat@jordanpandi.com
 +962 79 5935875

Ms. Lama Nasser

 Lnasser@jordanpandi.com
 +962 79 8904460

L Habayeb Advocates and Legal Consultants

PO Box 3424
Amman, 11181, Jordan

 +962 6 464 3367
 +315 506 6730
 +962 6 464 7335
 law@juris.com.jo

Waleed Bishouty

 +962 79 666 8983

Adib Habayeb

 +962 6 592 3109

Aqaba

G **Jordan P&I Consultants Corp.**
 Abu Zahra Trading Center - 1st Floor
 Al Manara Street – 4th commercial area
 Aqaba 77110, Jordan
 PO Box 998
 Aqaba 77110 Jordan
 +962 3 2012997
 +962 79 553 8455
 www.jordanpandi.com

+962 3 2013331
 info@jordanpandi.com

Joseph Gharios

jgharios@jordanpandi.com
 +962 79 5538455
 +962 77 7997999
 +962 3 2012999

G **Amin Kawar & Sons Co. W.L.L.**
 Hammamat Tunis Street
 PO Box 22 Postal code 77110
 Aqaba, Jordan
 +962 3 2014217
 +962 3 2014219
 +962 3 2013618
 www.kawarshipping.com
 management.aqaba@kawar.com
 All Correspondence To Amman Office

Munir W. Muammar

munir.muammar@kawar.com
 +962 79 8224451
 +962 3 201 8979

KENYA

Mombasa

G **Inchcape Shipping Services Kenya Ltd.**
 Inchcape House Archbishop Makarios
 Cls, Off Moi Avenue P O Box 90194
 Mombasa Kenya
 +254 41 2314245
 +254 41 2227754
 +254 41 2223714
 www.iss-shipping.com
 pandimombasa@iss-shipping.com

Mark Mboloi

mark.mboloi@iss-shipping.com
 +254 724 839556

Sanjeev Sukumaran

sanjeev.sukumaran@iss-shipping.com
 +254 790 488 088

Busan

G Hyopsung Shipping Corporation

7th Fl, Yuchang B/D,
72, Jungang-daero, Jung-gu,
Busan, South Korea

 +82 51 4636551/5 (5 LINES)

 +82 51 4623492

 busanhs@hyopsung.co.kr

J.D. Jang

 +82 10 3562 5042

S.K. Choi

 +82 10 8904 8304

M.S. Choi

 +82 10 9420 2924

G KOMOS

Suite 302, Haeduck Bldg., 261,
Daeyoung-ro, Dong-gu,
Busan, Republic of Korea

 +82 51 466 2581

 +82 51 464 4991

 busan@komos.co.kr

Capt. J.S. Kim

 +82 10 2557 3581

G SPARK International

1109 Korea Express Building
176 Jungang-Daero Dong-Gu
Pusan 48822, Korea

 +82 51 464 5924

 +82 51 464 8715

 spark@sparkinternational.com

Leo S.I. Min

 +82 51 464 5924

Jerry J. Lee

 +82 10 6577 2473

Mac M.K. Park

 +82 10 4457 1575





Alex S.K. Lee

 +82 10 3564 6804

Seoul (continued)

G KOMOS

Suite 407, Somerset Palace Suite, 7,
Yulgok-ro 2-gil, Jongno-gu,
Seoul, South Korea

 +82 2 7749296
 +82 2 7749298
 +82 2 7526096
 survey@komos.co.kr

Dr. Dong Hyun Kim





 +82 10 4021 1796

Capt. B. K. Kim


 +82 10 3553 0121

G Hyopsung Shipping Corporation

Rm 903, 9th Floor, Baeknam Bldg.,
16, Eulji-ro, Jung-gu,
Seoul, South Korea

 +82 2 752 2963
 +82 2 771 7150
 www.hyopsung.co.kr
 seoulhs@hyopsung.co.kr

K. B. Song

 +82 31 603 7442
 +82 10 8786 6248

J.H. Han




 +82 10 5797 8086

H.S. Ku

 +82 10 8732 2439

G SPARK International

702 Officia 92
Saemunan-Ro, Jongno-Gu
Seoul 03186, Korea

 +82 2 3276 2622
 +82 2 3276 2604
 spark@sparkinternational.com

Sam S.H. Park

 +82 10 8986 2622

Richard G.S. Gim

 +82 10 6267 4406

Jackie J.K. Lee

 +82 10 5387 2621




Paul Y.S. Jeong

 +82 10 8873 4178

Ulsan

G KOMOS

Suite 1506, Namwoon Plaza Bldg.,
17, Bukbusunwandoro, Nam-gu,
Ulsan, Republic of Korea




 +82 52 265 2231
 +82-52 265 2230
 ulsan@komos.co.kr

A.N. Park

 +82 10 6203 9569

G SPARK International

303 Poscovill,
22-1 Jeongmongju-Ro 861 Beon-Gil
Nam-Gu Pohang,
Kyeongbuk 37899, Korea

 +82 54 276 2646
 +82 54 276 2647
 spark@sparkinternational.com

Capt. Jeffrey G.S. Eom

 +82 10 2003 4757

Hans H.M. Je

 +82 10 8010 3920



KUWAIT**Safat****G Gulf Agency Company (Kuwait) Ltd.**

Faisal Centre, Ground Floor,
Dajeej, Farwaniya Safat
Kuwait




PO Box 20637 Safat
13067 Kuwait - State of Kuwait

 +965 222 05 800
 +965 243 47 325
 www.gac.com/kuwait
 claims.kuwait@gac.com
 claims.iraq@gac.com



Filandro Borges

 filandro.borges@gac.com
 +965 9975 1960
 +965 222 05 816

Hussain Bazarwala






 hussain.bazarwala@gac.com
 +965 222 05 895
 +965 9006 2389

Filip Björklund



 filip.bjorklund@gac.com
 +965 222 05 800

G Inchcape Shipping Services



PO Box 78
13001 Safat, Kuwait

 +965 2241 9126
 +965 99069319
 +965 2243 6856
 www.iss-shipping.com
 pandi.kuwait@iss-shipping.com

Binod Kumar

 binod.kumar@iss-shipping.com
 +965 9906 9319

George Kurian

 george.kurian@iss-shipping.com
 +965 668 79842

Riga

G Pandi Balt Ltd.
 7, Maza Aluksnes Strl
 LV-1045 Riga, Latvia
 PO Box 66
 Riga, LV-1045 Latvia
 ☎ +371 67 383951
 📠 +371 67 383965
 ✉ pandi@pandibalt.eu

Capt. Eugene Drevitski
 ✉ eugene.drevitski@pandibalt.eu
 📠 +371 29186054

Capt. Sergey Batmanov
 ✉ bsi@pandibalt.eu
 📠 +371 29205680

Beirut

G Maurice G. Mouracade & Co.
 Selim Bustros Street
 Chammah Building, Tabaris Sector
 PO Box 11-0367, Riad El Solh
 Beirut 1107 2040, Lebanon
 ☎ +961 1 324116
 ☎ +961 1 201821
 📠 +961 3 622244
 📠 +961 1 200590
 ✉ mgmpandi@dm.net.lb

Roger Mouracade
 📠 +961 3 621999

Mary Doueihy
 📠 +961 76 325615

Antoine Dakessian
 📠 +961 3 325615

G Gulf Agency Company (Lebanon) Ltd.
 Modern Bldg, 7th Floor,
 El Arz Street – Saifi Area,
 Beirut, Lebanon
 POB 11 4392
 Riad Al Solh Beirut 11072160
 Beirut, Lebanon
 ☎ +961 1 446086
 ☎ +961 1 562845
 📠 +961 1 446097
 🌐 www.gac.com
 ✉ lebanon@gac.com

Simon Bejjani
 ✉ simon.bejjani@gac.com
 📠 +961 3 606175




Nabil El Rayess
 📠 +961 3 888296

Wafaa Radi
 📠 +961 3 266618



Monrovia

G Africa Marine Services (Liberia)

Business Incubator Plaza
80 Broad Street
1000 Monrovia 10, Liberia
PO Box 10-5697
1000 Monrovia 10, Liberia

 +231 77 226611
 www.africamarineserv.com
 africamarine@aol.com




Henry Brunson

 hbrunsonsafe@yahoo.com
 +231 088 651 1644

 In Case Of Communication Difficulties,
Contact Africa Marine Services (Europe)
at +44 20 7613 0131




G BUDD Liberia

Transworld Building
Bushrod Island
Monrovia, Liberia

 www.budd-pni.com
 budd.liberia@budd-pni.com
 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the
Budd Group Emergency Number:
+33 1 84 88 08 41

Fodé Mario Camara

 fode-mario.camara@budd-pni.com
 +224 657 253737
 +224 628 25 58 34





Patrick A. Duncan

 +231 777 645 966
 +231 886 645 966



Tripoli

L Alkhabir Marine Consultants



Ennaser Stree
Wahda club Building – 5th floor Tripoli
Libya PO Box 5224

 +218 21 3611590
 +218 21 3611591
 info@alkhabir.ly
 www.alkhabir.ly

Osama Nur

 +218913708269
 +965 222 05 816

Mustafa Omran

 +218 912125913
 +218 214621893

Nuri Omran

 +218 91312760

Tripoli (continued)

L Shtewi Legal & Pandi Services

207 Amehamed El Magrif Street
Second Floor
PO Box 12835
Tripoli, Libya

☎ +218 21 334 1588
☎ +218 21 334 1589
✉ shtewi69@hotmail.com
✉ shtewi@ltnet.net

Taher Shtewi

☎ +218 91 214 1080
📞 +218 21 350 7550

Alan Salsbury

✉ alansalsbury@btinternet.com
☎ +44 7920 28725

Mohamed Shtewi

☎ +218 91 2188631

LITHUANIA, REPUBLIC OF

Klaipeda

G Pandi Balt Ltd. Klaipeda

Tilzes Street 8-2
LT-91132 Klaipeda, Lithuania
PO Box 445
LT-92003 Klaipeda, Lithuania

☎ +370 46 313428
☎ +370 46 313428
🌐 www.pandibalt.eu
✉ lithuania@pandibalt.eu

Oleg Drobitko

✉ oleg.drobitko@pandibalt.eu
☎ +370 65539609

MADAGASCAR

Toamasina

G TCI (Africa)

LOT 0105AB0361 Mangarivotra
401 Majunga
Madagascar

☎ +261 3204 61734
✉ tci-madagascar@tci-africa.com

⚠ In Case Of Communication Difficulties,
Contact Eltvedt & O' Sullivan
+33 625 730 808 available 24/24 hours
7/7 days

Faustin Tsiresy

✉ tci-madagascar@tci-africa.com
☎ +261 3204 61734

G Africa P&I Madagascar/LSA

Lot III F 99A- Atsimon'i Mahamasina
Antananarivo 101, Madagascar

☎ +261 3420 76746
☎ +261 2053 92012
✉ madagascar@africapandi.com

⚠ In Case Of Communication Difficulties,
See Marseille, E.T.I.C.




Capt Andriamparany Ravelonarivo

✉ africamadap.i@gmail.com
☎ +261-33 11 76746
📞 +261 34 20 76746



Johor Bahru

G Spica Services (M) Sdn Bhd



Unit 18-05, Menara Landmark
No. 12, Jalan Ngee Heng
8000 Johor Bahru, Johor, Malaysia

 +60 7 226 1467
 +60 7 226 5599
 psg.spica@benline.com.my

Thomas Yan

 +60 65 97374580
 +60 65 67463945




Dughall Aitken

 +60 65 96258986
 +60 65 63444066



Kuala Lumpur (Port Klang)

G Spica Services (M) Sdn Bhd

Level 22, Block E, Menara Suezcap 2,
KL Gateway
No. 2, Jalan Kerinchi,
Gerbang Kerinchi Lestar
59200 Kuala Lumpur

 +603 7932 7100
 +603 7932 7099
 kl_claims@spica.com.my



Khairizam Hamid

 khairizam@spica.com.my
 +60 12 332 7842



Anuar Bin Mohamad

 anuar@spica.com.my
 +60 17 500 7752

Gary Edgar Tom






 gary@spica.com.my
 +60 12 3009897

Ms Fairuz Bt Mohd Fauzi

 fairuz@spica.com.my
 +60 12 225 4762

G TOTAL Marine & Claims Services Sdn. Bhd.

A-17-5, Wisma Atlas, Plaza Pantai 5,
Persiaran Pantai Baru Off Jalan Pantai
Baru 59200 Kuala Lumpur, Malaysia

 +60 3 2202 3921
 +60 3 2202 3921
 +60 3 2202 127
 www.totalmarineclaims.com
 malaysia@totalmarineclaims.com

Vijayalingam Vythilingam (VJ)

 vijay@totalmarineclaims.com
 +60 16 888 3535

Dashini Nathan

 dashini@totalmarineclaims.com
 +60 14 624 9372

Thiyagarah Subbiah (Thia)

 thia@totalmrineclaims.com
 +60 14 624 9372

Suntaresan Batumalai

 sunta@totalmarineclaims.com
 +60 14 315 5034

Penang

G Spica Services (M) Sdn Bhd
 Unit 9.05
 9Th Floor, Menara Boustead,
 No. 39, Jalan Sultan Ahmad Shah, 10050
 Penang

☎ +60 4 2278375
 📠 +60 4 2199688
 ✉ pen.spica@benline.com.my

Sukhbir Singh
 📠 +60 12 4222330

Kharirizam Hamid
 📠 +60 12 332 7842

Sabah

G Spica Services (M) Sdn Bhd
 Lot 26A, Jalan Kilang,
 Sedco Industrial Estate,
 Kolombong, 5 1/2 Miles, Jalan Tuaran,
 88450 Kota Kinabalu,
 Sabah, Malaysia

☎ +6088 386619
 📠 +6088 435619
 ✉ kk_claims@spica.com.my

Razif Radzi
 ✉ razif@spica.com.my
 📠 +6012 3327054

MALTA

Valletta

G H. Vassallo & Associates Limited
 53 Old Theatre Street
 Valletta VLT 1427 Malta

☎ +356 2540 7900
 ✉ mail@hvassallo.com

J. Buhagiar
 ✉ joe.buhagiar@hvassallo.com
 📠 +356 21 576774
 📠 +356 99 442703

J. Bugeja
 ✉ john.bugeja@hvassallo.com
 📠 +356 21 443020
 📠 +356 79 047880

C.L. Bugeja
 ✉ charlie.bugeja@hvassallo.com
 📠 +356 21 443020
 📠 +356 79 225548

L Fenech & Fenech Advocates
 198 Old Bakery Street
 Valletta VLT 1455 Malta

☎ +356 21 241232





✉ +356 25 990645
 ✉ ann.fenech@fenlex.com

Ann Fenech
 ✉ ann.fenech@fenlex.com
 📠 +356 99 474536

Nouakchott




G TCI (Africa)

To38/039-Tevragh Zeina B.P. 3033
Nouakchott, Mauritania

-  +222 4 525 6894
-  +222 4 525 3287
-  tci-nouakchott@tci-africa.com
-  tciafrnkt@yahoo.fr

 In Case Of Communication Difficulties,
Contact The Managers' Agents, Eltvedt
& O'Sullivan in Marseille

Mohamed Lemine




-  +222 2 226 0352
-  +222 3 630 5160
-  +222 4 525 1256

Abdoulaye Diop



-  +222 4 677 4782

G Africa P&I

Porte No. 1, Immeuble Sakali
Lot T 01, Avenue John Kennedy
Tevragh Zeina
Nouakchott, Mauritania

-  +222 4 645 0930
-  +222 4 525 5437
-  mauretania@africapandi.com

M.B. Diallo

-  +222 4 645 0930
-  +222 3 635 6845

Port Louis



G Indoceanic Services c/o Port Agency Services Mauritius Ltd (PAS)

Suite G13
St James Court
St Denis Street
Port-Louis, Mauritius

-  +230 211 40 89
-  +230 427 46 29
-  +230 213 67 39
-  +230 424 43 09
-  www.indoceanic.com
-  indoceanic@wanadoo.fr
-  isles@indoceanic.com
-  operations@portagent.mu

 In Case Of Communication Difficulties,
Contact The Reunion Island Office

Vick Tahalooa

-  vick@tahalooa.com
-  +230 5 252 21 22

Dominique Thomson

-  +262 692 01 77 77

Mr. Shani Ghurburrin

-  +230 5 254 02 00

Amit Aubeeluck

-  +230 5 251 52 47

Acapulco (see Veracruz, Mexico)

Manzanillo (see Veracruz, Mexico)

Mazatlan (see Veracruz, Mexico)




Mexico City

**G P&I Services (Mexico),
S.A. De C.V. / Grupo Del Mex**


Homero 1425, Suite 505
Colonia Los Morales Polanco
Delegacion Miguel Hidalgo
11510 Mexico, D.F. Mexico

 +52 55 5395 1221
 +52 55 5395 9211
 +52 55 5395 4911
 www.grupodelmex.com
 pandiser@grupodelmex.com



Fernando Delfin García

 fedelfin@grupodelmex.com
 +52 155 5501 9679
 +52 55 5281 3277



Juan Loman Villarreal

 jloman@grupodelmex.com
 +52 155 5437 6561
 +52 55 5562 0070

Raymundo Valencia García




 rvalencia@grupodelmex.com
 +52 1 55 39 55 50 64

Alejandro Lobatón Garnier




 alobaton@grupodelmex.com
 +52 1 229 929 12 49

G PandiMelo, S.C.




Rio Hudson #8
Colonia Cuauhtemoc
C.P. 06500, Mexico, D.F.

 +52 55 5211 2902
 +52 55 5211 4199
 +52 55 5520 7165
 pandimelo@pandimelo.com




Ignacio Melo

 ignacio.melo@pandimelo.com
 +52 155 5406 9567
 +52 55 5294 6339

Fernando Melo

 fernando.melo@pandimelo.com
 +52 155 5501 4518
 +52 55 5520 7369

Bernardo Melo

 bernardo.melo@pandimelo.com
 +52 155 9195 5801
 +52 55 6276 7012

L Franco Duarte Murillo Arredondo



Paseo de las Palmas 755-601
Lomas de Chapultepec
11000, Ciudad de México

 +52 55 19975948
 +52 1 55 5906 3453
 +52 55 1997 5948
 murillo@fdma.mx
 www.fdma.mx

Rafael Murillo

 murillo@fdma.mx
 +52 155 5906 3453

Ricardo Arredondo

 arredondo@fdma.mx
 +52 155 5906 3447


Tampico (see Mexico City, Mexico)

Veracruz

**G P&I Services (Mexico),
S.A. De C.V. / Grupo Del Mex**

Independencia 837-B
Colonia Centro
Veracruz, C.P. 91700 Mexico

 +52 229 931 4654
 +52 229 931 5278
 +52 55 5395 9211
 +52 229 932 4422
 www.grupodelmex.com
 alobaton@grupodelmex.com

 Send All Correspondence Directly To
P&I Services, Mexico City Office

Alejandro Lobaton Garnier





 alobaton@grupodelmex.com
 +52 1 229 9291249

Angel Portugal Ponce




 aportugal@grupodelmex.com
 +52 229 931 51 86

G PandiMelo, S.C.

Río Hudson #8
Colonia Cuauhtemoc
C.P. 06500, Mexico, D.F.
Mexico

 +52 55 5211 2902
 +52 55 5520 7165
 pandimelo@pandimelo.com
 Also See PandiMelo, S. C. In Mexico City In
Case Of Emergency



Ignacio G. Melo

 ignacio.melo@pandimelo.com
 +52 1 555406 9567
 +52 55 5294 6339

Fernando Melo

 fernando.melo@pandimelo.com
 +52 1 555501 4518
 +52 55 5520 7369

Bernardo Melo

 bernardo.melo@pandimelo.com
 +52 1 559195 5801
 +52 55 6276 7012

Monaco

G Ferpandi S.R.L.

Gildo Pastor Center 7
Rue du Gabian
MC-98000, Monaco

+377 93100050

✉ rubesa@ferpandi.com

📞 Emergency Mobile: +39 335 7942297

Giulio Rubesa

📞 +377 607931849

📞 +52 55 5294 6339

Andrea Luzzi

📞 +377 678630635

MONTENEGRO

Bar

G Samer & Strugar Shipping D.O.O.

Marshala Tita, D-5
85000 Bar, Montenegro

+382 30 317350

+382 30 315563

www.samer.com

✉ samer.strugar@t-com.me

Capt. Nikola Strugar

📞 +382 69 031125

📞 +382 30 311767

Daniela Strugar

📞 +382 69 324583

MOROCCO

Casablanca

G Societe Maghrebine de Defense Maritime SA

Espace Paquet, Suite No. 506
Place Nicolas Paquet
Boulevard Mohamed V.
Casablanca 20 000, Morocco

+212 522 452525

+212 522 450576

+212 522 445132

+212 522 450501

www.defmar.com

✉ somadef@defmar.com

Mohamed Laazizi

✉ m.laazizi@defmar.com

📞 +212 661 463834

Tarik Baalla

✉ t.baalla@defmar.com

📞 +212 666 269518

Fatima Anchoum

✉ f.anchoum@defmar.com

📞 +212 6 42 75 7957

Mrs. Sanae El Alami

✉ s.elalami@defmar.com

📞 +212 664 541255

G Pandi Maroc

71 Avenue Hassan II
20000 Casablanca, Morocco

 +212 522 26 33 03

 +212 522 26 34 35

 +212 522 26 34 36

 www.etic-sas.com

 pandimar@afripandi.com

 morocco@africapandi.com

 In Case Of Telecommunication Difficulties
Or Emergency, Contact E.T.I.C. Marseille

Abdelmajid Zakaria

 zakaria@afripandi.com

 +212 661 77 49 80

Tangier

G Maclaims Maritime Morocco

Avenue Moulay Rachid
Val Fleuri complexe Al Boutrouss n° 11
90000 Tanger


 +212 539 941346

 +212 522 880001


 +212 539 941346

 www.mcleangroup.fr

 morocco@mcleans.fr

 In Case Of Emergency, Contact
Mcleans In Marseille, France At:
+33 496 10 25 25
+33 496 10 25 22
or Mobile: +33 607 792 028

Veronique Javelaud

 vjavelaud@mcleans.fr

 +212 661 191409

Issam Ennassiri

 iennassiri@mcleans.fr

 +212 661 985429

MOZAMBIQUE

Beira


G P&I Associates (Beira) Ltd.

Casa Infantes Da Sagres,
Largo Do Buzi 1/6
Beira, Mozambique
P.O. Box 44 Beira Mozambique

 +27 31 301 1102

 +27 31 301 1290




 pidurban@pandi.co.za


 All communications through to Durban
office +27 83 250 3398

Maputo

**G P&I Associates
(Maputo) Ltd.**



Praco Dos Trabalhadores, 51
Maputo, Mozambique



 +27 31 301 1102
 +27 31 301 1290
 pidurban@pandi.co.za

 In Case Of Communication Difficulties, all communications through to Durban
+27 83 250 3398

G Pinto Basto Moçambique, Lda.

Rua Simões da Silva Nº8 R/C
Maputo Mozambique

 +258 21 322 109
 +258 21 308 614

 piportugal@pintobasto.com
 www.pintobasto.com

Henrique Machado Soares

 +258 842 970 748






MYANMAR (BURMA)

Yangon (Rangoon)



**G Tin Ohnmar Tun & The Law
Chambers**

Room 306, Building (A)
Tetkatho Yeikmon Housing

No. 25 (D), New University Avenue Road
Bahan Township, Yangon, Myanmar
53/55 Mahabandoola Garden Street
PO Box 109
Yangon (Rangoon), Myanmar

 +951 557 990
 +951 559 467
 +951 559 894
 www.thelawchambersmm.com
 tin_o_tun@seasiren.com.mm




Tin Ohnmar Tun

 tin_o_tun@aquamarine.com.mm
 +95 9 512 1024

Mya Mu

 kyawmyint.nyo@gmail.com
 +95 9 4500 34992

Tin Thiri Aung

 tinthiri.aung@thelawchambersmm.com
 tinpandi-aung@mptmail.net.mm
 +95 9 500 8833

Thu Ra Thaug


 law_chambers@seasiren.com.mm
 +95 9 512 3753

NETHERLANDS

Amsterdam

G Dupi Netherlands B.V.

Zekeringstraat 36 A
1014 BS Amsterdam, Netherlands

 +31 20 6814692
 www.dupi.nl

 correspondents@dupi.nl

Niels Van Der Noll

 +31 653 400739

Delfzijl (see Rotterdam, Netherlands)

N

Flushing (see Rotterdam, Netherlands)

Rotterdam

G **DUPI Netherlands B.V.**

Blaak 16
6th Floor

3011 TA Rotterdam
Netherlands



+31 10 4405590



+31 10 4405595



correspondents@dupi.nl

Peter van Bodegraven



+31 10 4405592



+31 623 398506

Reid de Jong



+31 10 4405593



+31 614 364264

G **Post & Co. (P&I) B.V.**

Blaak 31 – 11th Floor
3011 GA Rotterdam
The Netherlands

P.O. Box 443
3000 AK Rotterdam, Netherlands



+31 10 4535888



+31 6 5338 5172



+31 10 4529575



www.post-co.com



claims@post-co.com

Jan Gaasbeek



jan.gaasbeek@post-co.com



+31 6 31695237

Frans A. Dieleman



f.a.dieleman@post-co.com



+31 6 22968790

Richard de Vliegh



richard.devliegh@post-co.com



+31 6 247 61 953

Leo Maas



leo.maas@post-co.com



+31 6 12332938

Terneuzen (see Rotterdam, Netherlands)



Phone



Fax



Email



Web Site



After Hours



Mobile



24h Phone






Special Notes

Noumea

G Alb Naval – McLeans Noumea

2 Allee Bellevue
Baie Des Citrons
98807 Noumea Cedex
New Caledonia

BP 8745
98807 Noumea Cedex
New Caledonia

 +687 7810 84
 +687 2769 56
 jackalain@gmail.com




Capt. Alain Le Breton

 In Case of Communication Difficulties,
Contact McLeans, Paris: Tania Mauduit—
Phone: +33 1 40399293
Mobile: +33 6 80030402

Auckland

G P&I Services

Level 5
Southern Cross Building
59 High Street
Auckland

 +64 9 3031900
 +64 9 3089204
 alistair.iring@pandinz.co.nz

Alistair Irving

 +64 274 455396

John Gresson

 john.gresson@pandinz.co.nz
 +64 9 917 4516
 +64 021 987 055

L Chapman Tripp



23 Albert Street
Auckland 1140, New Zealand

 +64 9 3579000
 +64 9 3579099
 www.chapmantripp.com
 ctsyak@chapmantripp.com
 info@chapmantripp.com

Bruce Scott




 bruce.scott@chapmantripp.com
 +64 27 443 0174

John Knight

 john.knight@chapmantripp.com
 +64 27 2249819

G P&I Services

Level 5
Southern Cross Building
59 High Street
Auckland

 +64 9 3031900
 +64 9 3089204
 alistair.irving@pandinz.co.nz

Alistair Irving

 +64 274455396

John Gresson

 john.gresson@pandinz.co.nz
 +64 9 917 4516
 +64 021 987 055

L Chapman Tripp

10 Customhouse Quay
Wellington 6140, New Zealand

 +64 4 4995999
 +64 4 4727111
 www.chapmantripp.com
 info@chapmantripp.com

Bruce Scott

 bruce.scott@chapmantripp.com
 +64 27 443 0174

John Knight



 john.knight@chapmantripp.com
 +64 27 224 9819

NICARAGUA

Corinto

G J.L. Griffith Sucesores, S.A.



Esquina de los Bancos
Corinto, Chinandega, Nicaragua

 +505 234 21089
 +505 234 22282

Georgina Griffith

 ggriffith@jlgriffith.com
 +505 872 22359
 +505 22786394
 +505 22708132

Sergio Osorio





 sosorio@jlgriffith.com
 +505 873 94945


Lina Carrion

 lcarrion@jlgriffith.com
 +505 873 94938
 +505 22786395

G Maritime Claims-Americas, Inc.

KM 7 Carretera Norte
Gas. Waspan, 8 C. al Sur 1/2 C Abajo,
Managua City, Nicaragua



 +505 2240 1242
 +505 57049893
 www.maritime-claims.com
 mcanic2009@hotmail.com

 Communication Difficulties Contact
cayestas@maritime-claims.com
or +1 504 390 1515

Bruno A. Urbina Castellon




 +505 5704 9893

Lourdes Y. Urbina Castellon



 lourdes.urbina.gonzalez@gmail.com
 +505 5828 3836


Managua

- G J.L. Griffith Sucesores, S.A.**
 Pista Jean Paul Genie
 Costado Oeste Centro Ejecutivo San Marino
 Managua, Nicaragua
-  +505 227 86394
 +505 227 86187
 www.jlgriffith.com
 ggriffith@jlgriffith.com



Georgina Griffith
 ggriffith@jlgriffith.com
 +505 872 22359
 +505 22786394

Albert Griffith Sr.
 griffith@alfinsa.com
 +505 872 09596
 +505 227 08113

Lina Carrion
 lcarrion@jlgriffith.com
 +505 873 94938

- G Maritime Claims–Americas, Inc.**
 KM 7 Carretera Norte
 Gas. Shell Waspan Sur, 8 C. Al Sur,
 1/2 C. Abajo
 Managua, Nicaragua
-  +505 2240 1242
 +505 2240 1242
 www.maritime-claims.com

 Communication Difficulties Contact
 cayestas@maritime-claims.com
 or +1 504 390 1515

Bruno Urbina
 mcanic2009@hotmail.com
 +505 893 15832

NIGERIA

Lagos

- G Africa Marine Services (Nigeria)**
 1A Plateau Road
 Apapa
 Lagos
-  +234 803 321 8030
 +234 1 587 2882
 www.africamarineserv.com
 africamarinelos@aol.com
 allenhardcastle@aol.com

 In Case of Communication Difficulties,
 Contact Africa Marine Services London
 +44 20 7613 0131;
 Fax: +44 20 7613 1898

Allen Hardcastle
 +234 1 632 6595



S. Fagboun
 +234 803 330 5036

- G Africa P&I Nigeria**
 P.O.B. 3958 34, Rhodes Crescent Apapa,
 Lagos Nigeria
-  + 234 803 337 1339
 + 234 1 2709189
 nigeria@africapandi.com
 africapandi@hyperia.com

 In case of telecommunication difficulties,
 please contact ETIC Marseille.
 + 33 (0) 495 06 11 92

Yinka Onabule
 +234 805 231 9112

Feyisayo Awogbade
 +234 805 855 4683

Femi Awogbade
 +234 803 347 7882
 +234 803 3218030

G TCI (Africa) Nigeria Ltd.



1, Commercial Road
Eleganza Plaza Cancer Block
Apapa, Lagos, Nigeria

 +234 803 327 9052
 +234 802 703 1676
 www.tciafrica.com
 mail@tciafrica.com
 tcilagos@yahoo.com

Philipson Okonobo




 philipson@tciafrica.com
 +234 803 327 9052


Johnson Ademola

 +234 805 663 3105
 +234 703 323 7745



G Pandiship (Nigeria) Limited

No. 10, Odgedengbe Road
Off Liverpool Road, GRA
Apapa, Lagos, Nigeria

 +234 1 5874084
 +234 1 5874942
 info@pandishipwa.com
 lagos@pandishipwa.com

 In case of communications difficulties, please contact Mr Vinod Halai on +447766206723 vinod.halai@pandishipwa.com

Mr. Udoma Udensi

 lagos@pandishipwa.com
 +234 8072 09145



Emmanuel Baiyekusi



 eob@pandishipwa.com
 +234 803 3069768

Port Harcourt



G Africa Marine Services (Nigeria)

13, Mini-Gbogi Street,
(Behind Mopol 19 Barracks),
Presidential Estate,
GRA, Port Harcourt,
Rivers State, Nigeria

 +234 818 827 4357
 +234 84 461 189



 www.africamarineserv.com
 africamarinelos@aol.com

Capt Iain Marsh

 iainmarsh2002@yahoo.co.uk
 +234 803 323 6039


G Pandiship (Nigeria) Limited

6 Forces Avenue P.O. Box 2744 Diobu
Port Hartcourt, Nigeria



 +234 8037055350
 info@pandishipwa.com

 In case of communications difficulties, please contact Mr Vinod Halai on +4477 66206723 or vinod.halai@pandishipwa.com

Mr. Umoroye Igoni

 +234 8075590053

Capt. Muhammad Abbas




 muhammad.abbas@mmswa.com
 +234 7063390317

Warri (see Port Harcourt, Nigeria)



Oslo

**L Gram, Hambro & Garman
(Advokatfirma As)**



Radhusgaten 5B
N-0151 Oslo, Norway

 +47 22941420
 +47 85029443
 www.ghg.no
 advokat@ghg.no



Sandra Inlebæk

 si@ghg.no
 +47 9306 3632

Hans P. Bjerke

 hpb@ghg.no
 +47 9175 9246

Morten Garman

 mg@ghg.no
 +47 9224 6848

G P&I Scandinavia AS

Verftsgata 1C
1511 Oslo (Moss)
Norway

 +47 22 41 59 05
 +47 22 33 50 20
 info@pandiscan.com
 www.pandiscan.com

Karl Erik Presterud

 +47 913 04 104

Danielle Norum Phillips

 +47 94524741


Stavanger (see Oslo, Norway)

Muscat



**G Gulf Agency Company
(Oman) LLC**

GAC Building, Dohat Al Adab Street
Al Khuwair
Muscat, Oman


PO Box 740
Ruwi 112, Sultanate of Oman

 +968 2 4477800
 +968 2 4477891
 www.gac.com
 claims.oman@gac.com
 claims.me@gac.com

Ranjith Kunduvazhi

 ranjith.kunduvazhi@gac.com
 +968 99209473

Kosala Wijesinghe

 kosala.wijesinghe@gac.com
 +968 9 9340352



G Wilhelmsen Towell Co LLC

Haffa House Hotel-Muscat
Level 2, Offices Block
Al Farahidi Street, Way No 3338,
Next to Ruwi Round About
Muscat, Sultanate of Oman



P.O. Box 61, Muttrah
P.C. 114
Muscat, Sultanate of Oman

 +968 2200 1200
 +968 2200 9739
 www.wilhelmsen.com/shippsservice
 wss.muscat@wilhelmsen.com



Pranav Dave

 +968 9507 9510
 +968 22001200

Vinesh Pillai

 +968 9411 1974
 +968 22001200






Aju Abraham Thomas

 +968 9934 3857
 +968 22001201

Salalah

G Gulf Agency Co. (Oman) LLC

Way 33 / Building No. 21
Nasr Bin Murshid Street, Al Waddi,
Salalah-211
Sultanate of Oman

 +968 2321 1211
 +968 2447 7815
 +968 2331 4879
 claims.oman@gac.com
 claims.me@gac.com

Ranjith Kunduvazhi

 +968 9920 9473

Anilkumar Gopal

 +968 9931 4357

Karachi

G Indemnis Marine (Pvt) Ltd.

House No. 24/1, Street No. 9 Khayaban-E-Shamsheer Phase V, Defence Housing Authority
Karachi 75500, Pakistan

☎ +92 21 35341042

☎ +92 21 35347256

📠 +92 21 35341041

🕒 +92 21 3534 1826

✉ indemnis@indemnismarine.com

✉ indemnis@gmail.com

G AIV Private Limited

House No. C-118, Block-2, Clifton,
Karachi – Pakistan

☎ +92 21 35291808-10

☎ +92 21 35291803

☎ +92 21 35291802

📠 +92 21 35291805

🌐 www.aivpak.com

✉ ivazeer@aivpak.com

Capt. S. Hashim Mujtaba

📠 +92 3008 225446

☎ +92 21 35841726

Jaffar Mujtaba

☎ +92 21 35841726

📠 +92 344 2753237

Irfan H.A. Vazeer

✉ irfan.vazeer@aivpak.com

📠 +92 345 200 9900

🕒 +92 21 35349085-7

Syed Taimur Ali

✉ sta1@aivpak.com

📠 +92 345 200 9937

Syed Hamza Ali Shah

✉ has@aivpak.com

📠 +92 345 200 9910

Balboa

G C. Fernie & Co. S.A.



Marr Center Building,
Williamson Place, Bldg. 798-X
Balboa, Republic Of Panama

P.O. Box 0843-00191
Balboa, Republic Of Panama



 +507 211 9488
 +507 211 9450
 www.cfernie.com
 ferniepi@cfernie.com

 Weekend Duty Mobile:
+507 6614 0554

Andre Perret

 +507 6617 3229
 +507 399 0665

John Biennerhassett

 +507 6612 1152
 +507 470 0313

Suzanne Thompson

 +507 6614 1629

Colon



G C. Fernie & Co. S.A.

1110 Columbus Avenue
Cristobal, Republic Of Panama


1103 Roosevelt Ave
PO Box 0301-03506
Colon, Republic Of Panama

 +507 433 8500
 +507 661 40554
 +507 433 8528
 www.cfernie.com
 ferniepi@cfernie.com

Andre Perret

 +507 6617 3229
 +507 399 0665

John Biennerhassett

 +507 6612 1152
 +507 470 0313





Suzanne Thompson

 +507 6614 1629


Panama City

L De Castro & Robles



Scotia Plaza, 7th Floor
Federico Boyd Ave.
P.O. Box 0834-02262
Panama City, Republic Of Panama

 +507 263 6622
 +507 263 6594
 www.decastro-robles.com
 mail@decastro-robles.com



Gabriel Sosa

 sosa@decastro-robles.com
 +507 6670 0711

Alberto Lopez Tom

 lopez@decastro-robles.com
 +507 6747 0755

Eduardo Real

 real@decastro-robles.com
 +507 6677 5013

Panama City (continued)

L Morgan & Morgan

MMG Tower, 23rd Floor,
Ave. Paseo del Mar, Costa del Este,
Panama City, Panama



+507 265 7777



+507 263 8030



+507 265 7700



www.morimor.com



info@morimor.com

Juan David Morgan, Jr.

✉ juandavid.morganjr@morimor.com
☎ +507 6670 7737

Francisco Linares

✉ francisco.linares@morimor.com
☎ +507 6781 5677

Fernando Alfaro

✉ fernando.alfaro@morimor.com
☎ +507 6676 3696

Luis Raven

✉ luis.raven@morimor.com
☎ +507 6670 7668

PAPUA NEW GUINEA

Port Moresby

G Brian White & Associates

1st Floor, Investwell Building
(Off Cameron Road) Gordons
Industrial Estate
NCD 121, Port Moresby
Papua New Guinea

PO Box 698
Port Moresby, NCD 121, Papua New Guinea



+675 311 2311



+675 325 5007



In Case Of Communication
Difficulties In Papua New Guinea,
Contact Our Cairns, Australia
Office +61 7 403 14711 (24 Hours)

Margaret Aria

☎ +675 7380 3481

Brian White

✉ bwhite@thymac.com.au
☎ +675 734 75497
☎ +61 412 184 856

Asuncion

G Servicios Mercantiles Internacionales S.R.L.

Montevideo 1580 c/ Roma
Asuncion, Paraguay



+595 981 441285



+595 21 422 665



amancio.bogado@smi.com.py

Amancio Bogado

amancio.bogado@smi.com.py



+595 981 441285

G Simonsen Paraguay

Madrid 490 c/ Berlin Sajonia Asuncion,
Paraguay



paraguay@simonsen.com.ar



companymail@simonsen.com.ar



+54 9 11 6565 6552



www.simonsen.com.ar

Raúl Marco Boero

+54 911 5185 3825



r.m.boero@simonsen.com.ar

Alejandra Moreno

+54 911 4096 4232



alejandra.moreno@simonsen.com.ar

Tomas De Antoni

+54 911 3820 7662



+54 91145529030



tomas.deantoni@simonsen.com.ar

Leandro Maida

+595 972 156059

PERU

Lima

G Overseas Service Agency S.A.

Amador Merino Reyna 195
San Isidro, Lima, Peru

PO Box 18-0258
Lima 18, Peru



+51 1 4429090



www.osa.com.pe



osa@osa.com.pe

Sylvia L. Grant

slg@osa.com.pe



+51 999702897



+51 1 2420126

Martin Grant

mg@osa.com.pe



+51 1 4467931



Phone



Fax



Email



Web Site



After Hours



Mobile



24h Phone



Special Notes




Lima (continued)

G Interlog Servicios S.A.C.

Calle Virtud y Union
(Ex Calle 12) No. 160,
Urb. Corpac
Lima 27, Peru

 +51 1 4752930
 +51 1 4752938
 +51 1 4752936
 interlog@interlog.com.pe

Francisco Arca Patino

 farcap@interlog.com.pe
 +51 99 7585105
 +51 1 3 442812

Carla Paoli Consigliere





 cpaolic@interlog.com.pe
 +51 993539273
 +51 1 345 1717

PHILIPPINES



Cebu City

G Del Rosario Pandiphil, Inc.- Cebu



45 4th Street, Corner Lapu-Lapu Avenue
San Antonio Village, Apas,
Cebu City, Philippines

 +63 32 2341690
 +63 917 8308384
 +63 32 2341698
 www.delrosario-pandiphil.com
 mail@delrosario-pandiphil.com



Ruben T. Del Rosario

 ruben.delrosario@delrosario-pandiphil.com
 +63 920 9471892

Veronica G. Del Rosario

 veronica.delrosario@delrosario-pandiphil.com
 +63 920 9471893







Jay Arthur G. Del Rosario

 jayarthur.delrosario@delrosario-pandiphil.com
 +63 920 9688614



Manila

G Del Rosario Pandiphil, Inc.



Del Rosario Law Centre
21st Drive corner 20th Drive
Bonifacio Global City
1630 Taguig, Metro Manila
Philippines

 +63 2 8101791
 +63 2 317 7888
 +63 917 830 8384
 +63 2 317 7890
 www.delrosario-pandiphil.com
 mail@delrosario-pandiphil.com



Ruben T. Del Rosario

 ruben.delrosario@delrosario-pandiphil.com
 +63 920 9471892

Veronica Del Rosario

 veronica.delrosario@delrosario-pandiphil.com
 +63 920 9471893

Jay Arthur G. Del Rosario



 jayarthur.delrosario@delrosario-pandiphil.com
 +63 920 9688614

G Eurasia Maritime Claims Management Corp.


Unit H, 23rd Floor
Summit One Tower
530, Shaw Boulevard
Mandaluyong City 1550
Metro Manila
Philippines

 +63 2 634 6042
 philippines@eurasia-mcm.com



Gregory Loy

 greg@eurasia-mcm.com
 +63 917 301 9834

Julius A. Yano

 julius@eurasia-mcm.com
 +63 917 832 7306

Leo Vergeire

 leo@eurasia-mcm.com
 +63 917 926 6624


G Pandiman Philippines, Inc.

Pandiman Building
General Luna Street, Intramuros
Manila 1002, Philippines



PO Box 1418
Manila 1002, R.P.

 +63 2 5277831
 +63 2 5277840
 +63 2 5272171
 +63 2 5272167
 www.pandiman.com
 mis@pandiman.com
 mis@pandiman.net



Capt. A.J. Malpass

 andymalpass@pandiman.com
 +63 91 7536 5315

Delia V. Andrada

 dvandrada@pandiman.com
 +63 920 912 5731

Marina C. Urpiano

 mcurpiano@pandiman.com
 +63 917 821 4481

Amorfina C. Caoile


 accaoile@pandiman.com
 +63 917 812 3401

L Del Rosario & Del Rosario



Del Rosario Law Centre
21st Drive corner 20th Drive
Bonifacio Global City
1630 Taguig, Metro Manila
Philippines

 +63 2 8101791
 +63 917 830 8384
 +63 2 317 7890
 www.delrosariolaw.com
 mail@delrosariolaw.com


Arturo T. Del Rosario, Jr.

 arturo.delrosario@delrosariolaw.com
 +63 920 9471901

Ruben T. Del Rosario

 ruben.delrosario@delrosario-pandiphil.com
 +63 920 9471892

Joseph R. Rebano

 joseph.rebano@delrosariolaw.com
 +63 920 9384634

Veronica Del Rosario

 veronica.delrosario@delrosario-pandiphil.com
 +63 920 9471893

Gdansk

**G Morska Agencja Gdynia
Sp. z o.o.**

ul. Tadeusza Wendy 15,
81-341 Gdynia, Poland

 +48 58 785 38 56

 +48 603 650 494

 +48 58 785 37 86

 www.mag.pl

 pandi@mag.pl

Janusz Legowski

 j.legowski@mag.pl

 +48 605 207776

 +48 58 6295501

Krzysztof Kuchta

 +48 603 650 494

 +48 58 781 0299

Gdynia Arca (see Gdansk, Poland)

Szczecin

G Sulnave Sp. z o.o.

Ul. Nowy Rynek 1/5
70-533 Szczecin, Poland

 +48 91 8142203

 +48 91 8142204

 +48 91 8142205

 west@sulnave.com.pl

Ewa Sztafiej

 +48 502 573513

Azores Islands

G Albano Oliveira Sucessor LDA.

Av. Infante D. Henrique, 5-1
P.O. Box 153
9500-762 Ponta Delgada
Azores Islands

 +351 296 282 638

 +351 296 283 746

 www.albano-agency-azores.com

 office@Albanoagency.com

Antonio Raposo

 +351 917 765828

Jose Raposo

 +351 917 287 275

Ricardo Paulino

 +351 917 205230


Rui Fragata

 +351 963 454 834

Lisbon

G Pinto Basto Comercial Lda.




Av. 24 de Julho, 1-D
1200-478 Lisbon, Portugal

 +351 21 3230400
 +351 21 3471231
 www.pintobasto.com
 piportugal@pintobasto.com

Vera Mexia

 vera.mexia@pintobasto.com
 +351 91 877 45 99





Lino Carrilho

 lino.carrilho@pintobasto.com
 +351 917 235 994
 +351 21 323 04 03

Madeira

G BLATAS LDA.



Avenida Zarco 2
PO Box 408
9006 Funchal Codex
Madeira, Portugal

 +351 291 200640/7
 +351 291 200641
 +351 291 226403
 shipping@blandy.com

Hugo Ferreira

 h.ferreira@blandyshipping.com
 +351 96 6271610


Dimas Almada

 d.almada@blandyshipping.com
 +351 96 9459893



Oporto

G Pinto Basto Comercial Lda.



Rua Dr. Francisco Sa Carneiro,
336-348 4450-676
Leca da Palmeira - Portugal

 +351 22 999 43 00
 +351 22 996 73 81
 www.pintobasto.com
 piportugal@pintobasto.com

Maria Helena Ribeiro

 maria.helena@pintobasto.com
 +351 919 37 05 41






Joao Azeredo

 joao.azedo@pintobasto.com
 +351 912 231 134



San Juan

L **McConnell Valdes L.L.C.**




270 Munoz Rivera Avenue
San Juan, Puerto Rico 00918
PO Box 364225
San Juan, Puerto Rico 00936-4225

 +1 787 250 5608
 +1 787 250 5810
 +1 787-250-2604
 +1 787-759 9292
 +1 787 759 8282




Francisco G. Bruno

 fgb@mcvpr.com
 +1 787 378 3556
 +1 787 309 4745
 +1 787 783 3598

Raul Arias

 rma@mcvpr.com
 +1 787 461 1638
 +1 787 775 6123

Henry Freese

 hf@mcvpr.com
 +1 787 593 3023
 +1 787 766 3145

L **Jimenez, Graffam & Lausell**




Midtown Building, Fourth Floor
420 Ponce De Leon Ave.
San Juan, Puerto Rico 00918 3405
PO Box 366104
San Juan, Puerto Rico 00936-6104

 +1 787 767 1030
 +1 787 751 4068
 www.jgl.com

J. Ramon Rivera-Morales

 rrivera@jgl.com
 +1 787 790 7155
 +1 787 510 8090



Manolo T. Rodriguez-Bird

 mrodriguez@jgl.com
 +1 787 755 6913
 +1 787 381 7917

Jorge F. Blasini

 jblasini@jgl.com
 +1 787 644 1901
 +1 787 796 3659

Edgardo Vega





 evega@jgl.com
 +1 787 430 4138

QATAR

Doha

G **Gulf Agency Co. Qatar (W.L.L.)**

Airport Road 63
Jaidah Square, 7th Floor -
Umm Ghuwaillina Zone 27
Doha

 +974 4420 5600
 +974 4420 5601
 www.gac.com
 claims.qatar@gac.com

Anil Pathirana

 +974 5580 5192



Zackaria Mathew

 +974 5581 9861

Saman Peiris

 +974 5553 2699

Tryggve Bengtsson

 +974 33856924
 tryggve.bengtsson@gac.com

Port Reunion

G Indoceanic Services Ltd

Tour Belvédère
17 Rue Roland Hoareau
BP 10186
97825 Le Port Cedex
LE PORT - REUNION ISLAND



+262 262 43 33 33

+262 262 43 85 85



+262 262 42 0310



www.indoceanic.com



indoceanic@wanadoo.fr



isles@indoceanic.com

Dominique Joan Thomson

✉ dot@indoceanic.com



+262 692 01 77 77

Gerard Philippe



+262 692 01 99 99

Jose Thomson



+262 692 85 29 29

Joelle Lauret



+262 692 25 08 95

ROMANIA

Bucharest

G Interservices S.A.

Strada Daniel Barcianu Nr. 4
030901 Bucharest, Romania



+40 21 321 9235



+40 21 323 9235



+40 21 326 9235



+40 21 320 4066



www.mancas.ro



office@mancas.ro

Luciana Mancas



+40 722 230759

Gabriel Mancas



+40 722 230758

Gabriel Ciutu



+40 744 568028

Manuela Dumitru



+40 745 605364

Constantza

G Interservices S.A.

Str. Revolutiei din 22 Decembrie 1989 No. 41
Bloc SNC, Etaj 2, Apt. 31
900735 Constantza, Romania



+40 241 611644



+40 241 616543



+40 241 611644



+40 241 616507



www.mancas.ro



constantza@mancas.ro



All Correspondence Should Be Addressed
To Head Office In Bucharest

Capt. Spiridon Timofte



+40 744 625379



+40 241 736123

Gabriel Tudorache



+40 744 656604



+40 241 744075

Laurentiu Badila



+40 745 764629



+40 341 441539



Phone



Email



After Hours



24h Phone



Fax



Web Site



Mobile



Special Notes

Constantza (continued)

G Kalimbassieris Maritime A.S.

67, Zorelelor Street
900553 Constantza, Romania



+40 241 693750



+40 723 313619



+30 6 9445 41622 (via Greece)



+40 241 693700



www.kalimbassieris.com



constantza@kalimbassieris.com

Antonios Kalmoukis



a.kalmoukis@kalimbassieris.com



+40 723 313620

RUSSIA

Kaliningrad

G Pandi Services East

38 Ogareva Street
Kaliningrad 236010, Russia



+7 4012 916528



+7 9062 135064



+7 4012 916583



pandi@o38.ru

Capt. Sergey Balabanov



+7 9062 379800

Daria Kovalenko



+7 9062 135064

Moscow

G CIS Pandi Services Ltd.

56, Biryulyovskaya Street,
Build. 2 Office 205-1
115547 Moscow, Russia



+7 499 702 50 07



www.cispandi.com



moscow@cispandi.com

Anna Kotik



+7 905 246 05 50

Andrey Golushko



+7 916 997 18 74

Murmansk

G Murmansk P&I Agency

Office 610, 82 Lenin Avenue
183038 Murmansk, Russia



+7 8152 400038



+7 8152 400038



murmanskpandi@gmail.com

Alex Popov



+7 921 724 0402

Darya Tvardovskaya



+7 911 303 7493



General Correspondent



Legal Correspondent

G CIS Pandi Services Ltd
58 Partizansky Prospect, Apt. 404
Vladivostok , 690002 Russia

+7 4232 431 865
 +7 4232 431 865
 www.cispandi.com
 nakhodka@cispandi.com
 vladivostok@cispandi.com

Mr. Oleg Onoprienko

+7 4232 701403
 +7 4232 451658

Sergey Polonskiy

+7 4232 735833
 +7 4232 462403

Novorossiysk

G Novorossiysk Marine Company Ltd.
10, Kommunisticheskaya Street
Novorossiysk 353900
Krasnodar Region, Russia

+7 8617 644777
 +7 8617 613162
 +7 8617 613356

+7 8617 644777
 +7 8617 613356
 www.mcnostra.ru
 mcnostra@mail.ru

Anton Kaplauhov

+7 9887 626402

Alexander Ovsiannikov

+7 9887 629673

G CIS Pandi Services Ltd (South Russia)
353923, 95 Fabrichnaya str.,
Novorossiysk, Russia

+7 8617 711533
 +7 8617 611286
 novo@cispandi.com
 novo@cispandi.ru

also serving Kavkaz, Taman, Temryuk, Tuapse, Rostov , Yeysk, Azov, Samara, Volgograd, Astrakhan, Taganrog, Kerch, Sevastopol, and Sochi.

Denis Shashkin

+7 9887628843
 +7 988 3434592

Oleg Shashkin

+7 988 7627563

Alexey Zvyagin

+7 918 6675666

St. Petersburg

G Falcon P&I Ltd.
Prospect Veteranov 109-1-140 St.
Petersburg, 198261, Russia

P.O. Box 133
St. Petersburg, 198328, Russia

+7 812 7149069
 +7 812 755 90 44
 falconpandi@mail.ru

Igor Sokolov

+7 911 217 1518

Ilya I. Sokolov

+7 950 009 64 67

Vladivostok


G CIS Pandi Services Ltd.

58 Partizansky Prospect, Apt. 404
Vladivostok 690002, Russia

 +7 4232 431 865

 +7 4232 431 865

 www.cispandi.com

 vladivostok@cispandi.com

Oleg Onoprienko

 +7 4232 701403

 +7 4232 451658

Sergey Polonskiy

 +7 4232 735833

 +7 4232 462403

SAUDI ARABIA

Dammam

G Gulf Agency Company Saudi Arabia

6th Floor, Al Dossary Tower
Al Ashriah Street
P.O. Box 335
Dammam 32415
Kingdom of Saudi Arabia

 +966 13 832 3689

 +966 13 832 8762

 +966 13 832 8763

 +966 13 832 3035

 www.gac.com


 dammam@gac.com

Mudassar Desai

 mudassar.desai@gac.com

 +966 50 588 4451





Altaf Khatib

 altaf.khatib@gac.com




 +966 55 226 3009

G Mutual Marine Services Al Mushtaraka Ltd.



Al-Zakir Bokhari Building
Al Thobaishi
PO BOX 8972
Dammam 31492, Saudi Arabia

-  +966 13 826 8326
-  +966 13 826 7201
-  +966 13 827 5342
-  claims.dammam@mushtaraka.com



Syed Nizamuddin Ahmed

-  nizamuddin@mushtaraka.com
-  +966 50 5840518
-  +966 13 827 1579



Ibrahim Al-Askary

-  ibrahim.alaskary@mushtaraka.com
-  +966 50 6801565

Ali H. Abdullatif

-  ali.alatif@mushtaraka.com
-  +966 50 4990865




Sayed Moizuddin Umer

-  Syed.Moizuddin@Mushtaraka.com
-  +966 56 651 4678

Jeddah

G Mutual Marine Services Al Mushtaraka


P.O. Box 12635
3rd Floor
Saudi Business Centre – Medina Road
Jeddah, 21483, Saudi Arabia

-  +966 12 652 2666
-  +966 12 652 1944
-  claims@mushtaraka.com

Larry Heron

-  larry.heron@mushtaraka.com
-  +966 50 466 7728

Hassan Omar


-  hassanomar@mushtaraka.com
-  +966 56 777 4277

Fahd Baqis



-  fahd.baqis@mushtaraka.com
-  +966 56 622 1788

G Gulf Agency Company Saudi Arabia

Al-Gosaibi center off Al-Andalus Street
Al Hamra – Jeddah
P.O.Box: 2038, Jeddah 21451,
Saudi Arabia

-  +966 12 663 5200
-  +966 12 663 2325
-  www.gac.com
-  jeddah@gac.com




Altaf Khatib


-  altaf.khatib@gac.com
-  +966 55 226 3009

Dakar

G Africa P&I c/o Senegal P&I



Immeuble Ndindy C. Appt. 7
Rue Marchand & Autoroutes
B.P. 48100
Dakar, Senegal

 +221 33842 9093
 +212 33842 9093
 senegal@africapandi.com

 senegalpandi@gmail.com

 In Case Of Communication Difficulties,
Contact E.T.I.C., Marseille

Boubacar Mane

 b.mane@senegalpandi.com
 +221 77 630 1249



G BUDD Senegal

BP 23048
4 Rue Mage X Parchappe, 3rd Floor
Dakar, Senegal



 +221 33 821 37 22
 +221 33 821 39 11
 www.budd-pni.com
 budd.senegal@budd-pni.com
 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd Group
Emergency Number: +33 1 84 88 08 41

Ms. Elisabeth Ndiaye




 elisabeth.ndiaye@budd-pni.com
 +221 77 637 41 95
 +221 33 848 26 42

Mr. Samba Cor Fall

 samba.fall@budd-pni.com
 +221 77 636 55 58

G TCI Africa Dakar

5, Avenue Georges Pompidou
B.P. 2540
Dakar, Senegal

 +221 33 849 1399
 +221 33 823 5019
 tci-dakar@tci-africa.com

 In Case Of Communication Difficulties,
Contact The Managers' Agents, Eltvett
& O'Sullivan in Marseille
After Hour Contact: +33 625 730 808

N'Gagne Faye




 +221 77 332 7215

SEYCHELLES




Mahe

G Hunt, Deltel & Co. Ltd.


Trinity House, Albert Street
PO Box 14, Victoria
Mahe, Republic Of Seychelles

 +248 4380 300
 +248 4225 367
 www.huntdeltel.com

Neddy Philoé






 neddy.philoe@huntdeltel.com
 shipping@huntdeltel.com
 +248 2522 182
 +248 4 266 987

C.E. Houareau



 christophe.houareau@huntdeltel.com
 +248 2513 475
 +248 4 241 421

G Indoceanic

Mare Anglaise
Mahe, Seychelles

-  +248 4 24 73 37
-  +248 2 51 53 37
-  +248 4 24 78 39
-  indoceanic@wanadoo.fr
-  isles@indoceanic.com

Capt Pierre Grandcourt

-  grandcourtpierre@gmail.com
-  +248 2 50 07 81

Dominique Thomson




-  +262 692 01 77 77

Jose Thomson

-  +262 692 85 29 29




SIERRA LEONE**Freetown****G Africa P&I**

23 Howe Street
Freetown, Sierra Leone

-  +232 76 615675
-  +232 33 615675
-  sierraleone@africapandi.com





-  In Case Of Communication Difficulties,
Contact E.T.I.C. Marseille


Mohamed Sesay

-  arposlltd@yahoo.com
-  +232 76 615675
-  +232 33 615675




G BUDD Sierra Leone

122 E Bai Bureh Road
Freetown, Sierra Leone





-  +232 33 324 390
-  www.budd-pni.com
-  budd.sierra-leone@budd-pni.com
-  general.marseille@budd-pni.com

-  Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd Group
Emergency Number: +33 1 84 88 08 41

Mr. Fodé Mario Camara

-  fode-mario.camara@budd-pni.com
-  +224 657 25 3737
-  +224 628 25 5834





Mr. Sheikh Ahmed Bangura

-  sheikh-ahmed.bangura@budd-pni.com
-  seatally@yahoo.com
-  +232 77 32 4490
-  +232 33 32 4490



Singapore

G Seaborne Agencies Pte. Ltd.



46 East Coast Road
#07-02 EastGate
Singapore 428766

 +65 633 72122
 +65 633 96988
 +65 633 63576
 seaborne@singnet.com.sg



Capt. Shanmugam

 +65 969 30931
 +65 647 44407

Stanley Paul




 +65 9146 2957
 +65 6286 8577

Richard Kong




 +65 628 07879
 +65 969 41181

L Joseph Tan Jude Benny LLP




No.6 Shenton Way,
#23-08
DBS Building Tower Two
Singapore 068809

 +65 6220 9388
 +65 6225 7827
 www.jtjb.com


Dato Jude P. Benny

 judebenny@jtjb.com
 +65 9815 5696
 +65 6382 0829

Danny Chua

 dannychua@jtjb.com
 +65 9759 3856
 +65 6545 6166

John Sze




 johnsze@jtjb.com
 +65 9062 8575
 +65 6777 7421

L Rajah & Tann Singapore LLP


9 Battery Road
#25-01 MYP Centre
Singapore 049910

 +65 653 53600
 +65 9690 2253
 +65 6225 7978
 www.rajahtannasia.com




Jainil Bhandari

 jainil.bhandari@rajahtann.com
 +65 9681 7040
 +65 6232 0601




Kendall Tan

 kendall.tan@rajahtann.com
 +65 9871 1231
 +65 6232 0634

Leong Kah Wah

 kah.wah.leong@rajahtann.com
 +65 8139 0382
 +65 6232 0504




Winston Kwek

 winston.kwek@rajahtann.com
 +65 9615 6788
 +65 6232 0513

Koper

G Samer & Co. Shipping Ltd.

Ferrarska ulica 10 – 1st floor
SI-6000 Koper
Slovenia

 +386 5 9935660
 www.samer.com
 samer.koper@samer.com

Mateja Praselj

 +386 40 305 131

Andreja Meznar



 +386 51 648 377

G IBC & Co. Ltd.



Ferrarska Ulica 10
S-I 6000 Koper, Slovenia

 +386 5 631 4702
 +386 5 631 4703
 www.IBC-co.eu
 info@IBC-co.eu

Marko Zovko

 marko.zovko@ibc-co.eu
 +38670 756 667

Jaka Maglica

 puskin@ibc-co.eu
 +38670 601 198





Jaka Sotlar

 Jaka.sotlar@ibc-co.eu
 +38640 464 166

Mogadishu

G Omer Ali Dualeh & Co.

PO Box 126
Mogadishu, Somalia

 +252 1 215635
 +252 2 572036
 omaarco2@yahoo.com
 +252 2 572041

Omer A. Dualeh

 +252 2 4427 016

Abdulkadir O. Ali

 +252 2 447 1058

Cape Town

G P&I Associates (Pty) Ltd.

Unit 1B
Foregate Square,
1 Heerengracht Street
Table Bay Boulevard
Cape Town, 8001, South Africa

PO Box 1270
Cape Town, South Africa



+27 21 4254924



+27 83 2556994



+27 21 4211423



www.pandi.co.za



pict@pandi.co.za

Garth Hansen



+27 83 283 3493

Neil Chetty



+27 83 250 3381

L Shepstone & Wylie

18th Floor, 2 Long Street
Cape Town 8001, South Africa

PO Box 7452
Roggebaai 8012
Cape Town 8001, South Africa



+27 21 4196495



+27 21 4181974



www.wylie.co.za



pandilaw@wylie.co.za

Edmund Greiner



greiner@wylie.co.za



+27 82 3333359



+27 21 6832753

Anneke Whelan



aviljoen@wylie.co.za



+27 82 9240500

Pauline Kumlehn



kumlehn@wylie.co.za



+27 79 525 6988

Durban

G P&I Associates (Pty) Ltd.

29th floor Durban Bay House,
333 Anton Lembe Street (Smith Street)
Durban 4000

PO Box 3814
Durban 4001, South Africa



+27 31 301 1102



+27-832556994



+27 31 301 7110



www.pandi.co.za



pidurban@pandi.co.za

Michael Heads



+27 83 453 4899



+27 31 207 2394

Jason Hossack



+27 83 303 1549

Vishal Pragraj






+27 83 441 5685

L Shepstone & Wylie



24 Richefond Circle,
Ridgeside Office Park
Umhlanga Rocks
4319 Durban, South Africa

 +27 31 5757000
 +27 31 575 7300
 www.wylie.co.za
 pandilaw@wylie.co.za



Shane Dwyer

 dwyer@wylie.co.za
 +27 82 4437653
 +27 31 575 7308




Krish Reddy

 reddy@wylie.co.za
 +27 82 4437654
 +27 31 575 7305

Quintus Van Der Merwe

 qvdm@wylie.co.za
 +27 082 4665062
 +27 31 575 7306

Tony Edwards




 edwards@wylie.co.za
 +27-82-414-5670
 +27 31 575 7307

East London

G Drake Flemmer & Orsmond (EL) Inc.




Tewkesbury House
22 St James Road
Southernwood
East London 5201 South Africa

P.O. Box 44
East London 5200 South Africa




 +27 43 7224210
 +27 86 6218522
 +27 43 7221555

 www.attorneys.co.za/drakefo

Richard K. Jardine

 richard@drakefo.co.za
 +27 824 960 485
 +27 43 730 7350

Angus Pringle

 angus@drakefo.co.za
 +27 82 4919075
 +27 43 7224210




Port Elizabeth

L Bowman Gilfillan Inc.





46 Roosevelt Road
Glendinningvale
Port Elizabeth 6001, South Africa

 +27 41 373 3640
 +27 21 480 7800
 +27 21 480 7920
 +27 41 373 2296
 +27 41 480 3281
 www.bowmanslaw.com


Craig Cunningham

 craig.cunningham@bowmanslaw.com
 +27 82 806 6001
 +27 21 480 7801

Jeremy Prain

 jeremy.prain@bowmanslaw.com
 +27 72 596 7658
 +27 21 480 7811
 +27 21 683 8288

Andrew Pike

 andrew.pike@bowmanslaw.com
 +27 83 295 3925

Mark van Velden

 mark.vanvelden@bowmanslaw.com
 +27 82 461 6256

Richards Bay

G P&I Associates (Pty) Ltd.

Suite 3, Chisholm Park
1/6 Northmoor Road
Richards Bay 3900, South Africa
PO Box 1478
Richards Bay 3900, South Africa



+27 35 7979040

+27 35 7979041



+27 35 7979042



www.pandi.co.za



pirbay@pandi.co.za

Roy Carby-Thompson



+27 83 448 7787

Saldanha Bay

G P&I Associates (Pty) Ltd.

98 Harpuisbos St.
PO Box 596
Langebaan
Western Cape 7357, South Africa



+27 22 7722707

+27 83 250 3398



+27 22 7722706



www.pandi.co.za



hanseng@pandi.co.za

Garth Hansen



+27 83 283 3493

SPAIN

Algeciras (see Cadiz, Spain)

Aviles (see Gijon, Spain)

Barcelona

G Hispania P&I Correspondents

C/ Jonqueres, 18, 8B
08003 Barcelona, Spain



+34 93 268 1853



www.pandihispania.com



barcelona@pandihispania.com

Rosana Velasco



rosana.velasco@pandihispania.com



+34 670 458 642

James McKinnell



james.mckinnell@pandihispania.com



+34 670 458 646

G MedPandi

c/ Consell de Cent, 329 - 2^a - 1^a
08007 Barcelona



+34 93 706 1233



+34 96 111 8478



medpandi@medpandi.com



Emergency # +34 637 300 179

Cristina Martínez Ribas



cristina@medpandi.com



+34 626 197 491

Capt. Agustí Martín



+34 673 019 013








General Correspondent



Legal Correspondent

G Sucesor De J. Innes S.L.

Barroeta Aldamar 3
48001 Bilbao, Spain

-  +34 94 4230161
-  +34 94 4237648
-  +34 94 4235263
-  www.sucesorinnes.com
-  agency@sucesorinnes.com

Alberto Eguia

 +34 629 442575





Iñigo Balzategui

 +34 648 032034


Cadiz


G Macpherson Marine Surveyors


Fermin Salvochea, 4
11004 Cadiz, Spain

-  +34 956 808023
-  +34 956 212656
-  www.macphersonmarinesurveyors.com
-  info@macphersoncadiz.com


J. Macpherson


 jmacpherson@macphersoncadiz.com

 +34 659 750184


 +34 956 873508


Pedro Mieres

 pmieres@macphersoncadiz.com

 +34 638 54 86 09

Jane Keith

 janekeith@macphersoncadiz.com

 +34 638 35 58 27

G Tablada P & I Services, S.L.

Avda. de Sevilla, 45
Urbanización San Alberto, 29 - A
11520 Rota -Cadiz- Spain

-  +35 954241212
-  +34 954241213
-  www.tabladaservices.com
-  cadiz@tabladaservices.com

Julia Soriano

 +34 687344292



Miguel Angel García

 +34 666403384

Gijon

G C. Velasco SL

Ci. Alvarez Garaya 13, 1-d
33206 Gijon, Spain

-  +34 985 354643
-  general@casimirovelasco.com

Casimiro Ayesta

 +34 600 593834


Huelva

G **Tablada P&I Services S.L.**

Urbanización Villas del Rompido, 54
21459 Cartaya- Huelva- Spain

 +34 954 24 12 12

 +34 954 24 12 13

 www.tabladaservices.com

 huelva@tabladaservices.com

Jeronimo Soriano

 +34 607 20 9997

Maite Gomez


 +34 649094352

G **Macpherson Marine Surveyors**

Fermin Salvochea, 4
11004 Cadiz, Spain

 +34 956 808023

 +34 956 212656

 info@macphersoncadiz.com

Jaime Macpherson

 jmacpherson@macphersoncadiz.com

 +34 659 750184

 +34 956 873508

Pedro Mieres

 pmieres@macphersoncadiz.com

 +34 638 54 86 09

Guillermo Macpherson

 gmacpherson@macphersoncadiz.com

 +34 666 66 27 19

Jane Keith

 janekeith@macphersoncadiz.com

 +34 638 35 58 27

Madrid

G **Comismar, S.A.**

Pintor Juan Gris 4
28020 Madrid, Spain

 +34 915561900

 www.comismar.es

 sap@comismar.es

 madrid@comismar.es

 EMERGENCY LINE: +34 626 491491

Felipe Díaz Pintos

 fdiaz@comismar.es

 +34 690 060536

L **Fernando Scornik Gerstein**

Avda. Alberto Alcocer, 7-8 dcha
28036 Madrid, Spain

 +34 91 3507262

 +34 91 3507306

 www.scornik-gerstein.com

 madrid@scornik-gerstein.com

Saturia Ortega Felix

 laspalmas@scornik-gerstein.com

G Thomas Wilson S.L.
 Plaza Poeta Alfonso Canales, 4
 29001 Malaga, Spain

+34 95 2212195
 +34 95 2214272
 admin@thwilson.com

Thomas M.R. Tuite
 +34 670 624193

M.J. Rico
 +34 661 250 163

Seville

G Tablada P&I Services S.L.
 Avda. Reina Mercedes, 19 C
 41012 Seville, Spain

+34 954 241212
 +34 954 241213
 www.tabladaservices.com
 sevilla@tabladaservices.com

Jeronimo Soriano
 sevilla@tabladaservices.com
 +34 607 209997

Julia Soriano
 sevilla@tabladaservices.com
 +34 687344292

G Macpherson Marine Surveyors
 Avda. San Francisco Javier
 9. 3^a-10 Edificio Sevilla 2
 41018 Seville

+34 955 02 20 14
 +34 956 21 26 56
 www.macphersonmarinesurveyors.com
 sevilla@macphersoncadiz.com

Pedro Mieres
 pmieres@macphersoncadiz.com
 +34 638 54 86 09

Jane Keith
 janekeith@macphersoncadiz.com
 +34 638 35 58 27

Jaime Macpherson
 jmacpherson@macphersoncadiz.com
 +34 659 75 01 84
 +34 956 87 35 08

Guillermo Macpherson
 gmacpherson@macphersoncadiz.com
 +34 666 66 27 19

Valencia

G MedPandi
 c/ Salvador Gasull, 01 – 04
 46011 Valencia

+34 96 428 6569
 +34 96 111 8478
 medpandi@medpandi.com

EMERGENCY LINE: +34 637 300 179

Joan Giner
 giner@medpandi.com
 +34 637 300 179

Valencia (continued)

G Hispania P&I Correspondents

C/J.J. Domine, 4
Pta. 5, Despacho 3
46011 Valencia, Spain

 +34 96 070 0528

 +34 661 273 787

 valencia@pandihispania.com

Araceli Payo

 +34 647 187 587

James McKinnell

 +34 670 458 646

Rosana Velasco

 +34 670 458 642

Vigo

G Hispania P&I Correspondents

C/Elduayen 4, Bajos
36202 Vigo, Spain

 +34 607 162 841

 www.pandihispania.com

 galicia@pandihispania.com

Angel Táboas

 +34 607 162 841

James McKinnell

 +34 670 458 646

SRI LANKA

Colombo

G GAC Shipping Limited

284, Vauxhall Street
Colombo 2, Sri Lanka

PO Box 1116
Colombo, Sri Lanka

 +94 114 797 979

 +94 11 233 2372

 +94 114 797910

 www.gac.com/srilanka

 srilanka@gac.com

Walter Rodrigo

 walter.rodrido@gac.com

 +94 777718001

 +94 114 797979/07

Debbie Jones

 debbie.jones@gac.com

 +94 777 689 550

 +94 114 797979/86

Pradeep Soyza

 pradeep.soyza@gac.com

 +94 77 777 557100

 +94 114 797979/17

Suzanne Lewise

 suzanne.lewise@gac.com

 +94 114 79 79 79/43




 +94 772 517 368


Port Sudan

G Mutual Marine Services & Transport Al-Mushtaraka Ltd.



Oriental Building Block No. 14, Engineering Faculty Road, North of Shekan Insurance Building, First Floor

PO Box 1022
Port Sudan, Sudan

 +249 311 827656
 +249 311 827660
 claims.sudan@mushtaraka.com

 In Case Of Emergency, Contact Jeddah Office – Capt. L. Heron At
+966 12 652 2666 or
Mobile +966 504 667 728

A.H. Ahmed

 amir.hassan@mushtaraka.com
 +249 9125 18463

Osman Abdel Azim Badawi

 osman.badawi@mushtaraka.com
 +249 9123 34920

SURINAME





Paramaribo

G Independent Maritime Bureau

(Suriname) N.V.
Dominestraat 34
PO Box 2924
Paramaribo, Suriname





 +597 47 3512
 +597 47 2473

Hugo G. Bromet

 hbromet@sr.net
 hugo@hbrometshipping.sr
 +597 42 7228
 +597 88 06518



G Cariconsult Suriname N.V.

J.D. Gompertstraat 115
Paramaribo, Suriname

 +597 45 49 86
 +597 45 49 87
 +597 45 47 60
 group@cconsult.com.bb

 24 hour emergency + 1 246 231 2196

Michael White

 +597 875 7168
 +44 7393 964 001

Sergio Oldenstam

 +597 860 4900

SWEDEN

Gothenburg

G The Swedish Club / Sveriges Angfartygs Assurans Forening

SE-401 22 Gothenburg, Sweden






 +46 31 638400
 +46 31 151328
 +46 31 156711
 www.swedishclub.com

Stockholm (see Gothenburg, Sweden)



Lattakia

L John & Nagib Habeishy Law Firm



Onji Building, 8 Azar Street
PO Box 132
Lattakia, Syria

 +963 41 461333
 +963 41 2470080
 +963 41 461332
 www.habeishylawfirm.com
 info@habeishylawfirm.net



John Habeishy

 +963 933 412555
 +963 41 472666



Nagib Habeishy

 +963 944 656644
 +963 41 475767

Hala Habeishy

 +963 944 674644
 +963 41 465361

Nadine Habeishy

 +963 944 565046
 +963 41474843

Tartous

G Elias Marine Consultants Ltd.

Yehia & Shaar Building – 3rd Floor
Al Thawra Street
Tartous, Syria

P.O. Box 181
Tartous, Syria

 +963 43 217134
 +963 43 217135
 www.eliasmarine.com
 emco.sy@emco.org

Anne Naddour

 a.naddour@emco.org
 +963 933 697550




Riad Karam

 r.karam@emco.org
 +963 933 222537
 +357 99 670226
 +357 25 753536



 EMERGENCY LINE: +357 25 800999

L John & Nagib Habeishy Law Firm



Onji Building, 8 Azar Street
PO Box 132 Lattakia, Syria

 +963 41 461333
 +963 41 2470080
 +963 41 461332
 www.habeishylawfirm.com
 info@habeishylawfirm.net



John Habeishy

 +963 933 412555
 +963 41 472666



Nagib Habeishy

 +963 944 656644
 +963 41 475767

Hala Habeishy

 +963 944 674644
 +963 41 465361

Nadine Habeishy

 +963 944 565046
 +963 41 474843



TAHITI

Papeete



G Agence Maritime De Fare Ute

BP 9100
98 715 – Papeete – Tahiti
French Polynesia

 +689 40 425 561

 +689 40 428 608
 www.amfu.pf

Bud Gilroy

 bgilroy@amfu.pf
 +689 87 79 66 05

Kaohsiung

G Taiwan Maritime Services Limited

4F, 533, Chung Shan 2nd Road
Kaohsiung 801, Taiwan



+886 7 282 3511



+886 7 2413326



cmskao@ms3.hinet.net



ALL CORRESPONDENCES SHOULD BE REFERRED
TO TAIPEI OFFICE UNLESS EMERGENCY

P.S. Li



burdon.li@surveycms.com.tw



+886 930 094980



+886 7 392 8974

M.Y. Tsai



+886 930 094697



+886 7 8215205

Keelung

G Taiwan Maritime Services Limited

6F2, No. 3, Hsiao 4 Road
Keelung 200, Taiwan



+886 2 24223265



+886 2 24287965



cmskee@ms15.hinet.net



ALL CORRESPONDENCES SHOULD BE REFERRED
TO TAIPEI OFFICE UNLESS EMERGENCY

Capt. I.L. Lee



james.lee@surveycms.com.tw



+886 930 094675



+886 2 23964326

Annie Chen



annie.chen@surveycms.com.tw



+886 955 010 641



+886 3 323 2653

Taichung

G Taiwan Maritime Services Limited

4F-8, No.82-1, Bade Road,
Wuqi, Taichung City,
43542, Taiwan



+886 42 6564002



+886 42 6564069



cmstch@ms4.hinet.net



ALL CORRESPONDENCES SHOULD BE REFERRED
TO TAIPEI OFFICE UNLESS EMERGENCY

Mr. I.K. Lin



+886 933901 027

J.C. Chi



kennith.chi@surveycms.com.tw



+886 918 865 386



+886 42 3585970



Phone



Fax



Email



Web Site



After Hours



Mobile



24h Phone






Special Notes




Taipei

G Taiwan Maritime Services Limited




8th Floor, No. 36-9
Fu Hsing South Road
Section 1
Taipei 10492, Taiwan (104)

 +886 2 27412968
 +886 2 27401098
 tmspis@ms1.hinet.net



William Chang

 william.chang@panditms.com.tw
 +886 912 655 664
 +886 2 2257 1457

John Chou

 john.chou@panditms.com.tw
 +886 930 094993
 +886 2 87879241

Nina Hsu






 +886 960 071 248
 +886 2 2901 5471


TANZANIA, UNITED REPUBLIC OF

Dar-Es-Salaam



G Robmarine P&I Services Ltd.

10 Chato Street
264 Regent Estate
Dar-Es-Salaam, Tanzania



 +255 22 2700265
 +255 22 2700501
 +255 22 2150446
 www.robmarine.com
 alan@robmarine.com

 In Case Of Communication Difficulties,
Contact UK Office – Michael Robertson
Email: michael@robmarine.com
Tel: +44 1444 876940
or +44 7785 734 633

Emmanuel Thomas

 emmanuel@robmarine.com
 +255 754 317 932

Joseph Mgaya

 joseph@robmarine.com
 +255 754 279 638



Bangkok

G Thai P&I Services International Ltd.




723 Supakarn Building, 3rd Floor,
Room No. 3D01,
Charoennakorn Road, Klongtongsai,
Bangkok 10600, Thailand

 +66 2 438 1693-4
 +66 2 438 1695
 www.tpni.co.th
 tpni@tpni.co.th


Capt. Ravinder P.S. Ghai

 ravinder@tpni.co.th
 +66 91 449 1878
 +66 2 432 3110

Ms. Chanida Sripen




 chanida@tpni.co.th
 +66 90 658 8924
 +66 2 763 7674

Ms. Panthip Pholkaew

 panthip@tpni.co.th
 +66 81 925 1540
 +66 2 386 5141

G Transport And Claim Consultants Co., Ltd.

175-177 Bangkok Union Insurance
Building
4th Floor, Unit 2, Surawongse Road,
Suriyawongse, Bangrak
Bangkok 10500, Thailand

 +66 2 6348806 9
 +66 2 6348805
 tccwk@loxinfo.co.th

Mr. Vivit Soonthorntam

 +66 81 8443610

Mr. Maiyasit Limcharoenkij




 +66 81 8081814

Sarayut Chooket

 tccwk@loxinfo.co.th
 +66 95 535 6087

G Wallem Shipping (Thailand) Ltd.


Unit 1804, 18/F,
Vorawat Building,
849 Silom Road, Bangrak
Bangkok 10500, Thailand

 +66 2 2377830
 +66 22 361999
 wsabkk@wallem.com

J. Montri

 jmontri@wallem.co.th
 +66 8 0229 9923

Pohnnipa Gressley

 pgre@wallem.co.th
 +66 86 3753138

Lome

G Africa P&I Togo

Ablogame N 1, Zone Portuaire
BP 9114, Lome Port
Togo

 +228 2 271 9455

 +228 2 271 9455

 africapanditogo@yahoo.fr

 togo@africapandi.com

 In Case Of Communication Difficulties,
Contact E.T.I.C., Marseille

Emmanuel Nadjo

 +228 9036 4415

Koudjoferey Koumeysi

 +228 9003 4041


G BUDD c/o Groupe GATO

BP 61088 BE
Lome, Togo

 +228 22 27 94 57

 +228 22 21 67 83

 +228 22 27 94 62

 www.budd-pni.com

 budd.togo@budd-pni.com

 general.marseille@budd-pni.com

 Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd Group
Emergency Number: +33 1 84 88 08 41

A.K. Gato

 prosper.gato@budd-pni.com

 +228 90 04 11 10

 +228 22 21 67 83

Pauline Atitso

 pauline.atitso@budd-pni.com

 +228 90 09 49 75

 +228 91 08 32 36

Nukualofa

G Dateline Transam Shipping

Dateline House Unit 1
By-pass Road, Maufanga,
Nuku'alofa, TONGA

 +676 2 4470

 +676 2 3993

 shipping@dateline.to

 shipping@kalianet.to

Ross Chapman

 +676 2 4279

Fine Tohi

 fine.tohi@dateline.to

 +676 8785786





 +676 2 8012

Port Of Spain

G Gulf Shipping Ltd.

Lloyd Voisin Building
12 Charles Street
Port Of Spain, Trinidad, WI

PO Box 8
Port Of Spain, Trinidad, WI

 +1 868 623 4121
 +1 868 623 4124
 www.gulfshippingltd.com
 gulfship@gulfshippingltd.com

Tessa De Souza

 tdesouza@gulfshippingltd.com
 +1 868 633 6735
 +1 868 620 2917

Sonja Voisin-Tom

 +1 868 632 3512
 +1 868 620 4301

Stephan Mohammed




 +1 868 678 2875

TUNISIA



Rades

G ICIC Ltd (International Company for Inspection & Consulting Limited)

Avenue Hedi Nouira Rte du bac chez4
Rades, Tunisia

 +216 71 44 90 41
 +216 71 44 95 16
 icic.tunisia@planet.tn

Abdelkader Kallel

 +216 95 99 00 28
 icic.tunisia@planet.tn



Bizerte

G TIPIC (Tunisian International P&I Correspondent)



Rue 8 Janvier 1938
4 Galerie des arts 3eme étage BN9
Bizerte 7018, Tunisia

 +216 72 439 506
 +216 98 346 743
 +216 72 435 876
 www.tipic.com.tn
 pdg@tipic.com.tn
 tipic.sfax@tipic.com.tn

Makram Mejri

 makram.mejri@tipic.com.tn
 +216 98 346743

Capt. K. Chalghaf

 +216 98 321572
 +216 70 726020



Gabes

G TIPIC (Tunisian International P&I Correspondent)

Gabes Center BP 49
Gabes 6000, Tunisia

 +216 75 270115
 +216 75 270470
 +216 98 337 491
 +216 75 270504
 pdg@tipic.com.tn
 tipic.sfax@tipic.com.tn



Jalel Messaoud

 +216 98 337491
 +216 74 200 745

Sofiene Marouani

 +216 96 85 76 57

Capt. K. Chalghaf

 +216 98 321572
 +216 70 726020

Sfax

G TIPIC (Tunisian International P&I Correspondent)

Immeuble Marhaba Centre Intersection
Rue Tahar Sfar Et Aboulkacem
Chebbi BP 470
3000 Sfax, Tunisia



+216 74 298734



+216 98 337 491



+216 74 221400



tipic.sfax@tipic.com.tn



pdg@tipic.com.tn

Jalel Messaoud

+216 98 337491

Capt. K. Chalghaf

+216 98 321572

+216 70 726020

Sofiene Marouani

+216 96 85 76 57

G ICIC Ltd (International Company for Inspection & Consulting Limited)

63 Rue Tahar Sfar Imm Ben Amar APP
No.3 Sfax/Tunisia



+216 74 225 452



+216 74 225 452



nfos@icic-ltd.com



Icic.tunisia@planet.tn

Ben Abouda

+216 91 89 60 83

+216 99 210 126

Skhira (see Sfax, Tunisia)

Sousse

G TIPIC (Tunisian International P&I Correspondent)

5 Avenue Habib Bourguiba
Immeuble Ghenima Apt B25
2nd Floor P.O. Box 109
4002 Sousse, Tunisia



+216 73 213620



+216 73 213740



+216 73 219022

tipic.sousse@tipic.com.tn

pdg@tipic.com.tn

Ali Zrida

+216 94 990 731

Capt. K. Chalghaf

+216 98 321572

+216 70 726020

Tunis

G TIPIC (Tunisian International P&I Correspondent)

Immeuble Luxor li - (2 Eme Etage)
Rue 8300 Montplaisir, PO Box 5
1073 Tunis, Tunisia



+216 71 950 721



+216 71 950 741



+216 71 950650



www.tipic.com.tn



pdg@tipic.com.tn

Capt. Kamel Chalghaf

+216 98 32 15 72

Mehdi Dahen




+216 98 675 717

Khaled Gmati

+216 98 346749



G BUDD Tunisie

Residence Sendebed II – Bloc A 4
Rue Medhat Pacha
1001 Tunis, Tunisie




-  +216 71 353774
-  +216 71 253704
-  +216 26 303 791
-  +216 98 200 242
-  +216 71 351331
-  www.budd-pni.com
-  budd.tunisie@budd-pni.com
-  general.marseille@budd-pni.com

-  Copy all emails to:
general.marseille@budd-pni.com.
In Case Of Communication Difficulties,
Contact Budd Marseille-Fos at:
Tel: +33 491 33 58 33 or call the Budd Group
Emergency Number: +33 1 84 88 08 41

Elias Mami



-  elias.mami@budd-pni.com
-  +216 98 303791


Hedia Ben Alaoui

-  hedia.ben-alaoui@budd-pni.com
-  +216 98 200242
-  +216 26 303 791


Zarzis (see Sfax, Tunisia)**TURKEY****Iskenderun****G Omur Marine Ltd.**

Savas Mah. Ataturk Bulvarı,
Unsal Han, no:10 Kat:4 D:1,
Iskenderun, Turkey

-  +90 326 6177635
-  +90 326 6139737





-  Send All Correspondence To
Istanbul (Head) Office
omurmarine@omurmarine.com

Kadir Dogan



-  k.dogan@omurmarine.com
-  +90 532 3119163

G Vitsan Mumessillik Ve Musavirlik A.S.



Bahcelievler, Ataturk Bulvari
Burak Apt. No. 20 Kat 2
Iskenderun, Turkey 31200

-  +90 326 6140731
-  +90 326 6179439
-  www.vitsan.com.tr
-  iskenderun@vitsan.com.tr

Cevdet Gunal Tuzun



-  +90 532 2559603
-  +90 324 359 2165

Mehmet Sen


-  +90 542 2560408
-  +90 326 6154472

G Metropole Maritime & Trading Ltd. Co.

Mustafa Kemal Mah
575/3 Sokak Ilgin 3 Apt No 3 Kat 4 D:9
31230 Iskenderun, Turkey

-  +90 326 6190244
-  +90 326 6190244

-  iskenderun@metropole.com.tr

-  Send all correspondence to Metropole
Head Office (Istanbul)

Capt. Ibrahim Coskun

-  +90 533 170 69 60

Istanbul

G Omur Marine Ltd. (Head Office)

Kosuyolu Mahallesi, Mahmut Yesari Sok.
No:45,
34718 Istanbul, Turkey



+90 216 326 9949



+90 216 326 7838



www.omurmarine.com



omurmarine@omurmarine.com



EMERGENCY WEEKEND LINE:
+90 538 272 12 73

Ahmet Can Bozkurt

✉ a.canbozkurt@omurmarine.com



+90 532 285 89 94

Cagdas Kircali

✉ c.kircali@omurmarine.com



+90 530 469 45 98

Murat Ersan

✉ m.ersan@omurmarine.com



+90 531 161 16 53

Ms. Hilal Er

✉ h.er@omurmarine.com



+90 530 408 01 98

G Vitsan Mumessillik Ve Musavirlik A.S.

Bilezik Sokak No. 4
34427 Findikli
Istanbul, Turkey



+90 212 252 0600 (8 LINES)



+90 212 249 4434



+90 212 245 4511



www.vitsan.com.tr



vitsan@vitsan.com.tr

Selim Bilgisin



selim@vitsan.com.tr



+90 532 211 1248



+90 212 239 9652

Harun Kuzgun

✉ harun@vitsan.com.tr



+90 532 211 1279



+90 212 225 5025

Namik Akyodem

✉ namik@vitsan.com.tr



+90 533 317 6445



+90 212 347 5273

Ferruh Serbest

✉ ferruh@vitsan.com.tr



+90 532 2841879




+90 212 573 0495

G Metropole Maritime & Trading Ltd. Co.



Kosuyolu Mah. Ali Nazima
Sok. No.49
34718 Kadikoy
Istanbul – Turkey

 +90 216 325 0765
 +90 216 327 1623
 www.metropole.com.tr
 metropole@metropole.com.tr



Onur Uzun

 o.uzun@metropole.com.tr
 +90 533 314 9212



Capt. Fevzi Uzun

 f.uzun@metropole.com.tr
 +90 532 235 17 47

Capt. Resit Tunca






 r.tunca@metropole.com.tr
 +90 533 560 83 92

Capt. Gulden Kurtel

 g.kurtel@metropole.com.tr
 +90 530 911 43 99

L NSN Law Firm



Burhaniye Mahallesi,
Atilla Sok.No.6 Altunizade
Uskudar, Istanbul Turkey 34676

 +90 216 321 47 47
 +90 216 321 47 67
 www.nsn-law.com
 nsnlaw@nsn-law.com
 EMERGENCY NUMBER: +90 533 242 33 23



Nazli Selek

 nazli.selek@nsn-law.com
 + 90 533 242 33 23

Sevilay Kuru


 sevilay.kuru@nsn-law.com
 +90 533 214 33 94

Mehmet Nedret Unlu



 Nedret.unlu@nsn-law.com
 +90 532 590 97 04

L Ulgener Law Office



Denizciler Is Merkezi, A Blok
Fahrettin Kerim Gokay Cd
Altunizade, 34662 Istanbul, Turkey

 +90 216 4741555
 +90 216 4741516
 www.ulgener.com
 info@ulgener.com



Metin Ugur Aytekin

 metin@ulgener.com
 +90 532 792 57 19

T. Duygu Yazıcı

 duygu@ulgener.com
 +90 505 743 71 81

Dr. M. Fehmi Ulgener

 fehmi@ulgener.com
 +90 532 2111924

Izmir

G Omur Marine Ltd.

1740-1 Sok. No:14 D:5,
Karsiyaka/Izmir/Turkey

 +90 232 4633169

 +90 232 4632047

 omurmarine@omurmarine.com



Send All Correspondence to Istanbul (Head)
office or Emergency number:
+ 90 538 272 12 73

Haluk Ozorten

 h.ozorten@omurmarine.com



+90 532 6138537

G Vitsan Mumessillik Ve Musavirlik A.S.

Sehit Fethi Bey Caddesi 1328 Sokak
Borsa Is Merkezi No. 1 Kat: 6
35210 Izmir, Turkey

 +90 232 4831810

 +90 232 4411939

 +90 232 4840314



www.vitsan.com.tr



izmir@vitsan.com.tr

Mehmet Tumer

+90 532 2823270

G Metropole Maritime & Trading Ltd. Co.

1420/3 Sokak No. 18/5
35250 Alsancak-Izmir, Turkey

 +90 232 465 1566

 +90 232 465 1537

 +90 232 465 1554

 www.metropole.com.tr

 izmir@metropole.com.tr





Send All Correspondence To Metropole
Head Office (Istanbul)

Capt. Serdar Tukul


+90 533 512 6918

G Metropole Maritime & Trading Ltd. Co.

Ataturk cad. Adil Kanun Is Hani
K:6 No:21
33060 Mersin, Turkey

 +90 324 237 5604
 +90 324 237 5621

 www.metropole.com.tr
 mersin@metropole.com.tr




 Send All Correspondence To Metropole Head Office (Istanbul)

Capt. Mete Acikbas

 +90 533 557 6081

G Vitsan Mumessillik ve Musavirlik A.S.

Ismet Inonu Bulvari, Camiserif Mahallesi Nail Goksu Ishani Kat:3 No: 27, Mersin, Turkey

 +90 324 231 1652
 +90324 238 0823
 +90 324 231 72 81

 www.vitsan.com.tr
 mersin@vitsan.com.tr

 All correspondence to Istanbul office – vitsan@vitsan.com.tr

Mr. Cevdet Gunal Tuzun




 cevdet@vitsan.com.tr
 +90 532 255 9603
 +90 324 359 2165



UKRAINE

Mariupol

G Azovlloyd Pandi Services Ltd.

Admirala Lunina Ave,
Building 18 Office 3;
87510 Maripupol, Ukraine

 +380629413025
 +380629527004
 +380 629 527009

 www.pandi.com.ua
 aps@pandi.com.ua

Alexander Nikityuk

 nikityuk@pandi.com.ua
 +380 6762 11006

Dmitriy Filatov

 +380 676 252516

G C.I.S. Pandi Services

1 Chernomorskaya Str., Apt. 21
87517 Mariupol, Ukraine

 +380 629 413364
 +380 629 413364
 www.cispandi.com

 mariupol@cispandi.com

Capt. Sergey Khadzhyskiy

 +380 50 328 6453

Gennadiy Markov



 +380 50 3166536

Nikolayev

G Dias Marine Consulting PC

49/1 Generala Karpenko Street
Nikolayev, Ukraine 54038

 +380 512 348255

 +380 512 348255
 company@dias-co.com

Vladislav Sandul

 +380 67 5101112

Odessa

G Dias Marine Consulting PC

1/20, Marazlievskaya street,
business centre "Shevchenkovskiy"
office 305
Odessa 65014, Ukraine

 +380 482 377696

 +380 482 346124

 +380 482 373873

 www.dias-co.com

 company@dias-co.com

Igor Cherezov

 cherezov@dias-co.com

 +380 67 4803434

 +380 487 400042

Dmitriy Gololobov

 gololobov@dias-co.com

 +380 67 4804899

 +380 482 370 198

Artyom Nanev

 nanev@dias-co.com

 +38 067 484 86 56

G Legat Co. Ltd.

11, Ljvovskaya Str.
65016 Odessa 16, Ukraine

 +380 482 471550

 +380 482 447134

 +380 487 844025

 +380 482 374024

 www.legat.odessa.ua

 legat-odessa@ukr.net

 legat.odessa@gmail.com

Vladimir Krivoy

 +380 50 3367811

 +380 48 7232381

Viktoriya Rusina

 +38093 445 5386

Sergey Krivoy

 +380 50 3954667

Alex Kotliar

 +380 50 3160185

 +380 482 686464


Abu Dhabi

G National Shipping Gulf Agency Co. (Abu Dhabi) Ltd LLC


P.O. Box 377
Abu Dhabi,
United Arab Emirates

-  +971 2 6730500
-  +971 2 6731328
-  www.gac.com
-  claims.abudhabi@gac.com
-  claims.me@gac.com



George Mathews

-  George.mathews@gac.com
-  +971 50 4542918



Satyajith Warriar

-  Satyajith.warrior@gac.com
-  +971 50 6253944

Gary Mercado

-  gary.mercado@gac.com
-  +971 56 5381428

Geo Augustine

-  geo.augustine@gac.com
-  +971 56 6812981


Dubai

G Gulf Agency Company (Dubai) LLC



Jebel Ali Free Zone
PO Box 17041, Jebel Ali
Dubai, United Arab Emirates

-  +971 4 881 8090
-  +971 4 881 8687
-  +971 805 9442
-  www.gac.com
-  claims.dubai@gac.com
-  claims.me@gac.com



George Mathews

-  george.mathews@gac.com
-  +971 50 4542918



Gary Mercado

-  gary.mercado@gac.com
-  +971 538 1428

Satyajith Warriar





-  satyajith.warrior@gac.com
-  +971 50 625 3944

Geo Augustine




-  geo.augustine@gac.com
-  +971 56 6812981

G Inchcape Shipping Services




P O Box 33166
Dubai, United Arab Emirates

-  +971 04 303 8593
-  +971 04 334 6976
-  www.iss-shipping.com
-  claims.dxb@iss-shipping.com

Peter Valles

-  peter.valles@iss-shipping.com
-  +971 50 645 3894
-  +971 04 303 8590

Muzaffer Hussain

-  Muzaffer.hussain@iss-shipping.com
-  +971 50 455 4846
-  +971 04 303 8584

G Shipowners Claims Bureau (UK) Ltd.


1st Floor 29-30 Cornhill
London EC3V 3ND
United Kingdom

 +44 20 7709 1390

 +44 20 7709 1350

 +44 20 7709 1399

 www.american-club.com

 See details set out in the Board of Directors and Management section at the front of the book for after-hour information

Belfast


G Burke Shipping Group

45 Dufferin Road
Milewater Basin
Belfast BT3 9AA Northern Ireland
United Kingdom

 +44 28 90357560

 +44 28 90 747 767

 www.burkeshipping.com

 shipping@burkeshipping.com

Sean McCready

 smccready@burkeshipping.com

 +44 078 31 305 846

 +44 2890 755 881

Barry Carroll

 bcarroll@burkeshipping.com

 +44 078 54 367 277

 +44 7739 097 930

Edinburgh

L Beveridge & Kellas W.S.

52 Leith Walk, Leith
Edinburgh, EH6 5HW Scotland
United Kingdom

 +44 131 5546321

 +44 131 5535319

 mail@beveridgekellas.com

Graeme L. Duncan

 +44 131 3462329

 +44 07881 506858

Lynn Harrison

 +44 07919364020

 +44 131 553 4259

G Shipowners Claims Bureau (UK) Ltd.

1st Floor 29-30 Cornhill
London EC3V 3ND
United Kingdom

- +44 20 7709 1390
- +44 20 7709 1350
- +44 20 7709 1399
- www.american-club.com

See details set out in the Board of Directors and Management section at the front of the book for after-hour information

UNITED STATES

G Shipowners Claims Bureau, Inc. (Managers Of The American Club)

One Battery Park Plaza – 31st Floor
New York, New York 10004

- +1 212 847 4500
- +1 212 847 4599
- +1 212 847 4598

- www.american-club.com
- info@american-club.com

See details set out in the Board of Directors and Management section at the front of the book for after-hour information

G Shipowners Claims Bureau, Inc. (Managers Of The American Club) (Houston)

2100 West Loop South, Suite 1525
Houston, Texas, 77027

- +1 346 223 9900
- claims@american-club.com

See details set out in the Management section at the front of the book for after-hour information

Anchorage, Alaska

L Keesal, Young & Logan

1029 W. Third Avenue, suite 650
Anchorage, Alaska 99501-1954

- +1 907 279 9696
- +1 907 279 4239
- www.kyl.com

Bert Ray

- bert.ray@kyl.com
- +1 907 272 2543
- +1 907 229 4217






Doug Davis

- doug.davis@kyl.com
- +1 907 229 4218




Baltimore, Maryland

L Baker, Donelson, Bearman, Caldwell & Berkowitz, PC




100 Light Street
Baltimore, MD 21202

 +1 410 685 1120
 +1 410-215-5203
 +1 410 547-0699
 www.bakerdonelson.com
 admiralty@bakerdonelson.com



M. Hamilton Whitman, Jr.

 +1 410 370 0680
 +1 410 243 7334
 mhwhitman@bakerdonelson.com

Geoffrey S. Tobias




 +1 410 215 5203
 +1 443-607-6632
 gtobias@bakerdonelson.com

Jack R. Daley



 +1 301 500 8865
 jdaley@bakerdonelson.com

L Niles, Barton & Wilmer LLP




111 South Calvert Street Suite 1400
Baltimore, Maryland 21202

 +1 410 783 6344
 +1 410 783 6479
 www.nilesbarton.com

Robert P. O'Brien, Esq.

 rpobrien@nilesbarton.com
 +1 410 783 6344
 +1 410 440 3755

Mark J. Stiller, Esq.




 mjstiller@nilesbarton.com
 +1 410 783 6361
 +1 410 375 9436

Beaumont, Texas



L Benckenstein & Oxford, LLP

3rd Floor, 3535 Calder Avenue
Beaumont, Texas 77706



3535 Calder Ave., Suite 300
Beaumont, Texas 77706

 +1 409 833 9182
 +1 409 833 8819
 www.benoxford.com



Alan G. Sampson

 asapson@benoxford.com
 +1 409 781 0604

Josh Heinz

 jheinz@benoxford.com
 +1 409 454 2053

Hubert Oxford, III


 hubertoxford@benoxford.com
 +1 409 790 1987

L Wells, Peyton, Greenberg & Hunt, LLP

550 Fannin
Petroleum Building – 6th Floor
PO Box 3708
Beaumont, Texas 77704-3708

 +1 409 838 2644
 +1 409 838 4713
 www.wellspeyton.com
 wellspeyton@wellspeyton.com

Bruce Partain




 bpartain@wellspeyton.com
 +1 409 899 4204

Boyd Wells




 bwells@wellspeyton.com
 +1 409 898 2525

L Strasburger & Price, LLP




2615 Calder Ave, Suite 240
Beaumont, Texas 77702

 +1 409 351 3800
 +1 512 526 5717
 www.strasburger.com

David James

 david.james@strasburger.com
 +1 409 351 3802
 +1 409 658 7204

Mark Freeman

 mark.freeman@strasburger.com
 +1 409 351 3801
 +1 409 656 9747

Boston, Massachusetts

L Fitch Law Partners LLP.


One Beacon Street - 16th Floor
Boston, Massachusetts 02108

 +1 617 542 5542
 +1 617 542 1542
 www.fitchlp.com

James B. Re





 jbr@fitchlp.com
 +1 617 519 9775
 +1 617 723 2150

Stephen C. Reilly




 scr@fitchlp.com
 +1 978 505 1788
 +1 781 862 8253

L Clinton & Muzyka, P.C.




88 Black Falcon Avenue, Suite 200
Boston, Massachusetts 02210

 +1 617 723 9165
 +1 617 720 3489
 CM@clinmuzyka.com
 www.clinmuzyka.com

Thomas J. Muzyka

 tmzyka@clinmuzyka.com
 +1 617 233 3472
 +1 508 785 2275




Kirby L. Aarsheim

 kaarsheim@clinmuzyka.com
 +1 508 989 1821
 +1 508 989 1821




Brownsville, Texas

L Royston, Rayzor, Vickery & Williams, LLP



55 Cove Circle
PO Box 3509
Brownsville, Texas 78523-3509

 +1 956 542 4377
 +1 956 542 4370
 www.roystonlaw.com



Keith N. Uhles

 keith.uhles@roystonlaw.com
 +1 956 831 6667
 +1 956 455 5836

James H. Hunter, Jr.

 jim.hunter@roystonlaw.com
 +1 956 350 3416
 +1 956 495 5100

Javier Gonzalez

 javier.gonzalez@roystonlaw.com
 +1 956 541 0114

Cape Canaveral (see Melbourne, Florida, United States)


Cape Cod

G Farrell & Smith LLP

2355 Main Street
P.O. Box 186
S. Chatham, MA 02659

 +1 508 432 2121
 +1 978 666 0383
 www.farrellsmith.com

David J. Farrell, Jr.

 dfarrell@farrellsmith.com
 +1 508 237 2402

David S. Smith

 dsmith@farrellsmith.com
 +1 978 317 2546




Liam T. O'Connell

 liam@farrellsmith.com
 +1 713 248 1951



Charleston, South Carolina

L Womble Bond Dickinson



5 Exchange Street
PO Box 999
Charleston, South Carolina 29402

 +1 843 722 3400
 +1 843 723 7398
 www.womblebonddickinson.com

Sean D. Houseal

 sean.houseal@wbd-us.com
 +1 843 720 4622

Ryan D. Gilsenan




 ryan.gilsenan@wbd-us.com
 +1 843 720 4617

L Marwedel, Minichello & Reeb, P.C.




303 West Madison Street, Suite 1100
Chicago, IL 60606

 +1 312 902 1600
 +1 312 902 9900
 www.mmr-law.com




Dennis Minichello

 dminichello@mmr-law.com
 +1 312 909 1849
 +1 312 445 5312

Warren J. Marwedel



 wmarwedel@mmr-law.com
 +1 312 909 5054
 +1 312 445 5310



Robert L. Reeb

 rreeb@mmr-law.com
 +1 630 272 0868
 +1 312 445 5314



L Swanson, Martin & Bell, LLP

330 North Wabash Avenue
Suite 3300
Chicago, Illinois 60611

 +1 312 321 9100
 +1 312 222 8549

 +1 312 321 0990
 www.smbtrials.com





Timothy S. McGovern

 tmcgovern@smbtrials.com
 +1 312 545 4994



Cleveland, Ohio

L Ray Robinson Law Co. LPA


6100 Oak Tree Blvd., Suite 200
Cleveland, OH 44131

 +1 216 328 2128
 +1 216 236 2409
 www.rayrob.com
 rayrob@rayrob.com

Sandra M. Kelly




 skelly@rayrob.com
 +1 216 235 2161

Christopher D. Kuebler




 ckuebler@rayrob.com
 +1 586 216 4505

L Thompson Hine LLP




127 Public Square, Suite 3900
Cleveland, OH 44114-1291

 +1 216 566 5500
 +1 216 566 5800
 www.ThompsonHine.com




Harold W. Henderson

 hal.henderson@thompsonhine.com
 +1 440 610 0157
 +1 216 566 5779

Eric S. Daniel

 eric.daniel@thompsonhine.com
 +216 406 2034
 +216 566 5526

Robert W. Burger

 rob.burger@thompsonhine.com
 +1 440 242 5955
 +1 216 566 5790

Coral Gables (see Miami, Florida, United States)

Corpus Christi, Texas

L Welder Leshin LLP

800 North Shoreline Blvd.
Suite 300, North Tower
Corpus Christi, Texas 74801

 +1 361 561 8000
 +1 361 561 8001
 www.welderleshin.com
 info@welderleshin.com

Frank L. McNiff, Jr.

 fmcniff@welderleshin.com
 +1 361 779 1806

James F. Buchanan




 jbuchanan@welderleshin.com
 +1 361 779 1730

Dabney W. Pettus



 dpettus@welderleshin.com
 +1 361 779 1850

L Royston, Rayzor, Vickery & Williams, LLP




Frost Bank Plaza
802 North Carancahua Suite 1300
Corpus Christi, TX 78401

 +1 361 884 8808
 +1 361 884 7261
 royston@roystonlaw.com

Chris Lowrance

 +1 361 739 8217
 +1 361-991 7521





Jack Partridge

 jack.partridge@roystonlaw.com
 +1 361 533 7756
 +1 361 643 2018

Galveston, Texas

L Royston, Rayzor, Vickery & Williams, LLP

The Hunter Building
306 22nd Street, Suite 301
Galveston, Texas 77550

 +1 409 763 1623
 +1 409 763 3853
 www.roystonlaw.com
 royston@roystonlaw.com

David R. Walker

 david.walker@roystonlaw.com
 +1 832 687 5337

Richard A. Branca

 richard.branca@roystonlaw.com
 +1 917 653 6477

Eugene W. Barr

 eugene.barr@roystonlaw.com
 +1 281 705 9748

L Henderson Dantone, P.A.
 241 Main Street
 PO Box 778
 Greenville, Mississippi 38702-0778

+1 662 378 3400
 +1 662 378 3413
 www.hdpa.com

Joel J. Henderson
 jjh@hdpa.com
 +1 662 822 8000
 +1 870 265 2575

Frank J. Dantone
 fjd@hdpa.com
 +1 662 335 0367
 +1 662 820 5523

Ted Lamar
 edl@hdpa.com
 +1 662 335 5537
 +1 662 379 1717

Honolulu, Hawaii

G Mike Doyle, Limited
 856 Ilaniwai Street, No. 104
 Honolulu, HI 96813

+1 808 591 0399
 +1 808 591 0998

www.mikedoylelimited.com

Ms. Nita Prigian
 nita1@hawaii.rr.com
 +1 808 520 7334

L Adams Miyashiro Krek
 900 Fort Street Mall, Suite 1700
 Honolulu, HI 96813

+1 808 777 2900

Nenad Krek

nkrek@amkhawaii.com
 +1 808 220 3489
 +1 808 777 2903

Christian K. Adams
 cadams@amkhawaii.com
 +1 808 343 6388
 +1 808 777 2901

Duane R. Miyashiro
 dmiyashiro@amkhawaii.com
 +1 808 228 9708
 +1 808 777 2902

L Rush Moore LLP
 737 Bishop Street, Suite 2400
 Honolulu, Hawaii 96813

+1 808 521 0400
 +1 808 521 0597
 www.rmhawaii.com

Jason M. Tani
 jtani@rmhawaii.com
 +1 808 595 8069
 +1 808 351 0111

L Cox Wootton Lerner
 841 Bishop Street, Suite 1099
 Honolulu, Hawaii 96813

+808 744 7020
 +808 744 7030

Michael J. Nakano
 mnakano@cwlfirm.com
 +808 744 7020

Robert G. Frame
 rframe@cwlfirm.com
 +808 744-7020

Houston, Texas

**G Shipowners Claims Bureau, Inc.
(Managers Of The American
Club) (Houston)**

2100 West Loop South, Suite 1525
Houston, Texas, 77027

+1 346 223 9900
claims@american-club.com

See details set out in the Management section at the front of the book for after-hour information

L Blank Rome LLP

717 Texas Avenue,
Suite 1400
Houston, TX 77002-2727

+1 713 228 6601

+1 713 228 6605

www.BlankRome.com

Michael K. Bell

Mbell@BlankRome.com

+1 713 385 7630

+1 713 402 7630

Keith B. Letourneau

KLetourneau@BlankRome.com

+1 713 398 8129

+1 713 402 7650

Douglas Shoemaker

DShoemaker@BlankRome.com

+1 713 446 7463

+1 713 402 7645

Jeremy A. Herschaft

JHerschaft@BlankRome.com

+1 504.236.9726

+1 713.632.8653

**L Royston, Rayzor, Vickery &
Williams, LLP**

1600 Smith
Suite 5000
Houston, TX 77002

+1 713 224 8380

+1 713 225 9945

www.roystonlaw.com

royston@roystonlaw.com

David R. Walker

david.walker@roystonlaw.com

+1 832 687 5337

Dimitri P. Georgantas

dimitri.georgantas@roystonlaw.com

+1 713 410 7961

+1 713 890 3236

Kevin P. Walters

kevin.walters@roystonlaw.com

+1 713 410 7962

+1 713 890 3223

L Killeen & Stern

1811 Bering Drive
Suite 120
Houston, Texas 77057

+1 713 626 5100

+1 713 626 4545

www.killeen-law.com

info@killeen-law.com

Robert Killeen

rkilleen@killeen-law.com

+1 713 539 4554

+1 512 380 0969

Robert Stern

rstern@killeen-law.com


+1 504 237 5634

L Fowler Rodriguez




1331 Lamar Street, Suite 1560
Houston, Texas 77010

 +1 713 654 1560
 +1 713 654 7930
 www.frfirm.com



Timothy W. Strickland

 strick@frfirm.com
 +1 281 380 0569

Luis Enrique Cuervo

 lcuervo@frfirm.com
 +1 832 725 3450
 +1 713 984 9341

Michael W. McCoy





 mwm@frfirm.com
 +1 713 253 8299
 +1 713 973 8551

L Chaffe McCall LLP

801 Travis Street, Suite 1910
Houston, Texas 77002

 +1 713 546 9800
 +1 713 546 9806
 www.chaffe.com

Ivan M. Rodriguez

 rodriguez@chaffe.com
 +1 713 890-2927
 +1 713 343 2951
 +1 281 741 1902


Harold K. Watson

 watson@chaffe.com
 +1 832 788 8481
 +1 713 343 2952




Jacksonville, Florida

**L Moseley, Prichard, Parrish,
Knight & Jones**




501 West Bay Street
Jacksonville, Florida 32202

 +1 904 356 1306
 +1 904 354 0194
 www.mppkj.com
 firm@mppkj.com

James F. Moseley, Jr.

 jmoseleyjr@mppkj.com
 +1 904 333 2986
 +1 904 396 0977

Phillip A. Buhler




 pabuhler@mppkj.com
 +1 904 571 9143
 +1 904 217 3701

L Holland & Knight, LLP




50 N. Laura St., Suite 3900
Jacksonville, Florida 32202

 +1 904 353 2000
 +1 904 798 7362
 +1 904 358 1872
 www.hklaw.com

Timothy Conner

 timothy.conner@hklaw.com
 +1 904 716 9276
 +1 904 348 2442

George D. Gabel, Jr.

 george.gabel@hklaw.com
 +1 904 655 5155
 +1 904 798 7360

Juneau, Alaska (see Anchorage, Alaska, United States)

Lafayette, Louisiana

L Preis PLC

Versailles Centre
102 Versailles Boulevard, Suite 400
Lafayette, Louisiana 70501

☎ +1 337 237 6062

☎ +1 337 237 9129

💻 www.preisplc.com

E Edwin G. Preis

✉ epreis@preisplc.com

☎ +1 337 962 1400

🕒 +1 337 981 0300

R Robert M. Kallam

✉ rkallam@preisplc.com

☎ +1 337 280 9365

🕒 +1 337 989 2798

F Frank A. Piccolo

✉ fpiccolo@preisplc.com

☎ +1 281 507 8298

🕒 +1 713 667 6068

A Adelaida J. Ferchmin

✉ aferchmin@preisplc.com

☎ +1 504 289 5544

Long Beach, California

L Keesal, Young & Logan

400 Oceangate
Long Beach, California 90802

☎ +1 562 436 2000

☎ +1 562 436 7416

💻 www.kyl.com

A Albert Peacock III

✉ al.peacock@kyl.com

☎ +1 310 902 8565

🕒 +1 310 373 0325

G Glen R. Piper

✉ glen.piper@kyl.com

☎ +1 562 208 2036

🕒 +1 949 509 7901

E Elizabeth P. Beazley

✉ elizabeth.beazley@kyl.com

☎ +1 310 963 9885

D David A. Tong

✉ david.tong@kyl.com

☎ +1 562 221 2823

Los Angeles, California

L Gordon Rees Scully Mansukhani, LLP

2211 Michelson Drive, Suite 400
Irvine CA 92612

☎ +1 949 255 6950

☎ +1 949 474 2060

J James Marissen

✉ jmarissen@grsm.com

☎ +1 714 983-7851

☎ +1 714 402 2944

C Christopher Farnsworth

✉ cfarnsworth@grsm.com

☎ +1 310 947 1788

J Jim Kuhne

✉ kuhne@grsm.com

☎ +1 714 878 1543

🕒 +1 562 621 9037





R Rachel Weitzman

✉ rweitzman@grsm.com




☎ +1714 356 8035

L Cogswell, Nakazawa & Chang, LLP



444 W. Ocean Blvd.
Suite 1410
Long Beach, California 90802-8131

 +1 562 951 8668
 +1 562 951 3933
 www.cnc-law.com
 email@cnc-law.com



Alan Nakazawa

 alan.nakazawa@cnc-law.com
 +1 310 503 6509
 +1 310 540 5321



Dena Aghabeg

 daghabeg@cnc-law.com
 +1 818 326 7005

Peiwen Chang

 peiwen_chang@cnc-law.com
 +1 626 524 1676




Dick Cogswell

 dcogswell@cnc-law.com
 +1 818 415 4840

Melbourne, Florida

L Gray Robinson



1795 West Nasa Blvd.
Melbourne, Florida 32901

 +1 321 727 8100
 +1 321 984 4122
 www.gray-robinson.com



Ted Shinkle

 ted.shinkle@gray-robinson.com
 +1 321 427 9065
 +1 321 752 7305

Alec Russell

 alec.russell@gray-robinson.com
 +1 321 543 5143




Adam Bird

 adam.bird@gray-robinson.com
 +1 321 537 6770

Miami, Florida

L Horr, Novak & Skipp, P.A.



Two Datan Center, Suite 1700
9130 South Dadeland Blvd. Miami,
Florida 33156

 +1 305 670 2525
 +1 305 670 2526
 www.hornovakandskipp.com



David J. Horr

 dhorr@admiral-law.com
 +1 305 799 9753

Jonathan W. Skipp

 jskipp@admiral-law.com
 +1 305 799 9751

Patrick E. Novak

 pnovak@admiral-law.com
 +1 305 799 9750

Miami, Florida (continued)

L Fowler Rodriguez




355 Alhambra Circle, Suite 801,
Coral Gables, Florida 33134

 +1 786 364 8400
 +1 786 364 8401
 www.frfirm.com

William B. Milliken




 wmilliken@frfirm.com
 +1 786 853 2335
 +1 786 364 8425

William R. Boeringer

 wboeringer@frfirm.com
 +1 305 546 7187
 +1 305 232 7523

L Hamilton, Miller & Birthisel, LLP

150 S.E. Second Ave
Suite 1200
Miami, Florida 33131

 +1 305 379 3686
 +1 305 379 3690
 www.hamiltonmillerlaw.com


Jennifer Q. Miller

 jmiller@hamiltonmillerlaw.com
 +1 305 790 0136
 +1 305 379 3686

Jerry D. Hamilton




 jhamilton@hamiltonmillerlaw.com
 +1 305 775 4384
 +1 954 963 7063

Robert Birthisel



 rbirthisel@hamiltonmillerlaw.com
 +1 813 545 9636
 +1 813 684 8657

G TBS Adjusting Inc.



2114 North Flamingo Road
#1215
Pembroke Pines, Florida 33028

 +1 954 432 9449
 +1 303 503 7159
 host@tbs-adjusting.com

Joanne Gillespie

 jgillespie@tbs-adjusting.com
 +1 954 608 1915

Idalyn Finkel

 ifinkel@tbs-adjusting.com
 +1 954 864 2870

L Maynard Cooper & Gale PC.

RSA Battle House Tower
11 N. Water Street
Suite 24290 Mobile, Alabama 36602-5024

 +1 251 432 0001

 +1 251 432 0007

 www.maynardcooper.com

Thomas E. Sharp, III


 tsharp@maynardcooper.com

 +1 251 599 7888

 +1 251 405 8627

 +1 251 343 0309

C. Richard Wilkins


 rwilkins@maynardcooper.com

 +1 251 423 3450

 +1 251 405 8633

 +1 251 342 7345

J. Marshall Gardner

 mgardner@maynardcooper.com

 +1 251 716 6739

 +1 251 405 8629

 +1 251 973 2467

Thomas Rue

 true@maynardcooper.com

 +1 251 604 4544

 +1 251 206 7439

 +1 251 476 4451

L Burr & Forman, LLP

RSA Tower
11 North Water Street, Suite 22200
Mobile, Alabama 36602

PO Box 2287
Mobile, Alabama 36652-2287

 +1 251 344 5151

 +1 251 344 9696

 www.burr.com

John Kavanagh

 john.kavanagh@burr.com

 +1 251 423 0826

Jeff Beaverstock

 jeff.beaverstock@burr.com

 +1 251 591 7053

 +1 251 341 5026

Kasee Heisterhagen

 Ksparks@Burr.com

 +1 205 534 9695





Morehead City, North Carolina

(see Wilmington, North Carolina)




New Orleans, Louisiana

L Phelps Dunbar, LLP



Canal Place
365 Canal Street, Suite 2000
New Orleans, Louisiana 70130-6534

 +1 504 566 1311
 +1 504 568 9130
 www.phelpsdunbar.com
 PhelpsAdmiralty@phelps.com




Kent Morrison

 kent.morrison@phelps.com
 +1 504 952 0169
 +1 504 584 9306


Kevin J. LaVie

 kevin.lavie@phelps.com
 +1 504 495 1049
 +1 504 833 5516

E. Martin Mcleod

 marty.mcleod@phelps.com
 +1 504 715 1742
 +1 504 482 5641

William J. Riviere




 bill.riviere@phelps.com
 +1 504 723 6479
 +1 504 671 8216

L Frilot, LLC




1100 Poydras Street
Suite 3700
New Orleans, Louisiana 70163

 +1 504 599 8000
 +1 504 599 8100
 www.frilot.com




Patrick McShane

 pmcshane@frilot.com
 +1 504 400 8120
 +1 504 482 3314

J. Dwight LeBlanc

 dleblanc@frilot.com
 +1 504 400 8017
 +1 504 828 1992

Lara DiCristina




 ldicristina@frilot.com
 +1 504 415 8448
 +1 504 342 2171

L The Law Office of Gordon Starling, L.L.C.

601 Poydras Street
Suite 1660
New Orleans, Louisiana 70130-6158

 +1 504 293 1619

C. Gordon Starling, Jr.




 gstarling@starling-law.com
 +1 504 452 8481
 +1 504 897 9525

L Chaffe McCall LLP




2300 Energy Centre
1100 Poydras Street
New Orleans, Louisiana 70163-2300

 +1 504 585 7000
 +1 504 585 7075
 www.chaffe.com

Daniel A. Tadros

 tadros@chaffe.com
 +1 504 460 7226
 +1 504 585 7054
 +1 504 831 8361

Alan R. Davis




 davis@chaffe.com
 +1 505 782 3519
 +1 504 585 7088

L Fowler Rodriguez




400 Poydras Street – 30th Floor
New Orleans, Louisiana 70130

 +1 504 523 2600
 +1 504 523 2705
 www.frfirm.com




Antonio J. Rodriguez

 ajr@frfirm.com
 +1 504 723 6008
 +1 504 455 9388

Norman C. Sullivan, Jr.

 nsullivan@frfirm.com
 +1 504 957 1590
 +1 504 895 3148






Alanson T. Chenault


 atc@frfirm.com
 +1 504 812 9948
 +1 985 624 8343

New York, New York

**G Shipowners Claims Bureau, Inc.
(Managers Of The American Club)**

One Battery Park Plaza – 31st Floor
New York, New York 10004

 +1 212 847 4500
 +1 212 847 4599
 +1 212 847 4598
 www.american-club.com
 info@american-club.com




 See details set out in the Board of Directors and Management section at the front of the book for after-hour information

Newport News (see Norfolk, Virginia, United States)



Norfolk, Virginia

L Davey & Brogan, P.C.

101 Granby Street, Suite 300
Norfolk, Virginia 23510-1636

 +1 757 622 0100
 +1 757 622 4924
 www.dbmlawfirm.com

Patrick M. Brogan

 pbrogan@dbmlawfirm.com
 +1 757 535 7226

Daniel T. Stillman

 dstillman@dbmlawfirm.com
 +1 860 977 2847

Norfolk, Virginia (continued)

L Vandeventer Black, LLP

101 West Main Street, Suite 500
Norfolk, Virginia 23510



+1 757 446 8600



+1 757 446 8670



www.vanblk.com

Mark T. Coberly

mcoberly@vanblk.com

+1 757 676 6771

+1 757 436 3626

Edward J. Powers

epowers@vanblk.com

+1 757 287 6788

+1 757 496 0370

Philadelphia, Pennsylvania

L Palmer, Biezup & Henderson, LLP

190 N. Independence Mall West
Suite 401
Philadelphia, Pennsylvania 19106



+1 215 625 9900



+1 215 625 0185

Michael McCauley

mccauley@pbh.com

+1 302 753 1675

+1 302 478 2924

Richard Whelan

rwhelan@pbh.com

+1 484 686 0974

+1 610 664 0927

Frank DeGiulio

fpd@pbh.com

+1 215 808 2028

+1 610 891 9322

S.M. Calder

scalder@pbh.com

+1 610 213 3951




+1 610 527 8832

L Mattioni Ltd.




Federal Reserve Bank Building
100 N. Independence Mall
Suite 5A NW

 +1 215 629 1600
 +1 215 923 2227
 www.mattioni.com
 firmmail@mattioni.com

Eugene Mattioni

 emattioni@mattioni.com
 +1 215 850 8298
 +1 215 438 5191

George R. Zacharkow

 gzacharkow@mattioni.com
 +1 215 964 5499
 +1 215 836 7531





Stephen J. Galati

 sgalati@mattioni.com
 +1 609 670 1192
 +1 856 478 0476

Portland, Maine

L Thompson, MacColl & Bass, LLC, PA.



Fifteen Monument Square, Fourth Floor
Portland, Maine

 +1 207 774 7600
 +1 207 741 1677
 +1 207 772 1039
 www.thomport.com

Edward S. Maccoll

 emaccoll@thomport.com
 +1 207 774 7600

Marshall Tinkle

 mtinkle@thomport.com
 +1 207 730 2335

Elaine Akers

 eakers@thomport.com
 +1 207 632 5741




Portland, Oregon

L Garvey Schubert Barer

Bank of America Financial Center
121 S.W. Morrison Street
Eleventh Floor
Portland, Oregon 97204-3141

 +1 503 228 3939
 +1 206 219 1640
 +1 503 226 0259
 www.gsblaw.com

John Rothermich

 jrothermich@gsblaw.com
 +1 503 891 6874
 +1 503 283 2388

Pat Conti

 pconti@gsblaw.com
 +1 503 864 8185

Portland, Oregon (continued)

L Lindsay Hart, LLP

1300 SW 5th Avenue
Portland, OR 97201



+1 503 226 7677



+1 503 887 4906



+1 503 226 7697

James McCurdy

✉ jmcurdy@lindsayhart.com



+1 971 219 9089



+1 503 548 6245

Thomas McDermott

✉ tmcdermott@lindsayhart.com



+1 503 880 2197



+1 503 548 6272

Jay Beattie

✉ jbeattie@lindsayhart.com



+971 227 3210



+503 548 6217

San Diego, California

L Holmes Weddle & Barcott

an Independent Law California
Law Corp.
401 West A Street, Suite 1800
San Diego, CA 92101



+1 619 358 9987



✉ sstires@hwbc.com



www.hwbc.com

Sterling J. Stires

✉ sstires@hwbc.com



+1 619 358 9987

L Gordon Rees Scully Mansukhani, LLP

101 W. Broadway, Suite 2000
San Diego CA 92101



+1 619 696 6700



+1 619 696 7124

Russell Brown

✉ rbrown@grsm.com



+1 619 302 4143

James McMullen

✉ jmcullen@grsm.com



+1 619 813 193

André Picciurro

✉ apicciurro@grsma.com






+1 858 386 9729

**L Gordon Rees Scully
Mansukhani, LLP**




275 Battery Street, Suite 2000
San Francisco, CA 94111

 +1 415 986 5900
 +1 415 986 8054
 maritime@grsm.com
 www.grsm.com




Andrew Port

 aport@grsm.com
 +1 415-613 6161
 +1 415 875 3157



James J. Tamulski

 jtamulski@grsm.com
 +1 415 297 2655
 +1 415-875 3191

Cheryl Morris

 cmorris@grsm.com
 +1 415 990 5376
 +1 415-875 3194

Eric Danoff


 edanoff@grsm.com
 +1 415 699 3229

L Keesal, Young & Logan

450 Pacific Avenue
San Francisco, California 94133

 +1 415 398 6000
 +1 415 981 0136
 www.kyl.com



John Giffin

 john.giffin@kyl.com
 +1 415 515 2855
 +1 415 389 9915

John Cox

 john.cox@kyl.com
 +1 415 939 6303
 +1 510 339 3745

Jennifer Porter

 jennifer.porter@kyl.com
 +1 650 804 1854

**L Cox, Wootton, Lerner,
Griffin & Hansen LLP**

900 Front Street Suite 350
San Francisco CA 94111

 +1 415 438 4600
 +1 415 438 4601
 www.cwlfirm.com

Richard Wootton

 rwootton@cwlfirm.com
 +1 415 465 2685

Terence S. Cox

 tcox@cwlfirm.com
 +1 415 577 4164

Mitchell Griffin

 mgriffin@cwlfirm.com
 +1 650 346 6404

Rupert Hansen

 rhansen@cwlfirm.com
 +1 415 250 7706

Savannah, Georgia

L Hunter, Maclean, Exley & Dunn, P.C.

200 East Saint Julian Street
PO Box 9848
Savannah, Georgia 31412-0048



+1 912 236 0261



+1 912 232 3253



www.huntermaclean.com

David Sipple

dsipple@huntermaclean.com
 +1 912 220 0587
 +1 912 238 4513

Colin A. McRae

cmcrae@huntermaclean.com
 +1 912 484 0467

Christopher Smith

csmith@huntermaclean.com
 +1 912 398 0041

Seattle, Washington

L Garvey Schubert Barer

1191 Second Avenue, Suite 1800
Seattle, WA 98101



+1 206 464 3939



+1 206 219 1640



+1 206 464 0125



www.gsblaw.com

Barbara L. Holland

bholland@gsblaw.com
 +1 206 930 7331
 +1 206 816 1307
 +1 206 842 7021

Tyler W. Arnold




tarnold@gsblaw.com
 +1 360 280 4536
 +1 206 816 1352

Andrew Richards




arichards@gsblaw.com
 +1 206 402 1709
 +1 206 816 1320

L Holmes Weddle & Barcott




999 3rd Avenue
Suite 2600
Seattle, Washington 98104

 +1 206 292 8008
 +1 206 340 0289
 mbarcott@hwb-law.com

Michael Barcott




 mbarcott@hwb-law.com
 +1 206 353 5440
 +1 206 323 0731

Svetlana P. Spivak


 sspivak@hwb-law.com
 +1 206 714 5955
 +1 425 743 7540

L Keesal, Young & Logan

1301 Fifth Avenue, Suite 3100
Seattle, Washington 98101

 +1 206 622 3790
 +1 206 343 9529
 www.kyl.com

Molly J. Henry





 molly.henry@kyl.com
 +1 206 852 1243

Philip R. Lempriere

 philip.lempriere@kyl.com
 +1 206 399 7412
 +1 206 284 4754

L LeGros Buchanan & Paul, P.S.




4025 Delridge Way SW
Suite 500
Seattle, WA 98106-1271

 +1 206 623 4990
 +1 206 467 4828
 www.legros.com
 seattle@legros.com




Carey M.E. Gephart

 cgephart@legros.com
 +1 206 3105543



David C. Bratz

 dbratz@legros.com
 +1 206 910 9234
 +1 360 588 4622

Markus B.G. Oberg





 moberg@legros.com
 +1 206 661 1486
 +1 206 523 6443

Eric McVittie



 emcvittie@legros.com
 +1 206 910 6468
 +1 206 789 2107

L Bauer Moynihan & Johnson LLP



2101 Fourth Avenue, Suite 2400
Seattle, Washington 98121

 +1 206 443 3400
 +1 206 905 3232
 +1 206 448 9076
 www.bmjlaw.com

Don McLean

 dkmclean@bmjlaw.com
 +1 206 498 0550

Thomas G. Waller

 tgwaller@bmjlaw.com
 +1 206 938 0636

Sunny Point (Southport), North Carolina (see Wilmington, North Carolina)

Tampa, Florida

L Bajo Cuva Cohen & Turkel P.A.

100 North Tampa Street, Suite 1900
Tampa, Florida 33602



+1 813 443 2199



+1 813 443 2193



www.bajocuva.com



anthony.cuva@bajocuva.com

Anthony J. Cuva



anthony.cuva@bajocuva.com



+1 813 220 2882



+1 813 258 5525

Pedro F. Bajo



pedro.bajo@bajocuva.com



+1 813 785 6653

L Lau, Lane, Pieper, Conley & McCreadie, P.A.

100 South Ashley Drive, Suite 1700
Tampa, Florida 33602



+1 813 229 2121



+1 813 739 8748



+1 813 228 7710



www.laulane.com

David W. McCreadie



dmccreadie@laulane.com



+1 813 240 7910

Eddie G. Godwin



egodwin@laulane.com



+1 813 508 1458

Elbert L. Martin



emartin@laulane.com



+1 321 412 7462

Benjamin. K. Tourville



btourville@laulane.com



+1 850 980 3048

Toledo, Ohio (see Cleveland, Ohio, United States)

L Clark, Newton & Evans, L.L.P.

509 Princess Street
Wilmington, North Carolina 28401

+1 910 762 8743

+1 910 762 6206

info@clarknewton.com

Don T. Evans

dte@clarknewton.com

+1 910 262 3762

Seth P. Buskirk

spb@clarknewton.com

+1 910 442 6720

L Rountree Losee LLP

2419 Market Street
Wilmington, North Carolina 28403

+1 910 763 3404

+1 910 763 0080

Jason R. Harris

jharris@rountreelosee.com

+1 910 524 9510

Geoffrey A. Losee

glosee@rountreelosee.com

+1 910 524 9512

Andrew R. Jones

ajones@rountreelosee.com

+1 910 617 8603

URUGUAY

Montevideo

G Chadwick Weir Navegacion S.A.

Colon 1498, 2nd Floor – off 202
11000 Montevideo, Uruguay

+598 2 9161168

+598 99 648325

www.chw.com.uy

chw@chw.com.uy

Capt. Alejandro Laborde

alejandro.laborde@chw.com.uy

+598 9560 9651

+598 2711 5219

Bettina Polo

bettina.polo@chw.com.uy

+598 9565 9115

+598 2929 1475

Enrique Laborde

enrique.laborde@chw.com.uy

+598 9560 9251

G Thomas J. Schandy Ltda.

Colon 1580, 1st Floor, Suite 4-CP
11000, Montevideo, Uruguay

+598 2 9150168

+598 99 648325

+598 2 9163329

www.schandy.com.uy

schandy@schandy.com.uy

Solveig Schandy

solveig.schandy@schandy.com.uy

+598 99 64 83 25

+598 2 604 34 65

Kirsten Schandy

kirsten.schandy@schandy.com.uy

+598 98 21 71 31

+598 2 604 17 82

Karen Schandy

karen.schandy@schandy.com.uy

+598 94 38 66 55

+598 2 336 05 52


Caracas

G Globalpandi, S.A.

Torre Phelps, Piso 25, Oficina 25-B, Av.
La Salle c/c Calle Lima,
Urb. Los Caobos
Caracas, Venezuela

 +58 212 210 5138

 +58 212 210 5139

 www.globalpandi.com

 caracas@globalpandi.com

Jose Alfredo Sabatino P.

 jose.sabatino@sabatinop.com


 +58 412 4210036

 +58 212 2105103

 +58 241 8268397

G Caribbean Marine Surveyors & Consulting C.A/LLC

Ave. Luis de Camoes, Torres Xpress, Piso
5 Oficina 514,
Marcacuay Caracas, Venezuela
1071

 www.caribbeansurveyor.com

 Operations@caribbeansurveyor.com

Capt Lenin Garcia

 captianlenin@caribbeansurveyor.com

 +1 58 414 696 7004

 +1 786 651 4230

Terry Lopez

 +58 424 242 3600

 +1 786 609 6048

G PANDI Venezuela EMC

Av. Circunvalacion del Sol,
Centro Profesional Santa Paula,
Torre A, Piso 7, Oficina No. 78
Urbanizacion Santa Paula, Caracas,
Venezuela
Codigo Postal 1061

 +58 212 985 1045

 +58 212 985 4790

 +58 212 987 0766

 www.pandivenezuela.com

 pandi@pandivzla.com

Eugenio Moreno

 e.moreno@pandivzla.com

 +58 414 366 2012

 +58 416 623 5508

 +58 212 415 5896

Susana Morris

 s.morris@pandivzla.com

 +58 416 627 1266

G Venepandi CA

CCCT, Torre B, Piso 10, Oficina B 1001,
Av Ernesto Blohm, Chuao 1064,
Caracas, Venezuela

 +58 212 9056396

 +58 212 9593347

 +58 212 9593352

 www.venepandi.com

 Emergency numbers:

+58 414 2529494

+58 426 5202938

Capt. Francisco Villanova

 francisco.villanova@venepandi.com

 +58 412 2229494

 +58 212 9857149

Carlos Carrasco

 carlos.carrasco@venepandi.com

 +58 426 5363394

 +58 212 6331476

Dinorah Hernandez

 Dinorah.hernandez@venepandi.com

 +58 412 9536392

La Guaira (see Caracas, Venezuela)

G Globalpandi, S.A.
Avenida La Limpia, Edificio Rodríguez y Barboza, Piso 3Oficina N° 9, Maracaibo – Edo. Zulia
Maracaibo, Venezuela

+58 261 7594303
 +58 261 7594303
 www.globalpandi.com
 maracaibo@globalpandi.com

All Correspondence Should Be Sent To Puerto Cabello

Jose Ramon Viloria M.
 jrviloria64@gmail.com
 +58 414 6341163
 +58 412 0757927

Oswaldo Guerreiro
 +58 412 4445715

G Venepandi
Urb La Florida Av. 85B, no.79H-124 Maracaibo Venezuela

+58 261 7532142
 www.venepandi.com
 mbo@venepandi.com

Eng. Luis Morales
 +58 416 6611498
 +58 414 06407394

Puerto Cabello

G Globalpandi, S.A.
Centro Comercial “Las Valentinas”, Nivel 2, Oficinas 12/13
Calle Puerto Cabello
Puerto Cabello 2050 Edo. Carabobo Venezuela

+58 242 3618159
 +58 242 3614453
 +58 412 4210545
 +58 412 4210546
 www.globalpandi.com
 mail@globalpandi.com
 globalpandi@sabatinop.com

José Alfredo Sabatino P.
 jose.sabatino@sabatinop.com
 +58 412 4210036
 +58 241 8268397

Capt. Adam Villamizar
 adam.villamizar@globalpandi.com
 +58 4145914950
 +58 412 4448172

Oswaldo Guerreiro
 mail@globalpandi.com
 +58 412 4445715
 +58 241 8244312

Geraldine Orozco
 geraldine.orozco@sabatinop.com
 +58 412 4300480
 +58 242 3612685

G Venepandi
Av. Atlántico con calle Capricornio N° 91-151.Trigal Norte
Valencia, Carabobo. Venezuela

+58 212 905 6396
 www.venepandi.com
 p.cabello@venepandi.com

Puerto La Cruz

G PANDI Venezuela EMC

Av. Circunvalacion del Sol,
Centro Profesional Santa Paula,
Torre A, Piso 7, Oficina No. 78
Urbanizacion Santa Paula, Caracas,
Venezuela 1061



+58 212 985 1045
+58 212 985 4790
+58 414 366 2012
+58 416 623 5508
+58 212 987 0766
www.pandivenezuela.com

Eugenio Moreno

✉ e.moreno@pandivzla.com
☎ +58 414 3662012
☎ +58 416 6235508
☎ +58 212 7204807

Susana Morris

✉ s.morris@pandivzla.com
☎ +58 416 627 1266

G GlobalPandi, S.A.

Urb. Chuparin, Bloque 4,
Letra "B" 2do piso, Apartamento 6B,
GUANTA, Estado Anzoátegui,
Puerto La Cruz, Venezuela



+58 281 420 5032
+58 281 420 5033
www.globalpandi.com

✉ puertolacruz@globalpandi.com
✉ mail@globalpandi.com

Rosa Marcano

☎ +58 414 813 7665
☎ +58 416 887 1398

G Venepandi

Sector Lecherias, calle 1 Villas Arcadia
Estado Anzoategui, Puerto La Cruz
Venezuela

✉ plc@venepandi.com
☎ www.venepandi.com

Abelardo Castro

☎ +58 414 8232685

Puerto Ordaz

G GlobalPandi, S.A

Via Caracas, CC Maria Luisa B, Ofic.24
Puerto Ordaz, Venezuela



+58 286 7191531
+58 286 7156150
+58 286 9239582

☎ www.globalpandi.com
✉ puertoordaz@globalpandi.com
✉ mail@globalpandi.com

Roman Echezuria

☎ +58 424 928 5706

G Venepandi

CC Gran Sabana, Piso 2, Of 97,
Puerto Ordaz 8050,
Estado Bolívar, Venezuela



+58 286 9529555

☎ www.venepandi.com
✉ ordaz@venepandi.com

Eng. Edgar Hernandez

☎ +58 416 6863046

Hai Phong

G Wallem Shipping (Vietnam)

Saigon East Asia Shipping
Room 4 , 1st Floor
No.16 Le Dai Hanh Steet
Hong Bang District, Haiphong City

 +84 225 355 1840

 +84 225 355 1477

 www.wallem.com

 wallemhpg@wallem.com.vn

 wallemvn@wallem.com.vn

Nguyen Manh Hiep

 nmh@wallem.com.vn

 +84 90 3909491

 +84 97 3069494

 +84 28 3775 1571

Ho Chi Minh City

G Spica Services

The R.O of Spica Services (S)
Pte Ltd in HCMC
2 Phung Khac Khoan Street, District 1,
Ho Chi Minh City, Vietnam

 +84 8 38232527

 +84 8 38232530

 claims@spica.com.vn

Le Ha Binh

 binh@spica.com.vn

 +84 90 3831442

Nguyen Ngoc Hien

 hien@spica.com.vn


 +84 903 601 876

Nguyen Duc Tam

 tam@spica.com.vn

 +84 906 614 916

Capt. Richard Skene

 richardskene@spica.com.vn

 +84 903 802 293

G Wallem Shipping (Vietnam)

IPC Tower
3rd floor, Room 303
No. 1489 Nguyen Van Linh Street
Parkway
Tan Phong Ward, District 7
Ho Chi Minh City, Vietnam

 +84 28 3776 0782

 +84 28 3776 0783

 +84 28 3776 0780

 +84 28 3776 0784

 www.wallem.com

 wallemvn@wallem.com.vn

 pandi@wallem.com.vn

Nguyen Manh Hiep

 nmh@wallem.com.vn

 +84 90 3909491

 +84 97 3069494

 +84-28 3775 1571

Phan Van Hung

 pvh@wallem.com.vn

 +84 91 8032356

 +84 28 37403762







St. Croix (see San Juan, Puerto Rico)

St. Thomas (see San Juan, Puerto Rico)




Aden

G The Hodeidah Shipping & Transport Co. (SYC)




Thabet Investment Building
Madram Street, Ma Allla
PO Box 5106, Maalla
Aden, Yemen

 +967 2 246 000
 +967 2 246013
 +967 2 246014
 www.hodship.aden.com.ye
 hodship.aden@y.net.ye
 pni-aden@hodship.aden.com.ye




Capt. Ali Ahmed Ali

 pni.ade@hodship.net
 +967 733 762504
 +967 2 246015
 +967 2 203237

Dr. Abul Rasheed Yassin

 pni.aden@hodship.aden.com.ye
 +967 733365517
 +967 2 246019








Nigel Chevriot

 nigelchevriot@hodship.net
 +967 735398125
 +967 2 247584




Hodeidah

G The Hodeidah Shipping & Transport Co. (SYC)




Sana'a Street, Kilo-7
PO Box 3337
Hodeidah, Republic Of Yemen

 +967 2 246 000
 +967 3 228533
 +967 3 228542
 www.hodshipyemen.com
 hodship_1969@y.net.ye
 hodship_aden@y.net.ye
 hodship@yemen.net.ye




Hassan A. Kassim

 hassan.kassim@hodship.net
 +967 733 248414
 +967 3 22 8969
 +967 3 219155

Gameel Thabet

 gameel.thabet@hodship.net
 +967 733226011
 +967 3 228609

Seham Noman

 pnihod@hodship.net
 +967 777164838
 +967 3 228850

City	Country/State	Page	City	Country/State	Page
A					
Abidjan	Ivory Coast	200/201			
Abu Dhabi	United Arab Emirates	265			
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AMERICAN STEAMSHIP OWNERS MUTUAL
PROTECTION & INDEMNITY ASSOCIATION, INC.

SHIPOWNERS CLAIMS BUREAU, INC., MANAGER

One Battery Park Plaza, 31st Floor
New York, New York 10004 U.S.A

TEL +1 212 847 4500

FAX +1 212 847 4599

WEB www.american-club.com

EMAIL info@american-club.com

2100 West Loop South, Suite 1525
Houston, TX 77027 U.S.A

TEL +1 346 223 9900

EMAIL claims@american-club.com

SHIPOWNERS CLAIMS BUREAU (UK) LTD.

1st Floor

29-30 Cornhill

London EC3V 3ND, United Kingdom

TEL +44 20 7709 1390

FAX +44 20 7709 1399

EMAIL claims@scb-uk.com

SHIPOWNERS CLAIMS BUREAU (HELLAS), INC.

51 Akti Miaouli - 4th Floor

Piraeus 185 36 Greece

TEL +30 210 429 4990 1 2 3

FAX +30 210 429 4187 8

EMAIL claims@scb-hellas.com

SCB MANAGEMENT CONSULTING (CHINA) CO., LTD.

Room 1803 - Hongyi Plaza

288 Jiujiang Road

Shanghai 200001 People's Republic of China

TEL +86 21 3366 5000

FAX +86 21 3366 6100

EMAIL claims@scbmcs.com

SCB MANAGEMENT CONSULTING SERVICES, LTD.

United Centre, 33rd Floor

95 Queensway

Admiralty, Hong Kong

TEL +852 3523 0580

FAX +852 3602 3111

EMAIL hkinfo@scbmcs.com

