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An aerial photograph of a boat moving across a body of water, leaving a white wake. The background is a soft-focus view of a city skyline under a bright sky.

# *The* **STRIKE CLUB**

Extent of Cover

The Mini Brochure Business  
020 7581 8251



# War

## **FIXED PREMIUM WAR RISK COVER**

Cover for damages suffered by shipowners due to acts of war.

- H&M - LoH War risk cover excluding piracy.
- H&M - LoH War risk cover including piracy.
- War LOH extended to include piracy whether the insured ship is damaged or not. Also available on a stand alone basis for both Owners and Charterers.



# Loss of Earnings

## **FIXED PREMIUM LOSS OF EARNINGS**

Cover for total or partial loss of income or financial loss incurred as the result of the loss of use of a vessel following an incident that is covered under the Hull and Machinery policy.

- Incident limit of US\$2.25m.
- Full underwriting and claims handling control (unless following).
- 100% share, leading share or a follow share.



# Delay

## MUTUAL DELAY INSURANCE

Mutual cover for delays following Onshore or Onboard Incidents caused by named perils.

- Class I** Delays during an Onshore Incident.
- Class II** Delays after the end of an Onshore Incident. Usually combined with Class I.
- Class III** Delays caused by Onboard Incidents.

## MUTUAL DELAY INSURANCE

Classes cover loss of time and consequential loss of entered vessels' daily costs during delays caused by a named peril for any combination of maximum number of days and deductible per occurrence.

All operators are exposed to financial losses caused by delays to their vessels.

Their exposure will be determined by the type of activity and the contractual base on which vessels are operated.

## Examples of Incidents

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- ✓ Strikes, boycotts, actions by environmental objectors, industrial disputes
- ✓ Collision, grounding, stranding, striking FFO's
- ✓ Indirect effects of certain weather conditions
- ✓ Fire, explosion, mechanical breakdown on land
- ✓ Port closures, obstructions, or high levels of water
- ✓ Illness, death or injury on board the vessel or caused by the vessel
- ✓ Stowaways, saving life at sea, rescuing of refugees
- ✓ Desertion of the crew
- ✓ Presence of drugs onboard (actual or alleged)
- ✓ Pollution caused by the entered vessel (actual or alleged)
- ✓ Quarantine... *and more.*

## **CLASS I ONSHORE INCIDENTS**

Covers the daily costs of a Member's vessel during delays caused by onshore incidents for the duration of such incidents.

## **CLASS II ONSHORE INCIDENTS**

Covers the daily costs of a Member's vessel during delays sustained after the incidents referred to under Class I have ended. Most commonly, claims under this Class arise when there is congestion in the port immediately after the termination of the direct effects of an onshore incident.

## **CLASS III ONBOARD INCIDENTS**

Covers the daily costs of a Member's vessel during delays resulting from onboard incidents such as officer or crew strikes, and a wide variety of other incidents including collision/grounding, drugs on board, piracy, kidnap, ransom, stowaways, machinery damage etc. usually leading to a vessel going off-hire.



## CLASS I & II ONSHORE INCIDENTS

Suitable for: Any vessel operator whether owner or charterer.

### Examples of Incidents

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- Strike, lockout, partial or general restraint of labour, rebellion
  - Insurrection, riot, civil commotion, political protest, action by environmental objectors or religious zealots
  - Fire, explosion, mechanical breakdown on land
  - Indirect effects of certain weather conditions
  - Earthquake, volcanoes, avalanche, landslide
  - Aircraft impact, accident or misdirection of air cargo
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- Loss or damage to vehicles, vessels or aircraft transshipping cargo or spare parts
  - Lawful closure of port/waterway
  - Physical obstruction, unforeseeable high/low levels of water of port/waterway
  - Border closures, import/export controls
  - Physical or electronic sabotage, terrorism
  - Expropriation, confiscation, seizure of cargo
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## CLASS III ONBOARD INCIDENTS

Suitable for: Any owner or bare boat charterer operating vessels, i.e.

Spot/Voyage/Time Out/Liner.

### Examples of Incidents

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- Crew and officers strikes

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- Collision, stranding, grounding, or striking of fixed or floating objects
- Single Incident Limit: 14 days or more
- Delay commenced within 60 days after the original incident. Minimum excess: 4 days

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- Illness, injury, death on board or directly caused by the entered vessel

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- Actual or alleged presence of drugs on board

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- Desertion of members of the crew

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- Quarantine

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  - Actual or alleged pollution by the entered vessel

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  - Certain detentions of an entered vessel in the same beneficial ownership or management

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  - Stowaways, saving life at sea, rescuing of refugees

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  - Fire, explosion or breakdown in machinery\*
  - Single Incident Limit: 14 days or more
  - Delay commenced within 60 days after the original incident. Minimum excess: 7 days
- \* Certain types of vessels only, of less than 15 years of age. Mainly covering propulsion, electrical and steam plant problems*
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- Piracy, kidnap and ransom

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# Where does Delay cover fit?



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