

WAYPOINTS

WEST Magazine Issue | 05

RIDING THE WAVES OF INDUSTRY INNOVATION

06

Cyber Security and AI in the Maritime Sector

Toxic sludge or the answer to everything? Bill Egerton, from Astaara, discusses the pressure to digitise, autonomous capability and challenges of AI.

10

Maritime Autonomy Policy

Katrina Kemp (Maritime and Coastguard Agency) gives insight into innovation and autonomy in shipping, from the perspective of a policymaker.

14

Repurposing Offshore Infrastructure for Clean Energy

Repurposing the Gulf of Mexico's life-expired oil and gas platforms for renewable energy could one day see them serving as hydrogen refuelling stops.

24

Making Room for Mass

How will the regulatory framework for shipping keep pace with autonomous vessel technology? Erin Walton examines what guidelines already exist, current challenges, and what the future holds.

WEST.

ESG & Sustainability Report 2023

A Commitment to Maritime Resilience

Available now
Read the full report here



Contents

05 Welcome Letter

Tony Paulson, Head of Asia & Corporate Director, welcomes you to the 5th issue of Waypoints.

06 Cyber Security and AI in the Maritime Sector

Toxic sludge or the answer to everything? Bill Egerton, from Astaara, discusses the pressure to digitise, autonomous capability and challenges of AI.

10 Maritime Autonomy Policy

Katrina Kemp (Maritime and Coastguard Agency) gives insight into innovation and autonomy in shipping, from the perspective of a policymaker.

14 Green Gas Stations in the Gulf

Repurposing the Gulf of Mexico's life-expired oil and gas platforms for renewable energy could one day see them serving as hydrogen refuelling stops, writes UH Energy's Ram Seetharam.

20 Exploring the Brown Water Trade of US Tug & Barge Operations

Emma Forbes-Geary gives a first hand account aboard one of LeBeouf's tugs which operates inland tank barges across the United States.

24 Making Room for Mass

How will the regulatory framework for shipping keep pace with autonomous vessel technology? Erin Walton examines what guidelines already exist, current challenges, and what the future holds.

28 War Risks and the continually evolving geopolitical position

Tim Davies discusses the continual change in the war risk areas resulting from shifting geopolitical situations.

29 West War launched in 2023

Richard Turner, West's new Head of Product Development, gives a short summary about our recent product, West War, offering war risks insurance for ships.

30 Briefcases

Julien Rabeux reports on a few recent cases, discussing complications with COVID-19, engine failure and claiming damages beyond demurrage.

34 The Marine Hull Market and the West Hull facility


In the hull market, the key is to have experienced underwriters, as well as consistency and discipline in your risk selection, reports Jan Linnell.

38 On the Horizon

The EU/UK Emissions Trading System (ETS) has included Shipping in 2024/2026. Emma Forbes-Geary delves into what this could mean for shipping companies.

40 West's London Office

Dive into the history of West's London office, and how it has changed 150 years later.

 Visit [Westpandi.com](https://www.westpandi.com) for more on the topics addressed in this issue and for information about West.

Follow us on   

Editorial team

Tony Paulson, Rebecca Burns, Tim Davies, Julien Rabeux, Simon Hodgkinson, Greg Franklin, Katerina Filia Kelly.

Contact information

If you would like to get in touch with us, please email: Waypoints@Westpandi.com

National Oceanography Centre

The National Oceanography Centre is the UK's leading ocean research centre. Our role is to combat challenges facing the ocean through scientific understanding and education.

We pledge to advance, innovate, enable and share our knowledge with the global community so that together we can take action to protect the ocean we love.

The ocean is the most important ecosystem on Earth but is all too often considered to be 'out of sight and out of mind'. If we want to see our ocean, and our planet thrive, we must make sure our children understand our ocean and are empowered to shape its future.

We play a fundamental role in educating and training future generations of ocean scientists and informed citizens. We have scientists and engineers from a range of disciplines, eager to bring STEM learning to life.

Thanks to dedicated partners like West P&I we are able to provide inspiring mentoring bursaries and education sessions that connect young people to the wonders of the ocean and the exciting careers that it provides.

To find out more about the National Oceanography Centre and become a partner of our new Ocean Education Fund, visit us at

NOC.AC.UK/SUPPORT

WELCOME

Dear readers,

Welcome to the latest edition of Waypoints.

Change, it is said, is the only constant. It is imperative for us all to adapt, innovate, and 'ride the waves' of transformation. The maritime sector is no exception and in this edition we aim to provide you with a comprehensive view of some of the latest innovations and trends that are shaping our industry.

The role of artificial intelligence is growing exponentially throughout all aspects of our lives but what does it mean for shipping? On page 6, Bill Egerton from our cyber insurance partner Astaara discusses the threats and opportunities of AI, as well as cyber security issues and the importance of data protection.

Autonomous vessels are often spoken about and the first such vessels are beginning to hit the water. Erin Walton, our Assistant Corporate Director, explains what

vessels as well as what the future might hold. Our contributor editorial from the UK's Maritime and Coastguard Agency provides some insight into autonomy in shipping from the perspective of a policymaker on Page 10.

Whether autonomous or conventionally manned, the ships of the future will need alternative fuel sources as the shipping industry decarbonises. UH Energy's Ram Seetharam delves into the intriguing potential for hydrogen refuelling stops utilising unwanted infrastructure from the oil and gas industries in the United States on Page 14.

Sadly, other challenges to our industry such as the current conflict in Ukraine are less welcome. We look at war risks and the continually evolving geopolitical position, from Deputy Head of Claims (Eastern Team), Tim Davies, on Page 28, and Jan Linnell, Nordic Marine, on Page 34, discussing the Marine Hull Market.

Our popular reoccurring articles also feature. You can find 'BriefCases' by Julien Rabeux on Page 30 and 'On the Horizon' by Emma Forbes-Geary looking ahead to the EU/UK Emissions Trading System is on Page 38. Emma also gives us a first-hand account aboard a US tug, discussing the resilience needed to thrive in such an environment (Page 20).

West continues to work alongside its Members in responding to these new challenges and I hope you enjoy this issue.

Best wishes,



Tony Paulson
Head of Asia & Corporate Director
West P&I

Cyber Security and Artificial Intelligence in the Maritime Sector

Toxic sludge or the answer to everything?

The maritime sector has been grappling with cyber security issues since before AP Moller was hit by NotPetya in 2017. As with all other areas of the economy (and society), progress has been mixed. There is increasing pressure to digitise, huge downward pressure on costs and increasing interest in autonomous capability.

To some, cyber security risk management is part of the cost of doing business; to others it is still an unwelcome additional burden, the preserve of the purveyors of fear, uncertainty and doubt. Adding capabilities such as ChatGPT into the (already febrile) mix could rapidly unzip the defences of all but the most sophisticated operators – or it could help them understand where they were most vulnerable and do something about it.

Data has real value

Reliable, trustworthy and available data is a vital strategic asset in the maritime sector. Whether it is telemetry on vessel performance, real time container geolocation and condition management, or crew personal data, the maritime sector is swimming in the stuff. Digitisation, including modern bridge and other previously simple OT-based systems will consume more bandwidth, staff welfare and passenger convenience will also push up demands for connectivity and both will increase the threat exposure. Global supply chains, whether for physical parts or raw materials, rely on accurate and timely data to ensure maximum efficiency of working capital deployment - and as we saw in the NotPetya and other cyber attacks, customers are very quick to switch suppliers should any disruption arise.

Like cash, data has huge strategic value and needs to be protected. Companies need to know where their data is, who has it and how it is being secured. Companies also need to understand not only what is sitting on their own systems that could be valuable to a competitor, but also what is out there on the internet – on the web that we can see and search and on the deep/dark web that would need specialist tools to access.

So, whether a port operator, a cruise line company, a modern LPG tanker operator or a bulker owner, you must protect your critical data. And if you add autonomous capability into the equation, you will need more bandwidth and better telemetry, -and you will certainly not want your vessels or cargoes to be interfered with.

Where does AI come in to this?

Chat GPT and other large 'AI' interfaces present Governments globally with a headache. There are those who say that AI threatens humanity – shades of 2001 A Space Odyssey – and it should be regulated and controlled. Others believe AI is a valuable tool, democratising search for the betterment of all. The criminal fraternity welcome it as another potentially powerful reconnaissance tool – and possibly one capable of devising attacks given its ability to parse more data and string it together in a plausible manner.

While there is no doubt that improved search could increase risks to cyber security, it can also yield useful data about exposure to risk. Both "defence" and "offence" will have access to the same data, but the defence have the advantage in that they know – unlike the AI or the criminal - what is true.

While there is no doubt that improved search could increase risks to cyber security, it can also yield useful data about exposure to risk.

It is important to understand that the AI capabilities as currently released do not give truth or fact. They deliver data – it is for the human to check facts and triangulate the data with other sources. The use of AI and machine learning could certainly bring benefits to users as they seek to optimise their fleets and the calculus required to derive maximum profit from voyages, cargo, fuel and crew optimisation. Ignoring the security risks already present could threaten that optimisation – as vessels become more connected, more autonomous and, arguably, more intelligent, (fault tolerant and self-healing as Akimbo Technologies call it), the better the protections will need to be.

Toxic sludge or the answer to everything?

We should not blame AI for our cyber weaknesses; they were there already. And while we can be annoyed that enhanced search could render us more vulnerable, it is probably telling us nothing new. We would hope that it would encourage our clients to recognise that upping their cyber game was an inevitability and that a tool that could be used for offence also has a defensive value.

The triple threat posed by cyber weaknesses, AI and greater autonomy is a bigger challenge. Ultimately, seafarers know how to sail and in the case of an emergency can usually take control of the vessel. We are at some distance from the time when autonomous capability can simply supplant the Master's ability to look out of the bridge and judge the sea and the vessel against years of experience. At that point, insurers like us will be demanding some significant assurances from our insureds that they have thought the cyber vulnerabilities through and architected their systems accordingly.

In the meantime, we continue to work with our clients to get the 'cyber basics' right first, as the essential pre-cursor to meeting the increasingly demanding levels of cyber maturity that will inevitably emerge from insurers, regulators and international organisations as the threats evolve. Please do not hesitate to contact us should you wish to know more about how we can help you.

Bill Egerton

Chief Cyber Officer,
Astaara

Bill is a leading cyber security strategist having been active in how technology can improve organisations and the risks involved area since the late 1990's. Bill started his career working for the Foreign & Commonwealth Office, including time in Moscow, before moving to the private sector. Bill then worked for a number of leading companies involved in the technology / strategy space including PWC, General Dynamics and Defence Strategy & Solutions LLP. Bill has worked closely with the defence and infrastructure sectors to improve their cyber security capabilities and has continued to advise various parts of the UK government. Bill is a Founder of Astaara.



MARITIME AUTONOMY POLICY

Innovation in shipping presents exciting opportunities for industry & challenges for regulators.

Innovation in shipping presents exciting opportunities for industry and challenges for regulators. The recent emergence of autonomy in shipping and its wide range of applications is no different.

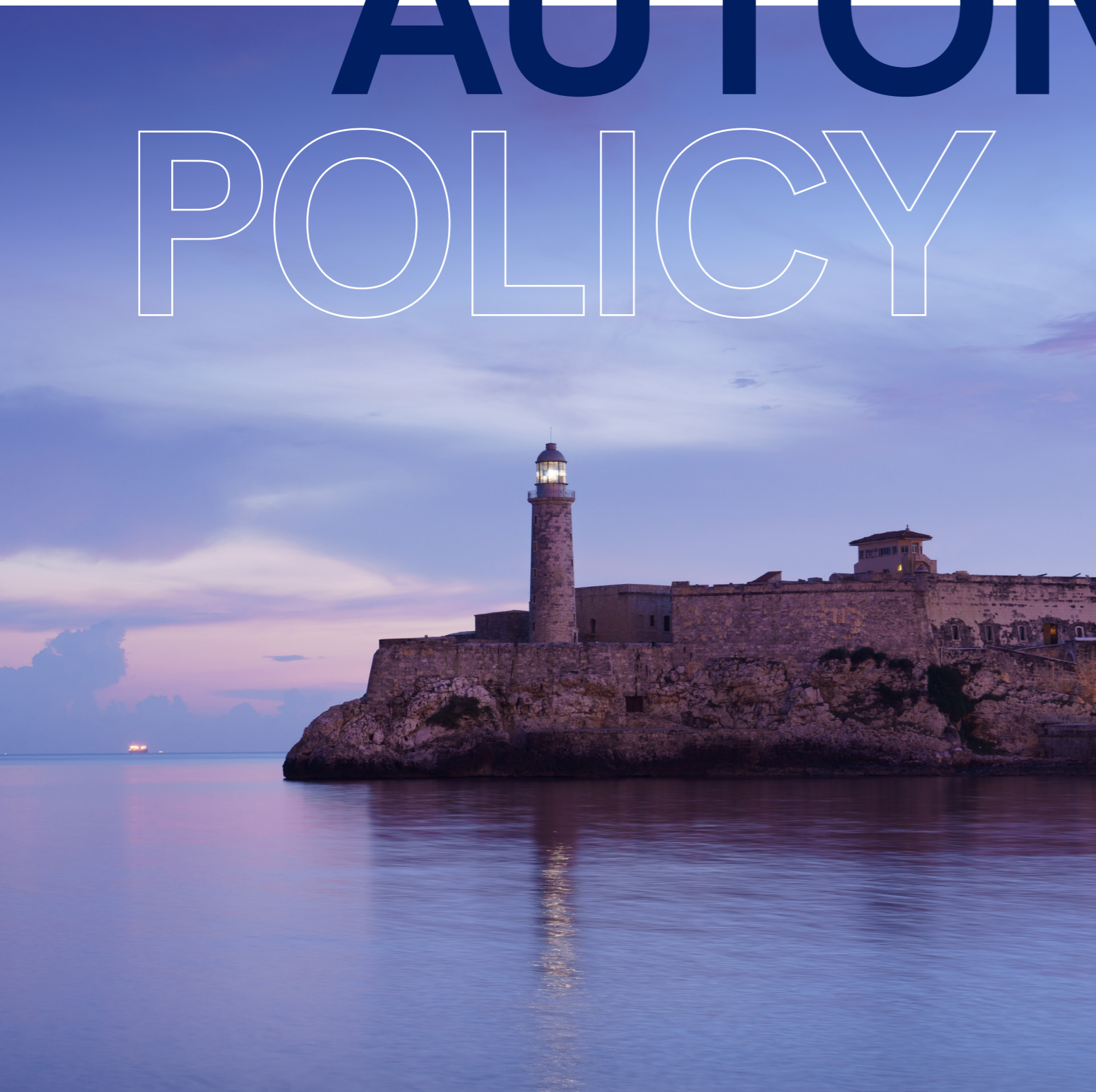
Autonomy in shipping covers everything from remotely operated vessels where a human is in the loop, through to fully autonomous vessels that are operated by software or AI systems. There are many potential benefits including taking humans out of dirty and dangerous situations, while providing environmental benefits such as improving fuel efficiency.

As the regulator for shipping in the UK, the Maritime and Coastguard Agency is supporting industry as new technologies and vessels emerge and evolve, while ensuring that all maritime users remain safe and the environment is protected. The biggest challenge to us as a regulator is how we update regulations to ensure these vessels remain safe, secure and environmentally sound without stifling innovation. As policymakers it is important we ensure that we do not inadvertently cause problems for current shipping.

The UK's Maritime Autonomy Regulation Lab project springboarded our policy work for autonomous shipping. This 2018 Regulator Pioneer Funded project provided:

- A detailed review of the UK's Merchant Shipping Act highlighting gaps and areas requiring clarification;
- Extensive stakeholder engagement with operators, developers (software, sensor, equipment, as well as vessels) along with academics and other government departments regulating innovation; and
- Alternative approaches to testing policy proposals with the use of stakeholder engagement and serious gaming.

Unsurprisingly the project identified gaps in the current Merchant Shipping Act where there was no provision for remote operation centres and remote operators. The operation of ships from a remote operation centre had never really been considered, let alone legislated for to ensure it could happen safely.





From a regulatory perspective the IMO had discussions in the 1960s regarding how it should regulate automation. The difference this time? It is happening, and it is happening quickly.

To ensure the safety of remotely operated and fully autonomous vessels we are updating UK regulations initially for smaller remotely operated unmanned vessels with Workboat Code Edition 3. We are also using the outcomes of our review of the Merchant Shipping Act to prepare primary legislation updates to ensure the gaps identified can be addressed and autonomous vessels of any size can be regulated safely. As the development and updating of regulations takes time, the UK's policy has found a way to support companies putting autonomous vessels on the water while regulations are being updated. The UK approach has been to identify a suitable certification route, using exemptions issued following a safety case assessment, including survey of the vessel and any shore-based sites.

This is possible because we are collaborating and learning from industry, academia and other industries regulating innovation. This collaboration goes beyond updating UK regulations and into discussions at the International Maritime Organization (IMO) where we are working with other nations to allow the operation of autonomous vessels internationally. The IMO is developing an international goal-based code, allowing flexibility for industry in how it demonstrates vessels can meet regulatory requirements. This approach means the Code does not go out-of-date as the technology continues to develop. The plan is that a non-mandatory version of the IMO Code will be adopted in 2025, and will become mandatory in 2028.

It would be wrong to suggest that autonomy is completely new to shipping. Decision support systems to aid the modern-day seafarer already exist and have done so for a long time - whether that be auto-pilots or unmanned engine rooms. From a regulatory perspective the IMO had discussions in the 1960s regarding how it should regulate automation. The difference this time? It is happening, and it is happening quickly. I don't believe one day there will only be a world of autonomous and remotely operated ships, in the same way we don't only have container vessels today. It will be a mixed environment, which itself presents challenges alongside ensuring the safety of those on other vessels, considering how unmanned and autonomous vessels communicate with conventional crewed vessels, and the role of autonomous vessels in search and rescue.

So, will this all happen? Yes, eventually. It will take time, but the developments are happening in smaller vessels where the technologies will be proven. At the same time the MCA will continue to innovate on policy and regulation to ensure unmanned and autonomous vessels are safe, secure and environmentally sound.

Katrina Kemp

Maritime Autonomy Policy Lead,
Maritime and Coastguard Agency



Katrina has worked at the Maritime and Coastguard Agency since 2001 in a range of roles and is now the Maritime Autonomy Policy Lead. She has worked in autonomy since 2018, represents the UK at the International Maritime Organization in the autonomy discussions, and works on the development of UK domestic regulation for autonomous ships.

GREEN GAS STATIONS IN THE GULF

Repurposing the Gulf of Mexico's life-expired oil and gas platforms for renewable energy could one day see them serving as hydrogen refuelling stops, writes UH Energy's Ram Seetharam.

Like many offshore oil and gas production areas around the world, the Gulf of Mexico is dotted with hundreds of giant steel platforms that have reached or will soon reach the end of their useful lives. In June this year there were 1,533 platform structures sitting on the outer continental shelf and the owners of 356 of them had submitted applications for decommissioning.

Decommissioning production platforms is a hazardous and expensive task, involving dismantling and removing the topsides, deck, jacket, foundations and delivery pipeline – all while taking great care to avoid any spillage of hydrocarbons.

UH Energy – the University of Houston's energy centre where I am Repurposing Program Lead – is looking at how these platforms could be adapted for reuse in new green energy infrastructure.

Funded by the US Department of Treasury's RESTORE Act¹, UH Energy recently finished the first phase of a joint industry-government-public-academia collaboration on repurposing offshore infrastructure for clean energy (ROICE).

Our starting points were to look at the Gulf of Mexico's potential for wind power development and the geospatial distribution of existing offshore platforms and pipelines.

We found that average wind speed in the Gulf is around 7–9 m/s, which is more than adequate for wind power generation. Based on standard 15 MW horizontal-axis turbines supported on monopiles or floating foundations, we estimated the levelized cost of energy – that is total discounted life-cycle cost of the generation divided by total energy output – for a 29-turbine windfarm was in the range of US\$100–\$226/MWh. While significantly more than the US\$24–75 estimate for onshore wind, this is not dissimilar to the US\$105–150/MWh reported for the North Sea².

¹ Federal funding came from the Department of the Treasury through the State of Texas under the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012 (RESTORE Act). The article does not necessarily reflect the views of the State of Texas or the Department of the Treasury.

² Martinez A and Iglesias G (2022) Mapping of the levelised cost of energy for floating offshore wind in the European Atlantic. *Renewable and Sustainable Energy Reviews* 154, 111889.

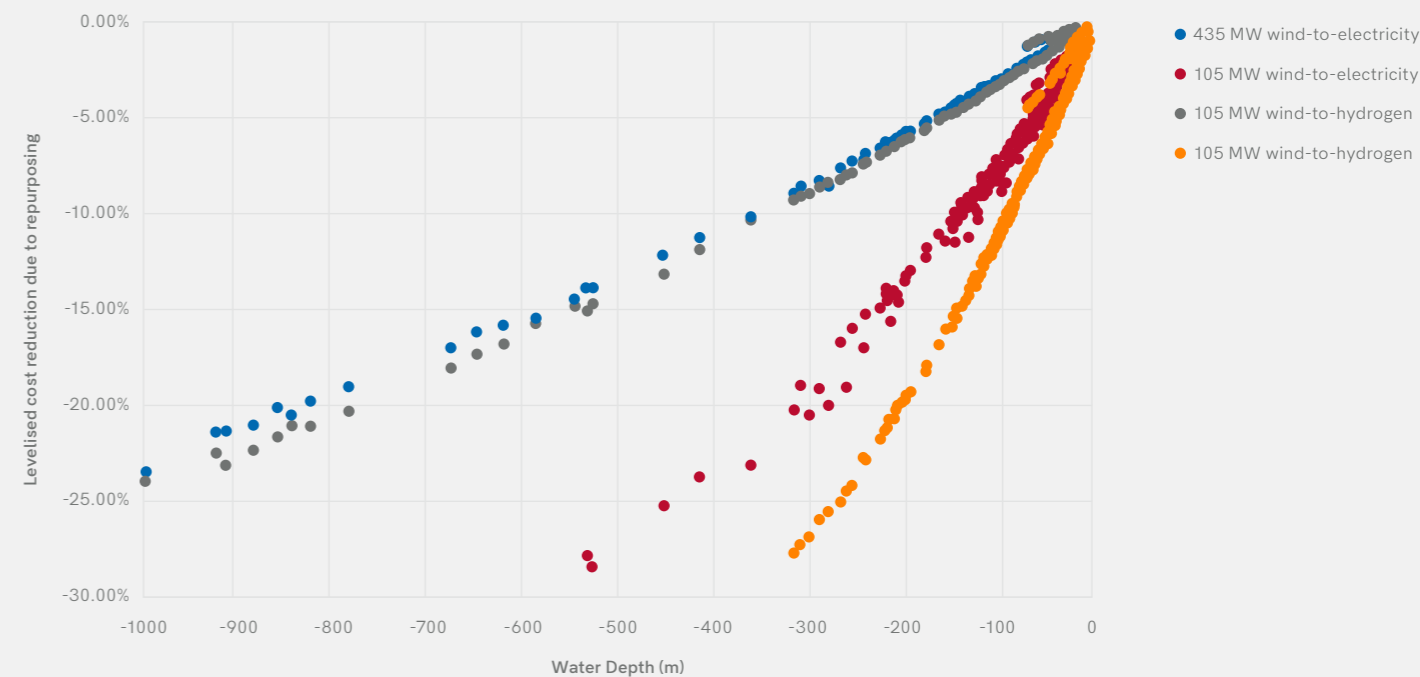
So where do the old production platforms come in? We see two options for repurposing these in wind-power developments. The first is as an offshore substation, which is directly connected to the turbines and then raises the voltage (typically from 33 kV to 150 kV AC) to transfer power to the shore grid via a new undersea cable.

The second, more radical, option is for the platform to become an offshore hydrogen production plant. This uses the wind-generated electricity to desalinate seawater and split it in an electrolyser into hydrogen and oxygen. The oxygen is vented to atmosphere and the hydrogen flows ashore via the existing oil or gas pipeline. We estimate that a 435 MW 29-turbine array could generate around 32 Mt/year of 'green' hydrogen.

The wind-to-hydrogen concept is not new and is already being extensively trialled around Europe. In particular I recommend readers refer to the Sealhyfe project in France, the Deep Purple pilot in Norway, the Poshydron pilot in the Netherlands and the Behyond project in Portugal. However, none of these is specifically looking at repurposing existing oil and gas platforms to support the hydrogen plant.

The main advantages of the wind-to-hydrogen repurposing option over the wind-to-electricity one are that no expensive new shore connection is required, saving around US\$2 million/km for power cables and US\$0.8 million/km for pipelines. Furthermore, the hydrogen produced will be the sought-after 'green' version (that is with no greenhouse gas emissions), having been produced from only water and wind.

Estimated levelised cost reductions increase with water depth



Of course, there are many issues and challenges to overcome with implementing either of these options. The first is that the topside of the existing platform will still need to be lifted off and replaced with a new topside unit containing either a substation or hydrogen plant. However, topside removal is already factored into platform decommissioning costs and the repurposing allows the rest of the decommissioning process to be deferred for many years.

The structural condition and safety of the existing jacket and deck will also need to be carefully checked and recertified for their new roles, as will that of the existing pipeline for the hydrogen option. Typically made from 150-600 mm diameter steel, these pipelines are not ideal for containing tiny hydrogen atoms. But the relatively low operating pressures of around 30 bar will be well within their rated capacity. Other solutions to possible leakage or 'hydrogen embrittlement' include copper-coating the inside, inserting a composite lining or mixing the hydrogen with natural gas.

With sufficient storage, repurposed oil and gas production platforms could well become the green refuelling stations of the future.

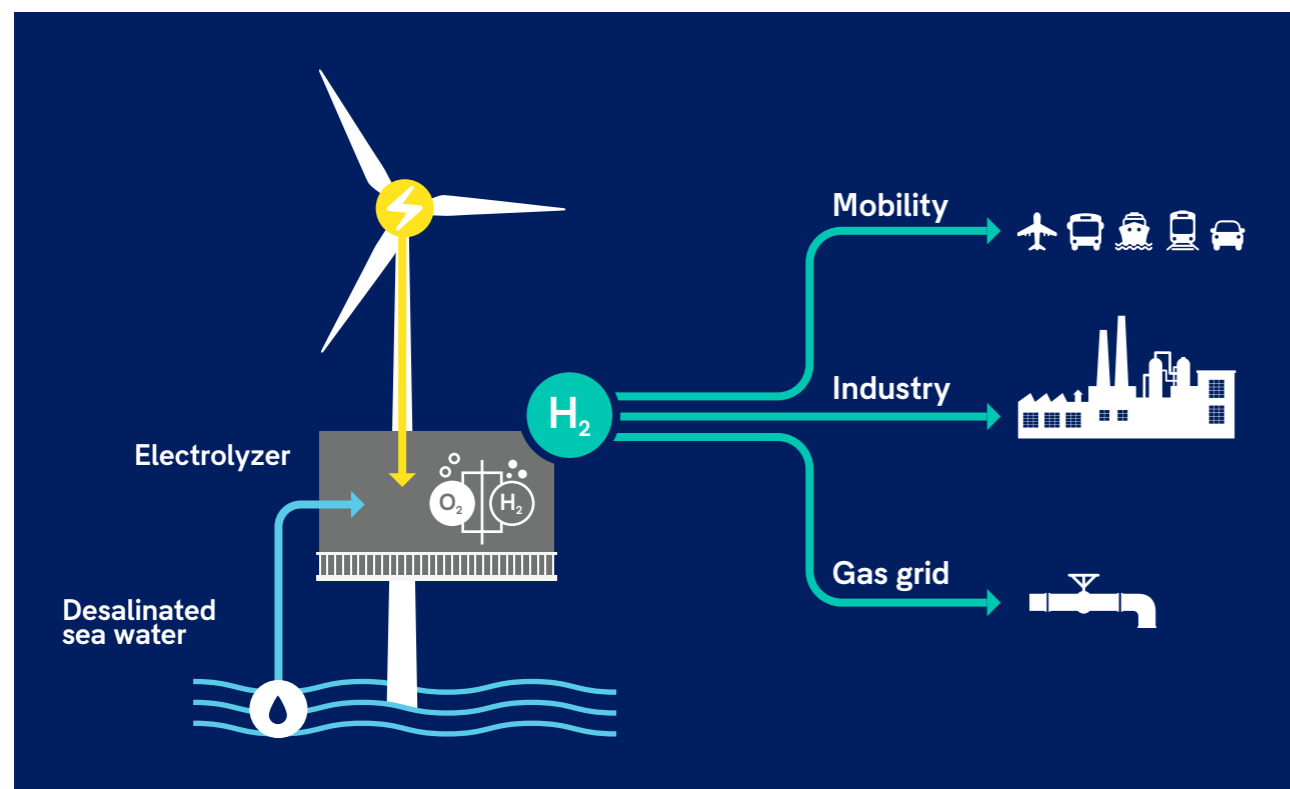
As to the cost saving from repurposing existing platforms, our initial estimates indicate that these start to become significant as the water gets deeper. For example, for a 415 MW 29-turbine wind-to-hydrogen system in 1000 m deep water, we estimate the complete levelized energy cost saving will be 24% if an existing platform is reused. For a smaller 105 MW seven-turbine wind-to-hydrogen system, the same saving will be achieved in just 250 m of water due to the reused platform saving making up a greater fraction of the total cost. The same sized wind-to-electricity systems offer a slightly lower saving due to the extra cost of the new shore cables.

Moving forward, we have selected around 100 existing platforms in the Gulf of Mexico for further investigation in phase two of the research, with a view to identifying one or more commercial-scale demonstration projects. In parallel, ROICE has set up seven workshops to investigate specific regulatory, commercial and technical perspectives, and these are due to report back in early 2024. We now have over 50 members and supporters

from various parts of the industry on board, including energy companies, operators, hydrogen specialists, classification societies and consulting engineers. We would of course welcome additional input from West P&I Club members, particularly those with expertise in offshore operations, risk management and re-certification.

Ultimately the aim is to quantify the cost-benefit of repurposing life-expired production platforms for clean energy, which in turn will enable us to determine how much regulatory support is needed to make such schemes attractive to investors and purchasers alike. While there is a clear demand for green energy ashore, there is likely to be increasing demand from the maritime sector, perhaps initially from hydrogen-powered support vessels and later from ships running on hydrogen-rich fuels such as ammonia.

With sufficient storage, repurposed oil and gas production platforms could well become the green refuelling stations of the future.



(Above) Graphic from Siemens Gamesa.

Dr. Ram Seetharam

Repurposing Program Lead,
UH Energy



Dr Ram Seetharam is Repurposing Program Lead at UH Energy, a multi-disciplinary energy research program at the University of Houston. He serves as project manager for low-carbon energy projects including ROICE, an industry-academia-government-public consortium developing a framework for repurposing offshore infrastructure for clean energy. Ram has nearly 40 years of experience in the offshore industry including 33 years with ExxonMobil. He has Masters and PhD degrees in chemical engineering from the University of Houston, and a bachelors in chemical Engineering from the Indian Institute of Technology, Madras.



EXPLORING THE BROWN WATER TRADE OF U.S. TUG & BARGE OPERATIONS



Tug and barge operations play a crucial role in the U.S. economy.

Beyond the global scale of blue water trade, the world of the U.S. brown water trades operates in more confined waters and which present unique challenges and regulations. I enjoyed a valuable insight into the operations, spending time aboard one of LeBeouf's tugs which operates inland tank barges across the United States. The experienced crew of the "Dickie Gonsoulin" allowed me to witness first-hand the intricacies of tug and barge operations during our two-day voyage from Bourg, Louisiana to Beaumont, Texas.

Inland waterways rely on smaller vessels called pusher tugs or towboats, specifically designed for navigating and pushing barges in confined waterways. The barges themselves are smaller and tailored to transport specific types of cargo, such as dry bulk, liquid bulk or containers.

Unlike their blue water trading cousins, tug and barge operations on inland waterways face distinct challenges. Navigating narrow channels, traversing locks and dams and

managing river currents are common obstacles. Crews on these vessels are smaller and predominantly composed of U.S. citizens, focusing on pushing and navigating barges rather than complex cargo handling. Seasonal limitations, such as water levels, ice conditions and lock closures dictate the operational schedule of inland pusher tugs and barge fleets. In contrast, international trading vessels can operate year-round, subject only to weather and operational considerations.

Tug and barge operations play a crucial role in the U.S. economy, offering a cost-effective and environmentally friendly transportation option that reduces congestion. These operations support jobs in vessel operations, maintenance, terminal operations and related services. In 2019, inland waterways shipped 514 million tons of cargo. The towing and tug business in the U.S. comprises 5,500 boats and over 31,000 barges, with an estimated impact on the U.S. GDP of \$33.8 billion.

The Mississippi River, among the various inland waterways in the U.S., stands out as a major and challenging route. Navigating it requires constant attention to shifting currents, water level fluctuations and potential hazards. The river is equipped with locks and dams that regulate its flow and maintain navigability.

Speaking with the wheelhouse crew, rivers and canals in the United States present contrasting characteristics. Rivers offer more space for manoeuvring due to their larger size,

providing flexibility in vessel operations. However, they also have wider widths, stronger currents, variable water depths and changing conditions influenced by weather, tides, and seasons. Canals, on the other hand, have narrower channels, tighter turns, and limited manoeuvrability, requiring precise vessel handling skills and careful navigation. Canals maintain controlled water levels and may have locks, dams, or other navigation infrastructure, adding complexity to navigation and demands on skills and coordination from the crew.

Navigating an inland pusher tug requires specialised skills due to the vessel's operation in narrow waterways, dealing with river currents, bridges, locks and other navigational challenges. Crew members responsible for navigation must possess extensive knowledge of local water regulations, navigation rules, bridge heights and lock procedures. Additionally, they are tasked with maintaining the vessel's propulsion systems, navigation equipment and other onboard systems.

Proper loading, securing, and unloading of barges are critical aspects of pusher tug operations. Crew members must understand cargo stability, securement methods and safe handling procedures, utilising various equipment such as winches, lines and rigging to transport cargo safely.

Due to the specific type of barges our tug pushed we needed two tankermen. These individuals possess knowledge of regulations and guidelines governing barge operations and cargo handling. Tankermen are responsible for cargo loading, unloading and transfer operations on barges. They handle hoses, valves, pumps and other equipment related to cargo operations. They also monitor cargo levels, temperatures and pressures while maintaining records and documentation.

It's crucial to recognise that this lifestyle entails far more than just picturesque views.



Onboard an inland pusher tug, crew members live and work for extended periods. The crew rotation being used whilst I was on board was 28 days on duty and 14 days off. They shared comfortable cabins and living quarters. The six crew members had different shifts: some for navigation, others for cargo handling and the rest for maintenance and other tasks. Living and working closely together fostered teamwork and camaraderie. Crew members relied on each other for safety, efficiency and smooth operations. The crew I sailed with had strong working relationships and effective communication skills, crucial for a successful voyage. The work environment constantly changed as the vessel navigated different waterways, faced diverse weather conditions and loaded/unloaded cargo at various locations.

Life on an inland pusher tug offers a unique lifestyle, providing the opportunity to experience the beauty of rivers and waterways,

observe wildlife and enjoy the tranquillity of being on the water. Yet, it's crucial to recognise that this lifestyle entails far more than just picturesque views. It presents formidable physical and mental challenges that require unwavering adaptability, unyielding resilience and the capacity to thrive within the confines of a demanding and prolonged confined environment.

As my journey on the inland pusher tug came to an end, I reflected on the immense significance of tug and barge operations in the United States. These operations contribute to the country's economy, providing efficient and environmentally friendly transportation, as well as supporting local communities along the waterways. From the grandeur of the Mississippi River to the intricacies of navigating canals, the world of tug and barge operations reveals the diverse and captivating aspects of brown water trade.

Emma Forbes-Gearey

Loss Prevention Officer,
West P&I

Emma, who holds an MSc in Sustainable Maritime Operations, worked as a Deck Officer for four years and gained experience on a range of vessels, such as combination carriers, passenger ships, and yachts. In 2019, she joined the Club after transitioning directly from her seagoing career and now attends to Loss Prevention matters.



MAKING ROOM FOR MASS



How will the regulatory framework for shipping keep pace with autonomous vessel technology?

Autonomous and remote-controlled ships of varying degrees of automation are already in use, with international commercial application clearly within sight. In this article, we examine what regulatory instruments or guidelines already exist, current challenges, and what the future holds.

Present

The International Maritime Organisation (IMO) has been preparing for an increase in autonomous vessels for a number of years. In June 2019, the Maritime Safety Committee (MSC) of the IMO approved Interim Guidelines for Maritime Autonomous Surface Ships (MASS) trials. These guidelines aim to assist states and stakeholders with ensuring that trials of MASS systems and infrastructure are conducted safely, securely and with due regard to the protection of the environment. For example, the guidelines say that onboard or remote operators of MASS should be appropriately qualified for operating MASS and that steps should be taken to ensure sufficient cyber risk management of systems and infrastructure. Additionally, compliance with the intent of any mandatory regulatory instrument should also be ensured.

In the UK, the Maritime Autonomous Systems Regulatory Working Group (MASRWG), first published a UK Code of Practice for MASS in 2017. This has been widely relied upon by industry for guidance on required skills, training, and design.

Future

Whilst interim guidelines inform the MASS industry, a comprehensive review of existing IMO instruments is also underway.

The framework for a regulatory scoping exercise was developed in 2018 by the Marine Safety Committee of the IMO and was then utilised the Legal Committee to analyse potential gaps within conventions.

The framework included definitions of degrees of autonomy, which will inform changes to regulations:

- 1. Ship with automated processes and decision support:** Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated and at times be unsupervised but with seafarers on board ready to take control.
- 2. Remotely controlled ship with seafarers on board:** The ship is controlled and operated from another location. Seafarers are available on board to take control and to operate the shipboard systems and functions.
- 3. Remotely controlled ship without seafarers on board:** The ship is controlled and operated from another location. There are no seafarers on board.
- 4. Fully autonomous ship:** The operating system of the ship is able to make decisions and determine actions by itself.

A review of instruments under the purview of the Legal Committee and Maritime Safety Committee found that a number of gaps may need to be addressed in order to adequately incorporate MASS. These include but are not limited to:

- The role and responsibility of the master: Many provisions in existing conventions require action by the master of the ship. It will be necessary to clarify who (if anyone) would have to satisfy the role of the master where the degree of automation means that there is no traditional master onboard.
- The role and responsibility of the remote operator: Existing definitions may need updating to more expressly include or exclude new persons or entities that will become engaged in navigation of MASS. For example, should a remote operator or software programmer be included or excluded in the liability channelling provisions of Art III (4) of the CLC? Is a remote operator a 'manager and operator' within Art 1(2) and 1(4) of the LLMC 76?

■ Questions of liability: Certain Conventions, such as the CLC 1992, contain provisions that remove the right of a shipowner to limit liability where damage is caused by an act or omission by the shipowner, committed with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result. The IMO may need to consider producing an interpretation as to what conduct of a shipowner may result in losing the right to limit liability when related to specific MASS issues. For example, would knowledge of an error in a computer program relevant to the operation of the MASS result in the loss of the right to limit?

■ Certificates: For example, MASS operating at Degree Four would still be required to carry and produce certificates on board under the CLC and Bunkers Conventions. How will those be produced in practice? This may be easily resolved by developing a new interpretation of certain Articles that could rely more heavily on digital certificates.

As a large percentage of claims can be attributed to human error, automation has the potential to reduce those incidents.

At the April 2023 meeting of the IMO's Joint Working Group on MASS, it was agreed that although there are issues to consider, MASS can be accommodated within the existing regulatory framework without any major adjustments. A non-mandatory goal-based MASS Code is currently envisaged for 2025, with mandatory application from 2028.

P&I Implications

As a large percentage of claims can be attributed to human error, automation has the potential to reduce those incidents - including crew injuries and environmental damage-considerably.

This benefit does have to be carefully balanced with the corresponding impact on seafarer employment and ability to respond quickly to environmental and social risks that may still be posed by the MASS where no crew are onboard.

The International Group of P&I Clubs (IG) engages actively with the IMO and individual states in respect of potential regulatory changes through the IG's Autonomous Vessel Working Group and will monitor any impacts of those changes in respect of Club cover.

Erin Walton

Assistant Corporate Director and Member of the IG's Autonomous Vessel Working Group, West P&I



Erin joined the Club in 2014 from a London shipping law firm where she trained and practised for four years and became Assistant Corporate Director in 2023. She studied law and politics at the University of California before obtaining her LLB at the College of Law in London. She also holds a Master of Laws in International Law from The University of Notre Dame.



War Risks and the continually evolving geopolitical position

War risks are liabilities which have traditionally been covered by specialist insurers. Such cover usually includes liabilities in relation to damage to and loss of the vessel, capture and seizure, arrest or restraint resultant from incidents such as mines, torpedoes, bombs, weapons, terrorists and malicious persons. Under P&I cover, war risks, save for certain exceptions, are specifically excluded.

War risks insurance has been available in the market since the 1700s from the time of the Anglo-Dutch Wars, the Napoleonic Wars and the American War of Independence.

While a vessel does not have to be in a war risks zone to be subjected to war risk liabilities, the insurers of such business from time to time designate specific war risks areas, which are areas of particular danger and are defined geographically. Should a vessel proceed to such an area then an additional war risk premium would apply.

Over the years there has been a continual change in the geographic areas resultant from shifting geopolitical situations.

In more recent history, during the 1980s and into the early 1990s the Persian Gulf, or Arabian Gulf, was an extensive war risks zone during the Iran-Iraq War and then the subsequent Gulf War involving Iraq and Kuwait. It remains so today, but to a much lesser degree.

Yemen has since been added to war risk countries in the Middle East resultant from the civil war in the country.

Sri Lanka is another country which was designated, like Yemen, resultant from the civil war in the country.

Venezuela was added as a war risk country in 2009, not as a result of war, but rather because of the enhanced perceived risk of proceeding there.

But it doesn't always have to be a war which results in area may be designated as a war risk zone. Other areas such as East Africa, Sudan, Somalia and West Africa have evolved as War Risk areas. This is because of the risk of piracy, violent attacks and hijacking. This particularly so in West Africa where the coastal waters of Togo, Benin and Nigeria have been designated, as has the Gulf of Guinea.

More recently, the invasion of Ukraine by Russia has resulted in the Sea of Azov and the northern Black Sea waters being designated as war risk zones.

It is not easy in the medium and long term to predict which areas may evolve as war risk zones, and which as above, are often resultant from geopolitical reasons. WEST is able to offer the peace of mind of War risk cover to members as part of their comprehensive portfolio of enhanced cover options.



Tim Davies

Deputy Head of Claims (Eastern Team), West P&I

Tim Davies spent 6 years at sea as a deck officer serving on general cargo, container, tanker, bulk carrier and refrigerated vessels. He then studied law and economics at the University of Wales. After graduating Tim worked for over 20 years in private practice handling charterparty, MoA and contractual disputes, and arbitration cases from initial advices through to oral hearings. Tim also dealt with admiralty matters worldwide including groundings, fire, collision, salvage and total loss cases. He joined the Greek Office of West of England in 2008 and transferred to London in 2018 where he handles both FDD and P&I claims.



West War launched in 2023

West War is a comprehensive war risks insurance for ships. Offering cover for physical loss and/or damage together with P&I on a primary basis caused by war (or war-like perils), West launched this new product earlier in 2023.

Backed by A rated reinsurers, West is able to underwrite War on a lead or follow basis, with lines of up to 100%.

Most standard Hull & Machinery and P&I insurance policies exclude loss and liabilities caused by war, piracy and terrorism, meaning shipowners and operators need to buy specialist war risk cover separately. West War provides such cover as part of its drive to give Members, non-members and brokers a wider market choice.

Features of West War

Provides cover against damage, loss and liabilities from primary war and piracy risks normally excluded from standard H&M and P&I policies.

Covers damage caused by mines, torpedoes, bombs, weapons, terrorists and malicious persons.

Insures against losses and liabilities resulting from capture, seizure, arrest, restraint, detention or strikes in a conflict zone.

West accepts all internationally recognised war conditions, including Institute War and Strikes Clauses and the Nordic Marine Insurance Plan.

Kidnap and Ransom Extension

In addition to the War and Strikes product, West will shortly be bringing out a new, additional product: Kidnap and Ransom. This has been designed to cater for casualty situations where a vessel is at risk of piracy and where the ship is seized, perhaps for just a few hours. Traditional market products often fail to respond effectively to these types of incidents. West will be providing cover for ship transits and voyages into areas such as the Gulf of Aden and Gulf of Guinea, offering clients access to legal expertise, crisis management, indemnity costs and loss of hire. We will make an updated announcement shortly when this product is fully launched.



For queries and general information, please contact the West's War department: westwar@westpandi.com

Richard Turner FCII

Head of Product Development, West P&I

Richard has extensive experience working in the Marine Insurance sector. He has recently joined West in the London office, having previously been employed at Victor Insurance and before that, the RSA Insurance Group. Richard served as President of the International Union of Marine Insurance from 2018 to 2022, the first British national to hold this position in IUMI's 150-year history. He is a regular industry speaker and lecturer, and is current Chair of IUMI's ESG Committee as well as a member of IUMI's Education Forum.



BRIEFCASES

We look at the details of some recent cases, discuss the lessons to be learnt and examine the consequences and potential implications of each decision

“No deductions from hire clause”: The Anna Dorothea [2023]

The vessel loaded a cargo in India for carriage to China, but on arrival she was not able to berth due to an alleged positive Covid-19 test of a member of the crew. Pursuant to a bespoke Covid-19 clause, charterers claimed that the ship was off-hire and did not pay hire between 4 May and 28 August 2021.

As a result, the owners withheld performance whilst hire was outstanding. In effect, owners argued that charterers could not make any deductions from hire on the basis of the following clause: “Notwithstanding of the terms and provisions hereof no deductions from hire may be made for any reason under Clause 17 [the off-hire clause] or otherwise (whether [for] alleged off-hire underperformance, overconsumption or any other cause whatsoever) without the express written agreement of Owners at Owners’ discretion. Charterers are entitled to deduct value of estimated Bunker on redelivery. Deduction from the hire are never allowed except for estimated bunker on redelivery ...”.

The charterers argued that the word “deduction” pre-supposed that a sum was “due” in the first place. Because the vessel was off-hire, hire was not “due”. The said clause however did not restrict Charterer’s right not to pay hire on the basis that the obligation to pay hire had not accrued.

The question therefore was:

Where a charterparty clause provides that no deductions from hire (including for off-hire or alleged off-hire) may be made without the shipowner’s consent: Is non-payment of hire a ‘deduction’ if the vessel is off hire at the instalment date?”.

Held:

The court held that the restriction of charterer’s right to make “deductions” applied to any exercise of rights that would otherwise have arisen under the off-hire clause.

Why does this decision matter?

“no deductions from hire clauses” have recently become more widespread and it is not uncommon for charterers to argue that such clauses do not apply to off hire events. It should however be noted that the court carefully analysed the wording and the outcome of every case will ultimately be determined by the terminology used in the clause.

Charterers should be alert as the inclusion of such clauses. Where such a clause is present, charterers should carefully consider their legal position before withholding hire payments or making deductions as the consequences of doing so may lead to suspension or even withdrawal.

Claiming damages beyond demurrage The Eternal Bliss [2022] (has settled)

The Court of Appeal’s decision was previously reported in our third Briefcases edition. Although permission to appeal to the Supreme Court had been granted, the parties elected to settle. The Court of Appeal’s decision will now become precedent.

As a quick reminder of the facts, the voyage charterer failed to discharge a cargo within the time allowed (laytime). As a result of the delay, and while the ship was on demurrage, the cargo deteriorated. This exposed the shipowner to a cargo claim from the receivers.

Held:

The Court of Appeal held that it was not possible for the shipowner to claim in addition to demurrage an indemnity against the charterer for the costs of the cargo claim.

Why is this decision so important?

This decision confirms the long-standing position that demurrage is the only remedy and that in order to claim additional damages an owner had to prove both:

1. A separate type of loss, and;
2. A separate breach of contract distinct from the failure to load or discharge the ship within the laytime.

Lesson to be learnt

If an owner in a voyage charter wishes to claim damages for a separate type of loss (other than time lost), they will either have to expressly state that demurrage only covers a certain type of loss and/or they will have to incorporate a bespoke clause triggering the breach. For example, an owner may want to include a “cargo clause” or “hull fouling” clause to protect their position in case of a prolonged stay.



Hold cleaning: implied obligation to exercise reasonable diligence to have the vessel reinspected without undue delay *The DL Lilac* [2023]

The vessel failed a hold inspection at berth on 16th February 2017 and was ordered off the berth by the terminal. Although the Master declared that the holds were clean at 1530 hours on 19 February, inspections were not permitted at anchorage and it was not until late on 3 March that the vessel re-berthed with holds approved following the reinspection early on 4 March.

The charter stated: “...If vessel fails to pass any holds inspection the vessel is to be placed off-hire until the vessel passes the same inspection and any expense/time incurred thereby for Owners’ account.”

Held:

The court found that it was reasonable for charterers to be under an implied obligation to have the vessel reinspected without delay once the Master said that the holds were clean. The court however held that the vessel was not immediately back on hire once the Master had notified the agents on 19 February 2017 that the holds were ready for reinspection. As a result, it had to be determined when the reinspection should have been undertaken had there been compliance with the implied obligation to exercise reasonable diligence to have the vessel reinspected without undue delay.

Why does this decision matter?

Such clauses are widespread. If the holds failed, charterers will have to take proactive steps to have the vessel reinspected as soon as possible once the master declares the holds ready.

The “Thorco Lineage” [2023]

Whilst en-route to the discharge port the Thorco Lineage suffered engine failure. Out of 10,287.07 MT of cargo, 764 WMT of the cargo was lost or physically damaged. The physical loss (about USD 278,000) was a fraction of the economic/non-physical losses suffered by cargo interests which included liability to salvors, transshipment costs and disposal of the damaged cargo (in total about USD 8,000,000).

Owners were in breach of the contract of carriage and cargo interests were thus making a claim for their losses. Owners were entitled to limit their liability to the claimants as per Article IV Rule 5(a) of the Hague-Visby Rules (667.67 SDR per package or 2 SDR per kg). The question was by how much?

Whilst owners argued that they could limit their liability by reference to

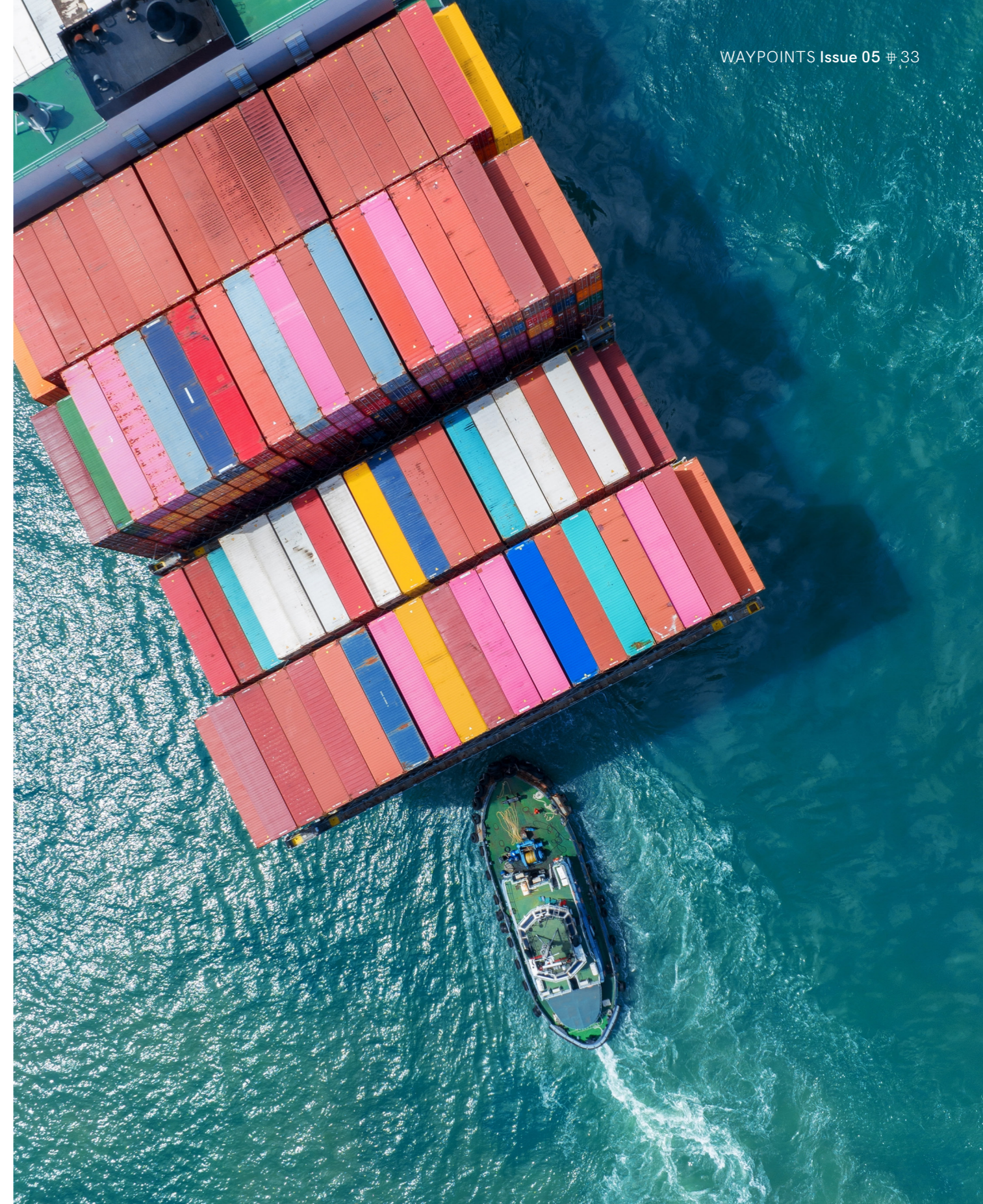
the weight of the goods which were damaged physically only (i.e. 764 WMT), cargo interests were of the view that there were two types of losses a) the physically damaged cargo (about USD 278,000) and b) the economic loss claim (about USD 8,000,000), and that Article IV Rule 5(a) was restricted to the physical damaged cargo only and did not apply to the economic loss claim. As such, the economic loss was not subject to any limitation. Alternatively, should the economic loss be subject to the HVR limitations, these should apply to the total weight of the cargo (10,287.07 WMT) and not by reference to the physically damaged cargo (764 WMT).

Held:

Article IV Rule 5(a) HVR applied to the whole cargo and included goods which were “economically damaged”.

Why does this decision matter?

The “Thorco Lineage” decision contradicts a previous decision from the High Court, *The Limnos* [2008], where it was held that the liability of the carrier was limited under Article IV Rule 5(a), by reference to the weight of the “physically damaged” cargo only and did not include the weight of the economically impacted goods. Because the *Limnos* had been previously criticised, it is likely the “Thorco Lineage” will be followed in future.



Julien Rabeux

Head of Claims (Singapore),
West P&I

Julien is Head of Claims in West's Singapore Office. He studied law in France and England and subsequently qualified as a solicitor in a London shipping law firm. Julien was based in West of England's Hong Kong Office for 5 years, before moving to Singapore when the Club launched its office there. Prior to joining the Club, Julien worked for another IG Club in London for 7 years.



THE MARINE HULL MARKET & THE WEST HULL FACILITY

West and Nordic are striving to build a sustainable and healthy hull portfolio and in doing so we are focused on achieving bottom line results rather than top-line volume.

6 months ago, on 1st March 2023 the West Hull facility was launched in partnership between the West P&I Club (the Club) and its partner Nordic Marine Insurance (Nordic) in Stockholm, Sweden. Nordic is a natural partner to West as the company has an experienced hull insurance team, the Club is a minority owner in the company and there is also a participation of the Club on Nordic's niche marine delay insurance products.

For West the idea of offering hull cover is to enhance the Club's services to its members, diversify the club's income stream, broaden the appeal to other ship-owners and grow its footprint in the global marine insurance market. For Nordic the idea is to cross-sell the niche marine delay insurances, particularly the new Primary Loss of Earnings insurance cover, with the mainstream hull and machinery insurance cover. The mainstream hull & machinery offer includes increased value, freight interest and loss of hire insurance.

Nordic has an experienced team of hull & machinery underwriters in Stockholm and Piraeus who are well known in the market, and this is an element that facilitated the launch of the new West Hull facility, in combination with the Club's marketing to the wider membership.

Effectively West Hull has been on risk from 1st April 2023 and the market reception has been beyond expectation. The support from the market has been tremendous and the premium volume targets for the 9 months of underwriting year 2023 already achieved.

The marine hull market is a challenging market and has been loss making over many years. Our analysis of the causes for this consistent trend is that, not only has the market been continuously under-priced because of the abundance of capacity, but deductibles have not been adjusted to take into account the changing nature of risk in size and technical complexity.



A market correction started some 4 years ago driven largely by London insurers and Lloyds syndicates focused on remediation of their insured hull books back to profitability. This had a hardening impact on the market over the last few years. It also gave the opportunity to new entrants in the market, particularly in London, to establish themselves in the market. Normally, an increase in capacity would lead to a softening of the market, but this has not happened, at least not yet. Instead, in the current underwriting year we observe a flattening of rates offered and an average increase at renewals of between 2,5% to 5%, although - fleets performing exceptionally well may get expiry terms or even a small improvement.

All ship-owners and marine underwriters, including hull underwriters, need to adapt to a business environment with increased uncertainties such as geopolitical tensions, uncertain macroeconomic conditions, more complex and larger risks, regulatory constraints as well as a shortage of experienced marine insurers.

In the hull market, in order to be successful, the key is to have experienced underwriters, as well as consistency and discipline in your risk selection. West Hull in its first year of underwriting has taken a very careful approach in risk selection and opted to focus on traditional mainstream blue water tonnage such as tankers, bulkers, and general cargo vessels, although we can also consider other types of vessels on a performance basis. A key element in our underwriting risk assessment is that to accept the risk for the H&M facility, it would first need to fit our risk appetite and technical model for our "quasi mainstream" primary loss of earning product, the underwriting assessment for which would disqualify any fleet with a consistent frequency of attritional losses. We believe that risk models are a useful tool, but it can't replace the sound judgement of an experienced marine underwriter especially in the uncertain environment which would require a proactive, forward-looking, and disciplined underwriting and risk assessment.

West and Nordic are striving to build a sustainable and healthy hull portfolio and in doing so we are focused on achieving bottom line results rather than top-line volume. We are not in a hurry to grow volume and are focusing on quality and added value with innovation in providing (innovative / quasi mainstream?), marine products.

In an uncertain environment where ship-owners have a greater need to protect cash-flows, Nordic recently launched a new product, Primary Loss of Earnings.

Primary Loss of Earnings provides cover for delays following physical damage to a vessel recoverable under the underlying H&M cover and essentially provides a buy-back option for delays for 7 days in excess of 7 days during the initial 14 days following an incident covered under the underlying H&M insurance, until conventional loss of hire kicks. The cover is stand-alone from the ordinary loss of hire cover and can be combined also with a similar cover for P&I perils.

It takes mainstream experts to know how mainstream's gaps can still leave an owner with many painful exposures despite providing hugely valuable protection. The Primary Loss of Earnings cover developed by Nordic and only available through Nordic is a perfect example of the application of mainstream expertise with a twist of niche culture.

Jan Linnell

Deputy Managing Director/Director of Underwriting, Nordic Marine Insurance

Jan has a business degree in finance & banking as well studies in shipping & logistics and an over 30-year career in marine insurance underwriting. Since May 2022 Jan serves as deputy managing director and director of underwriting at Nordic Marine Insurance Ltd in Stockholm and most of his previous underwriting career at Finnish marine insurer Alandia latest as director of marine insurance where he was responsible for all commercial marine lines. Jan has also served on the IUMI Ocean Hull Committee including as vice chair and also on the board of CEFOR including as the board chair.



ON THE HORIZON

EU/ UK Emissions Trading System (ETS) has included Shipping in 2024/2026.

Starting from 1 January 2024, the EU Emissions Trading System (EU ETS) has undergone changes to include maritime emissions. This system is a legislative scheme implemented by the European Union (EU) to limit greenhouse gas emissions in specific industries. It requires emitters to surrender emission allowances equivalent to the gases they produce. The United Kingdom (UK) is also aligning with this initiative and will participate from 2026 for within their waters.

Since 2018 shipping companies have been obligated to report particular carbon dioxide (CO₂) emissions from vessels over 5000GT (cargo and passengers) that visit EU ports or engage in trade within the EU, as well as voyages to or from the EU.

At the beginning of 2024, shipping companies will likely need to purchase and surrender emissions allowances covering 40% of their intra-EU voyage and EU port CO₂ emissions for that year. Additionally, they will be required to cover 20% of emissions from voyages to or from the EU. These percentage will gradually increase from 2024-2026, reaching 100% for intra-EU voyage emissions and 50% for voyages to or from the EU, with certain exceptions. Moreover, over this period, shipping companies will also need to surrender emission reports for methane (CH₄) and nitrous oxides (N₂O), expanding the coverage to vessels serving offshore installations.

The responsibility for submitting the allowances lies with the shipping company, which is defined as the shipowner or any other entity (such as a manager or bareboat charterer), responsible for submitting the ship's operation. These entities have agreed to assume the responsibilities and duties required by the International Safety Management Code (ISM). If shipowners or managers wish to assign another to submit the reports, and hold them accountable for losses or penalties, they must explicitly specify this in their contracts. BIMCO's "Emission Trading Scheme Allowances Clause for Time Charter Parties 2022" can serve as a useful reference for such agreements provides.

Failure by shipping companies to comply with two or more consecutive reporting periods may result in fine and an expulsion order issue by the EU. Such orders could potentially apply to the entire fleet owned by the shipping company and would be effective at all EU/EEA ports (later on UK ports), except for the vessel's flag state. If one of the shipping company's vessels enters a port within its flag state, it will be detained until the shipping company fulfils its obligations to surrender allowances. Before issuing an expulsion order or detention decision, the shipping company will be given an opportunity to provide their observations.

Furthermore, the amendment to the EU ETS stipulates that if the IMO fails to establish a global market-based mechanism similar to the EU ETS, the EU will consider capturing "more than" 50% of international emissions from ships (that fall outside the defined criteria) after 2028.

Emma Forbes-Gearey

Loss Prevention Officer,
West P&I



Emma, who holds an MSc in Sustainable Maritime Operations, worked as a Deck Officer for four years and gained experience on a range of vessels, such as combination carriers, passenger ships, and yachts. In 2019, she joined the Club after transitioning directly from her seagoing career and now attends to Loss Prevention matters.



WEST'S LONDON OFFICE

150 YEARS OF GROWTH

While West celebrated its 150th anniversary three years ago, 2023 is the turn of its London office to reach the same milestone.

West was founded and managed by a leading shipowner from Topsham in Devon, John Bagwell Holman. From its beginnings serving the hull and later liability insurance needs of local shipowners in and around the Exeter area, the Club began to expand its horizons and Holman moved the headquarters from its roots in Topsham to Lime Street in London in 1873 in order to improve their links with the shipping and insurance markets.

Holman was also managing the Shipowners' P&I Club which had been set up in 1855. This too moved up to London with West, focusing on sailing ships and smaller and more specialist vessels while West targeted the fast-growing steam-ship sector. Shipowners' continued as a sister club to West, sharing staff and premises and being underwritten by West, up to 1987.

West began to diversify in the twentieth century, initially with Greek owners and later with entries from elsewhere in Europe, North America, Eastern Asia and the Pacific Rim. Day-to-day underwriting and claims handling continued to be managed in London, along with the Club's growing Defence and Strike Classes. By 1970, the London office was insuring 26.5 million GRT of shipping from 35 countries.

As the Club continued to expand, the office's workload gradually started to be shared with new offices in Greece (1969), Hong Kong (1982) and New York and Singapore (2017).

A century and half later, even though the Club has been domiciled in Luxembourg since 1969, the London office has developed into the corporate centre for the business, with loss prevention, finance, product development, information technology, human resources, marketing and ESG operations mainly led from there.

These operations are all then managed and coordinated globally across our regional network of offices.

The Club's growth has seen it occupy a number of offices in and around the City of London, including Lloyd's Avenue, Pepys Street and in the World Trade Centre at St. Katherine's Dock. But in 1993 the London team moved to larger premises at Tower Bridge Court, right next to the southern pier of Tower Bridge. The Club ultimately purchased the freehold of this building, with its iconic views across Tower Bridge, the River Thames and the Tower of London, and this remained the Managers' home for many years.

In 2019, the office moved back across the Thames to its present home in One Creechurch Place in the City of London. As part of our commitment to minimising West's environmental impact, the Club selected a newly built, more sustainable building, with ongoing building performance improvements and energy saving opportunities being pursued through the work of the building Energy Management Team. We also have in-house recycling and waste reduction initiatives in place.

Our London office is the workplace for around 90 of West's 160 staff.

A LIST OF SHIPS

ENTERED IN THE
Exeter Shipping Insurance Association.

ESTABLISHED JUNE 15th, 1855.—CORRECTED TO APRIL, 1st, 1864.

BANKERS, NATIONAL PROVINCIAL BANK OF ENGLAND, EXETER.

COMMITTEE

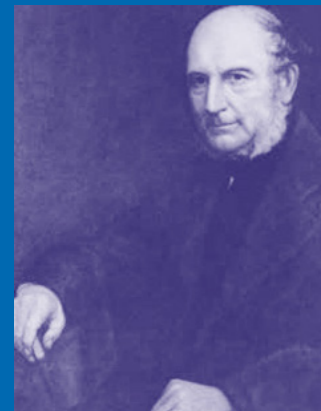
WILLIAM BLAIR, Exeter.	JOHN BAGWELL, Exeter.	GEORGE CALVERT, Exeter.	WILLIAM LIVING, Exeter.
JAMES BAKER, Exeter.	JAMES BELLINGHAM, Exeter.	ANTHONY CROFT, Exeter.	ROBERT WALKER, Exeter.
PETER POLMER, Exeter.	JAMES BROWN, Exeter.	ROBERT ALLEN, Exeter.	EDWARD WATSON, Exeter.
THOMAS POLMER, Exeter.	EDWARD WATSON, Exeter.	JOHN MARSHALL, Exeter.	THOMAS WALKER, Exeter.

JOHN HOLMAN, Secretary,

TUNISHAM

Ship's Name	Owner	Registered	Agent	From	To	Destination	Date of Entry
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864
Elizabeth	John Hancock & Co.	2700	184	184	184	London	1864

(Above) The list of ships entered in the Exeter Shipping Association



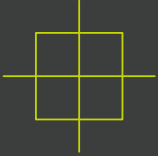
(Left:) John Bagwell Holman (1825-1882) founded West in 1870 and moved it to the City of London 150 years ago in 1873. The London headquarters is now lead by managing director Tom Bowsher (right).



(Left:) The London Office's present home at One Creechurch place.



Topsham, Devon.



WEST_®

Luxembourg

31 Grand-Rue
L-1661 Luxembourg
G.D. Luxembourg
T +352 4700671

UK (London)

One Creechurch Place
Creechurch Lane
London EC3A 5AF
T +44 20 7716 6000

Greece (Piraeus)

Akti Miaouli 95
1st Floor
185 38 Piraeus
T +30 210 4531969

Hong Kong

1302 China Evergrande Centre
38 Gloucester Road
Wanchai, Hong Kong
T +852 2529 5724

Singapore

77 Robinson Road
Level 15-01, Robinson 77
Singapore 068896
T +65 6416 4890

USA (New York)

1350 Avenue of the Americas
3rd Floor
New York
NY 10019
T +1 917 733 2584