

CURRENTS

Issue Number 47 - April 2023

Dawn of a New Era



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Insights on Diversity and Breaking the Glass Ceiling in a Male-Dominated Industry

BY DOROTHEA IOANNOU

Last October, I was honored to have been invited to deliver the closing keynote speech at the 2022 Women's International Shipping & Trading Association (WISTA) International Annual General Meeting and Conference in Geneva. To say I was excited would be an understatement. Not only would I be delivering my first keynote speech since being appointed CEO of the Managers of the American Club last August, but this was to be my first keynote speech ever.



My involvement in WISTA has spanned the majority of my maritime career and spurred long-lasting friendships around the globe. So it was especially moving for me to be invited to share my thoughts on a topic most fitting to the occasion: breaking the glass ceiling.

In the weeks and months since that day in October, many friends and colleagues who were in attendance have asked me to share with them the text of that speech. Since this edition of the Club's newsletter CURRENTS marks the first since taking on my new role, it seems fitting to share the speech here.

For those of you with time on your hands, you may also view the speech on the Club's YouTube channel by clicking [here](#).

It is my fervent hope that the sentiments expressed in my speech provoke not just thought but also action as our journey together in the maritime industry continues.

I would like to thank WISTA International for the invitation to speak at this 2022 Conference here in Geneva and for the opportunity to provide some of my own insights on matters of diversity and gender equality within the maritime industry, as I have lived it in the male dominated marine insurance world. Having been involved in WISTA since the early 2000s, it is especially rewarding for me to speak on this topic with so many of my lifelong friends in the room.

Victor Hugo, the famous French writer, once said:

There is nothing more powerful than an idea whose time has come.

My sister members of WISTA International, the time for our idea – the promotion of a merit-based business environment, free of stereotypes based on gender, age, race or other perceived differences – appears to have finally come. More than ever, we hear of women in some of the highest positions in the industry, positions which represent



not just private companies, but which represent institutions, unions, international groups, and trade associations, and we can all take credit in having played a role in moving our collective agenda forward with unrelenting energy and determination through the years.

Of course, it is perhaps to be expected that more and more women have risen ever upward in corporate management roles in proportion to the expanding pool of women with much higher levels of education, or business experience, and – maybe more significantly – more freedom than our mothers and grandmothers ever enjoyed. The merit-based promotion of women, and their entrepreneurial success, is increasingly natural, the better-educated and experienced we become, regardless of gender per se. The increasing numbers of women in leadership positions, me included, especially in male dominated sectors such as mine - marine insurance - is also reflective of the natural evolution of a changing talent pool, but that is not the whole picture.

We should recognize that many of us have been comparatively fortunate to have been in professions, industries, and even individual business organizations which have been generally more inclusive than others. All of us work continuously to exceed the expectations of our clients and our peers – male or otherwise, but this can be more easily converted into professional recognition in some environments than others.

Indeed, it could be said, from a statistical perspective, that the marine insurance industry, especially that of P&I, has been historically and traditionally a very male dominated profession. However, I have been fortunate in my journey to have built my career in one of the aforementioned inclusive business organizations; one which embraced my strategies and ideas – including that of growing a satellite office almost entirely staffed by female executives – even before I had been identified by management for eventual global leadership.

From a personal perspective, the flood of well-wishes, congratulations, and support that I received upon the announcement of my appointment as the CEO of Shipowners Claims Bureau, Inc., the Managers of the American P&I Club, can only be described as overwhelming and so very deeply moving. Hearing from many of you that I am seen by peers as a role model and a symbol of changing times signifies, as I said before, that our time has come. And I say, from the bottom of my heart, thank you to everyone for the outpouring of love.

I am often asked, “How did you do it?”

It is, naturally, an important question and I believe, as I presume do those who ask, that perhaps the answer may shed light on a path for future female leaders in sectors where women have historically been given scant opportunities. The simplest and most basic answer is that

I was exceptionally focused and that I worked really, really hard! However, I was not focused on becoming a CEO. In fact, I was never focused on some long-term plan, ever.

Instead, I was focused on the task in front of me. I was focused on being the best professional, the best colleague, and most importantly, the best person that I could be, at whatever position I was blessed to hold.

However, that is not the whole story. You see I was fortunate enough to work for an organization which was, and is, free of gender bias, and indeed blind to any and all outward characteristics in terms of evaluating competency, yet sensitive to the particular needs of the individual to enable contribution. The true and full story is that I did not do this by myself. Not at all. I did this with the support of many people along the way and this is the key insight I wish to impart to all of you: it is within the power of each and every one of us to make a difference; to create an environment where we do not just “empower” people, but where we enable people. We, as managers, and as employers, and generally as professionals, have an obligation to cultivate an environment which opens pathways to those people we identify as capable of taking on more and who want to take on more.

How do we do this? We ask questions. We create the opportunity for dialogue in our organizations. We don't leave matters to chance and circumstance. Let me share a very personal story which I hope demonstrates my meaning here.

My promotion in 2010 to the Executive Committee of SCB, the Managers of the American P&I Club, made me the first woman to hold such a position since its inception in 1927. Of course, I was excited, but I was also more than a

little anxious because I knew that the appointment would mean that I would have to travel for management meetings (this was, of course, WAY before we were doing anything virtually). But, before the first meeting I would need to attend was even scheduled, the principals reached out to me personally to ask if I would have any hardship in attending. They asked if choosing the dates that would work best for me would make it easier. Why? Because they knew that I was a single mother at the time, raising my 11-year-old daughter, and that it would be especially difficult for me to coordinate childcare for an extended period.

That, my dear WISTA sisters, knocked me off my chair... and that was only the first of many such actions. You see, they had identified me as someone who would add value to the strategic goals of the company and recognized that they needed to take certain actions to ensure I would be able to contribute. Remarkably, the individuals were not women, but the leaders of the Club at that time, two very well-known men in the marine insurance industry, Joe Hughes and Vincent Solarino.

In order to give you an idea of how really progressive this environment was, these two very same men, some nine years later, having appointed me to the position of Chief Commercial Officer, took me to my first Annual International Group General Managers Meeting and Strategy Session. At these annual meetings, each Club sends up to three representatives. I doubt that you would be surprised to find out that it was me – the only woman attending from any Club – and 38 men representing the 13 member clubs of the Group. I won't hide from you the fact that it was somewhat of an overwhelming experience at the time. Yes, I know it's hard to believe, but I can get overwhelmed (lol). Fortunately, I had the full support of my





management and mentors which made all the difference. While that was only three years ago in 2019, I am so very pleased to advise that this is not the case today. More and more women are filling leading roles within the Group Clubs, evidencing real progress within the industry.

Creating an environment like this in an organization requires commitment not only from the top down, but also a daily buy-in from the bottom up and all around. If I did not have good, strong people all around me, even with the best intentions of leadership, I wonder, “Would I have made it?”

We must remember that it’s not only about someone helping to pave the way, it’s also about the people with whom we work. Yet, we cannot expect support from our peers, or from those that follow us, unless we are dedicated to providing that support ourselves in the first place.

It is in our power to ensure that we enable others, that we become that person that others want to work with and for, and most importantly, that we prepare those coming up behind us to occupy that space before we leave it. Believe me, you will not be able to handle the next step if the role you previously occupied is not handled well after you.

We must always keep that 360-degree, big picture, vision in mind every single day. It is that which keeps us grounded, strong and moving steadily forward. It is that which helps us to remember that we are no better than those who came

before us nor those who will come after. It is that which reminds us that if we truly want to make a difference, we must think beyond ourselves while still seeing the part that we play. This, I promise you, makes breaking glass ceilings that much easier. When you stand steady, marshaling the force of those around you, there is no glass ceiling too thick to break through.

My appointment indeed says things about me and my accomplishments within the marine insurance industry, but it says something more impressive and possibly even more significant about the organization; about the ethos and policies of the leadership before me and about the people across seven offices who work with me. After all, it was the American Club and its Managers that decided to appoint the first woman CEO ever to lead a P&I Club in the 167-year history of the International Group and a multitude of people whose support made it possible for me to stand tall amid the shards of that shattered glass ceiling.

That could only happen in the right environment.; in an environment where conscious action solved problems and broke barriers. For any of us to move forward, to bring about better standards and reach a point where the first female anything is no longer news, we need to think about what we, individually, and then collectively within our organizations, are doing to get us there.

All of us in this room continue to face challenges and,

despite them, make strides in our respective sectors. But we must also remember that some of what we face as challenges may still be seen as quite privileged from the perspective of many other women in the world. I am no political activist, but we must always be conscious of the struggles of women all over the world who battle against restrictions on fundamental freedoms. Freedoms we take for granted as rights. Now, that does not mean that we believe the rights that we enjoy are gifts! No. They are inherent to all. It simply means that we are grateful to those who came before us; to those who fought and won those battles which secured for us the freedom to enjoy our rights.

Unfortunately, according to the United Nations 2022 gender snapshot, the world is still not on track to achieve gender equality by 2030. Violence against women remains high. Specifically, one woman or girl is killed by someone in their own family every eleven minutes. In 2021, one in every ten women and girls between the ages of 15 and 49 were subjected to sexual and/or physical violence by an intimate partner. Over 380 million women and girls exist in conditions of extreme poverty, living on less than \$1.90 a day. In certain developing nations, if the current trends continue, more women and girls will live in extreme poverty by 2030 than do today. If you can believe it, a woman's life expectancy was shortened by 1.6 years in 2021 as compared to 2019!

While we talk about career development, in many parts of the world, there are women who will never even contemplate completing an education, let alone breaking any glass ceiling. So, I say to you, as you manage your challenges and overcome your obstacles, do it with gratitude, gratitude for those who have come before you and endured hardships that you will never have to know.

While we can't save each and every little girl in the world – not individually – what we can do is keep them in our minds and make a difference in the circle within which we live. In the community within which we work. In the network within which we connect. In our own companies. With our friends. With our families. Think about that.

As I illustrated, you cannot break a glass ceiling alone – so you cannot think about your course in the world in a vacuum. You need to be conscious and aware of what's going on around you and I mean that literally: with your children, your families, your friends, and your colleagues. Ask questions. Look around – and really look.

Think about the things that are – or may have been in the past – barriers and obstacles to you and share the solutions which worked for you. If you have authority, use it! Use it to smooth the path to make it just that much easier for the next person.

I ask that we contemplate the work that still needs to be done to maintain the momentum we have developed over the recent past. The achievement of gender equality – indeed the elimination of prejudice in the workplace generally – is the quiet and steady work of proving ourselves over time not only by word, but by deed, by action, by our example and by our tenacity. We should look long and hard in the mirror and not be afraid to admit where we have gone wrong, but also have the determination and patience to create new solutions, new strategies, and implement better plans.

Sometimes we will need to be forceful in our approach, sometimes less so, sometimes we can be forgiven for an impulse to celebrate where particular success has been achieved, and then sometimes a quiet confidence in the inevitability of our cause should prevail.

In our very special domain of shipping and trade, WISTA International will remain a lodestar in facilitating our future success. And as the words of Victor Hugo foreshadowed nearly two centuries ago, we can be inspired by the knowledge that the time for the idea at the core of WISTA's mission, although long in coming, in our world of maritime, has at last arrived. We must continue to harness its power both for ourselves and for the generations of women to come.

Thank you.



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Towards a Decarbonized Marine Sector by 2050

BY JOSEPH E.M. HUGHES



Introductory remarks at the *3rd Trading in US Waters Seminar* at Posidonia 2022, the International Shipping Exhibition in Athens on June 9.

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The decarbonization of global shipping by 2050 – the achievement of net-zero by that date – is arguably the greatest challenge the marine community has ever faced.

Notwithstanding the sheer scale of that challenge, there has recently been a sea change in attitudes towards it, not least within the shipping industry itself. Early skepticism – even outright hostility – following the IMO’s policy statements of net-zero five years ago has now largely been replaced by an acceptance of the need to achieve the ultimate goals of 2050 via the interim standards of 2030.

The shipping industry deserves real credit for this. Indeed, it generally deserves far more credit for most things for which it is criticized from time to time, by politicians and the other arbiters of public opinion who should know better.

Let us not forget that transportation by sea accounts for about 90% of all world trade by volume, 80% by value, yet is responsible for less than 3% of global greenhouse gas emissions. Over the last seven years or so, merchant tonnage has grown by about 30%, its carrying capacity by nearly 50%, while its consumption of hydrocarbons has increased by only 10%. A modern bulk carrier consuming, say, 25 tons of fuel a day, can transport maybe twenty times more cargo than a vessel of 50 years ago at a similar level of consumption.

These are impressive statistics, and the shipping industry deserves credit for them. And other initiatives of recent years – the construction of double-hulled tankers, for instance – have also had a thoroughly benign effect upon the environmental risk intrinsic to shipping, of which decarbonization is clearly the most problematic yet to be addressed.

The road to decarbonization will be long and arduous. Independently of industry regulation, which will continue to be a major driver of change and hopefully one where a consistent approach will prevail, shipowners have themselves been ready to take initiatives in the development of alternative, more environmentally friendly, fuels in recent years. The growing use of LNG is of course an obvious example.

Another driver of decarbonization is the growing expectation of banks, charterers and insurers that shipowners resolutely commit themselves to environmental and other best practice standards, notably ESG. This is a vitally important part of shipping industry virtue to respect which, I should say, the Marine Environment Protection Associations (MEPAs) are themselves increasingly active, such as NAMEPA and its INTERMEPA coventurers.

During the last couple of days here at Posidonia I have had



the benefit of listening to the most eminent industry voices speaking to the great range of new and exciting technologies in prospect for the ultimate achievement of net-zero by 2050. New fuels – ammonia, methanol, bio-fuels, hydrogen and possibly even nuclear propulsion – will play their part along the way. Nor should we forget the potential for expanding AI and other capabilities in the cyber domain to increase eco-efficiencies in parallel with developments in nautical engineering.

However – and this is where I see the real possibility of injustice to the shipping industry arising, and where some of recent resentment may have its origin – shipowners cannot achieve ultimate 2050 net-zero decarbonization all on their own. We are all in this together, and a collaborative and collegial approach must prevail to get us to where we all want to be.

Obviously, the regulatory and operational responsibilities for compliance will first and foremost be those of the shipping industry itself, but government, the scientific community, research establishments, the IT sector, the chemical and petrochemical industries, shipbuilders and marine engineers, classification societies, financial institutions and insurers, charterers and commodity traders, MEPAs – the media! – all have their part to play in advancing this common societal goal for the good of the planet – and humanity – in general.

It is also worth noting that the human element will be vitally important to the achievement of these goals. The new technologies necessary to achieve net-zero over time will require highly skilled deck and engineering crews. The need to ensure that a career at sea remains an attractive option to young people will never be more important than in the years ahead.

You may have heard the expression – “Do not ask for whom the bell tolls, it tolls for thee.” These are – slightly misquoted – lines from a poem by an English metaphysical poet called John Donne who wrote them in the early part of the 17th century.

These words always sound ominous, of course, and I think that many shipowners feel that, in regard to decarbonization, the bell is tolling insistently, and very loudly, within their earshot alone. The irony is that the opening lines of Donne’s poem contain the equally memorable words:

*“No man is an island, entire of itself,
Each is a piece of the continent,
A part of the main.”*

As John Donne’s poem implies, the shipping industry may feel that the bell is tolling for it and it alone. But in fact the bell is tolling for all of us, for none of us is an island, we are all in this together.

Accordingly, as a part of a continent of common interest, each of us must do our own part to achieve the goal of decarbonization in concert with everyone else in the marine community. In doing so, we must all be both collectively responsible and unequivocally committed.



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Rotary Holder for Portable Fire Extinguisher

BY KAMIL LAGIEWKA (MNI)

Personal safety has always played an important role in the life of seafarers. It is not difficult to imagine how much riskier life on board would be if people are not familiar with safety standards and procedures as set forth under the safety management system. But do we always make it easy to meet standards of safety by designing shipboard systems for people?

*P*roper ergonomic design of shipboard systems has always been challenging. Many of those challenges need to be addressed by the industry level at the design and construction stages of a ship that takes into account the human users. Many times, the best design solutions come directly from those who actually use the equipment. Simple design innovations can make a big difference to the safety of operations in protecting the seafarer from injuries as well as save companies and P&I clubs from incurring costly claims.

For example, consider the design of portable dry powder fire extinguishers. If the powder inside an extinguisher becomes caked, the extinguisher will not operate properly. It is imperative that they are regularly checked, serviced and maintained to ensure they work properly in the event of an emergency. An important method of inspection and maintenance of dry powder portable fire extinguishers is to invert the extinguisher and to shake it to ensure that the dry powder inside has not caked.

Not only portable dry powder fire extinguishers need to be lifted and inverted.

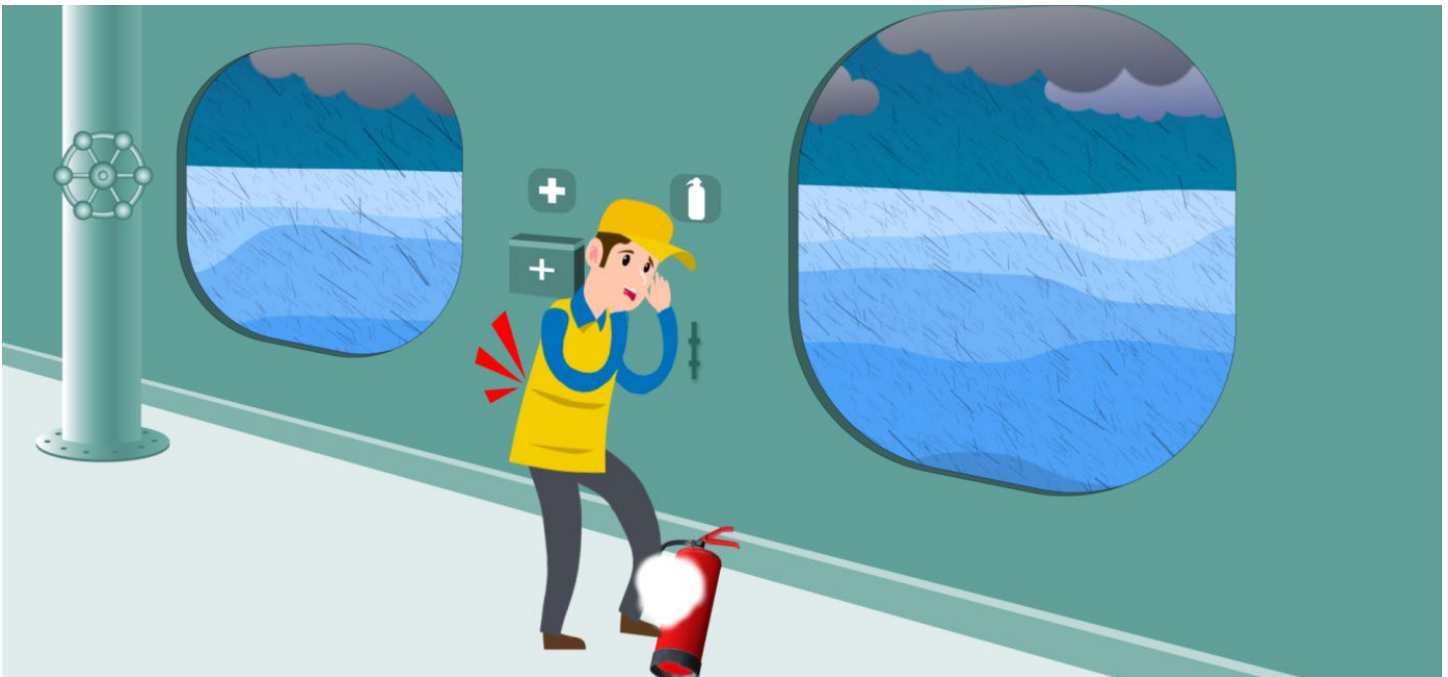
All types of portable fire extinguishers need to be lifted and inverted in order to check the condition of portable extinguisher especially the bottom part.

These extinguishers are usually heavy, weighing anywhere from 20 to 38 pounds (9 to 17 kgs) making lifting and inverting them a challenge especially when there may be between 60-350 extinguishers onboard any given ship to be inspected. Lifting an extinguisher requires quite a bit of strength, even if done correctly and inverting an extinguisher puts excessive stress and strain on the seafarer's musculoskeletal system.

Performing such inspection tasks once or twice might not seem so bad but doing so repeatedly for all fire extinguishers over an entire vessel is quite burdensome. Muscular skeletal injuries are common amongst seafarers but the handling of heavy fire extinguishers has generally received little attention.

As an alternative to lifting and rotating fire extinguishers, extinguishers can be placed in rotary holder whereby the fire extinguisher can be inverted and inspected without requiring removal from the extinguisher's holder, lifting it, support its weight that would require stresses and strains on the muscular skeletal system.

The use of rotary holders requires minimal physical effort, so periodic inspection and rotation can be performed by anyone who has undergone simple training. It is also a much faster process than the traditional method in addition



to reducing the risk of dropping and damaging the fire extinguisher.

An ergonomic test carried out at the Department of Environmental and Occupational Health Risks in Lodz confirms that risk of injury to the lower back is reduced from 58% to 3% using the rotary holder. The conducted research indicates that the use of the rotary fire extinguisher holder for inspecting powder extinguishers is a significantly safer solution in comparison with the traditional method involving lifting the extinguishers from the floor or a rack (also performed in a proper manner, i.e., “lift with your knees”). In addition, the use of the rotary fire extinguisher holder eliminates the necessity of picking up

fire extinguishers by hand from the floor and holding them during the whole inspection process.

When observing how the fire extinguisher is operated during its inspection it is also necessary to pay attention to a considerable hand flexion towards its external side occurring while supporting the fire extinguisher base, which in combination with the action of almost the whole fire extinguisher weight on the wrist joint can cause hand complaints. If the rotary fire extinguisher holder is used, the wrist joint remains in a neutral position and is only subjected to the force stabilizing the position of the extinguisher (suspended on the rotary fire extinguisher holder).

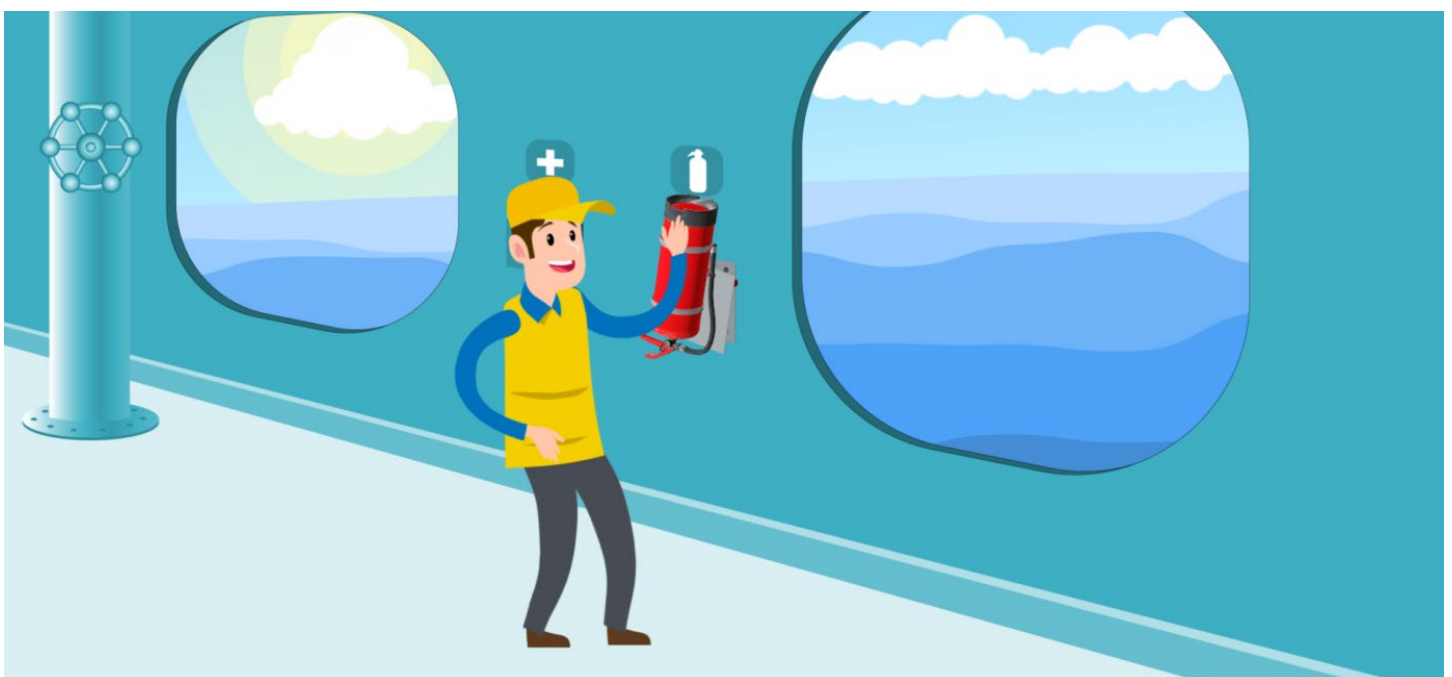
It should be noted that the inspection of fire extinguishers must be carried out also on water vessels during the sea journey. The research presented above was performed in stationary conditions, different from the ship conditions during the sea journey, when performing the inspection activities may be associated with a greater (a structure tilt) physical load.

In summary, the positive safety effects of a rotary fire extinguisher holder to reduce the physical load on seafarers during the inspection of powder extinguishers is promising. This is a simple innovation that makes the inspection of dry powder fire extinguishers safe, effortless- and saves a great deal of time.



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Houston 2018 / Singapore 2022 *Parallel Lives*¹

BY DIMITRIOS V. GIANNAKOUCOS

Parallel situations and similarities between the two recent major marine bunker quality crises, when bunkers were thought to be on-spec, after being tested for the tabled parameters of ISO 8217, but in fact they were not, as containing chemical contaminants.

*P*reface

It is quite frustrating that some of those Owners having invested in EGCS (scrubbers) are now facing serious engine problems as a result of contaminated HSFO (max. 3.5% Sulphur) bunkered in Singapore earlier this year.

Four years after the marine fuel quality crisis, with contaminated Houston bunkers back in 2018, about 200 ships in the Port of Singapore have been supplied this year with bunkers contaminated by chemicals.

Houston 2018

It was between January and May 2018 when over than 100 ships suffered engine malfunction and various damages after replenishing off-specification bunkers from the Houston area. Bunker contamination has thereafter spread to other

major maritime jurisdictions, including Panama, Singapore and Malaysia.

After carrying out advanced analytical techniques such as gas chromatography and mass spectrometry (GCMS) testing, it was then ascertained that the main contaminants in the fuel were phenol and styrene, both of which have natural binding and adhesive qualities that can cause engine fuel pumps and plungers to seize up.

It was unfortunate that the routine tests of the bunkers, required under ISO 8217 standard, did not include detection of the contaminants, as a result of which anyone would consider the fuel on-spec, after successful standard testing, but in fact the fuel was off-spec and unsafe for usage. This has led to vessels consuming the fuel and only when

1. A series of 48 biographies of famous Greeks and Romans, written by the Greek philosopher and historian Plutarch (46 AD -119 AD), arranged in pairs to illuminate their common moral virtues or failings.

engine damage occurred the problem was discovered.

Singapore 2022

Four years after the contaminated Houston bunkers back in 2018, about 200 ships in the Port of Singapore have been supplied this year with bunkers contaminated by chemicals. Out of these, about 80 ships had reported various issues with their fuel pumps and engines.

Investigations conducted by the Maritime and Port Authority of Singapore (MPA) revealed that the High Sulphur Fuel Oil (HSFO) contained high concentration levels of Chlorinated Organic Compounds (COC), which do not originate from normal refinery processes and are indicative of contamination.

The impact of the contaminated bunkers' consumption on machinery is impressively similar to what the Owners had experienced when consuming the Houston bunkers 4 years ago, leading to various operational problems onboard such



Fuel oil filter (above) and fuel oil separator (below) clogged by sludge, as a result of Singapore bunkers' usage.



as sludging at purifiers, blocked filters, corrosive wear of fuel pumps and injectors and other damage to fuel oil system components.

Damages as shown, can certainly compromise the safe navigation of the ship, putting the crew and cargo onboard at much higher risk, than normally anticipated. Furthermore, in some recent incidents, vessels have experienced a complete loss of power, because of a failure of all fuel injection systems onboard ship, necessitating towage to the nearest safe port.

Parallel Situations

The most common situation is that in both cases, the heavy fuels seemed to have been on-spec, after being tested for the tabled parameters of ISO 8217, but in fact they were not, as containing chemical contaminants.

It is now obvious that fuels that have been incorrectly considered meeting the requirements of ISO 8217, were not



Fuel pump plunger (above) and barrel (below) with corrosion pitting marks, as a result of Singapore bunkers' usage.



suitable for use.

Following the two major contamination issues in 2018 and 2022, it seems that testing of bunkers on the basis of tabled specification parameters of ISO 8217 may not be enough and that additional testing requirements may need to be introduced in the standard or even a new standard to be developed.

However, the identification of potential chemical substances – like the ones found in Houston and Singapore fuels - which are normally not found in marine fuels is one aspect, but determining the level at which an identified contaminant/substance may be potentially harmful for the ship’s machinery is totally a different issue.

A specific chemical substance could be added as a

specification to the ISO standard, only after it will be proven to be the cause of a problem and the concentration at which damages may occur will be determined.

Irrespective from whether standard test methods within the ISO 8217 specification can identify the contamination problem, or not, the presence of contaminants is clearly in violation of MARPOL Annex VI, Reg. 18.3, and of ISO 8217:2017, Clause 5.2, the latter stating:

The fuel shall be free from any material at a concentration that causes the fuel to be unacceptable for use in accordance with Clause 1 (i.e. material not at a concentration that is harmful to personnel, jeopardizes the safety of the ship, or adversely affects the performance of the machinery).

GCMS by ASTM D7845 Results – Additional Compounds

No	Compounds	CAS No.	Concentration (ppm)	Compound group
1	Dichloromethane	75-09-2	<10	Chlorinated Organic compound
2	1,2-Dichloroethane	107-06-2	4632	Chlorinated Organic compound
3	Tetrachloroethylene	127-18-4	289	Chlorinated Organic compound
4	Dihydro-dicyclopentadiene	4488-57-7		Hydrocarbon Compound
5	Methyl Myristate	124-10-7	<10	Fatty Acid Methyl Ester
6	Methyl Palmitate	112-39-0	<10	Fatty Acid Methyl Ester
7	Methyl Linoleate	112-63-0	<20	Fatty Acid Methyl Ester
8	Methyl Oleate	112-62-9	<20	Fatty Acid Methyl Ester
9	Methyl Stearate	112-61-8	<10	Fatty Acid Methyl Ester
10	2-Ethylhexanoic Acid	149-57-5	<10	Carboxylic Acid
11	1,2-Benzenediol	120-80-9	<10	Benzenediol Compound
12	1,4-Benzenediol	123-31-9	<10	Benzenediol Compound
13	4-Methylcatechol	452-86-8	<10	Alkyl Catechol
14	4-tert-Butylphenol	98-54-4	<10	Phenolic Compound
15	4-tert-Pentylphenol	80-46-6	<10	Phenolic Compound
16	2-(2-Hydroxyphenyl)ethanol	7768-28-7	<10	Derivative of Phenethyl Alcohol
17	2-(3-Hydroxyphenyl)ethanol & 2-(4-Hydroxyphenyl)ethanol &	13398-94-2 & 501-94-0 &	<10	Derivative of Phenethyl Alcohol
18	4-tert-Butylcatechol	98-29-3	<10	Alkyl Catechol
19	1-Naphthalenol	90-15-3	<10	Naphthol Compound
20	2-Naphthalenol	135-19-3	<10	Naphthol Compound
21	4-tert-Octylphenol	140-66-9	<10	Phenolic Compound
22	4-Cumylphenol	599-64-4	<10	Phenolic Compound
23	1,1-dichloroethane*	75-34-3	27	Chlorinated Organic compound
24	Trichloromethane*	67-66-3	143	Chlorinated Organic compound
25	Chlorobenzene*	108-90-7	118	Chlorinated Organic compound

Fuel sample analysis results, with the GCMS method, showing high concentration of chlorinated organic compounds (COC). The bunkers were stemmed in February 2022, in Singapore.



What is to be done?

No doubt that the shipping industry needs to be alerted for possible bunker contamination issues globally and specialized companies like VPS, FOBAS, etc, to inform their clients by frequent issuance of “Bunker Alerts”.

Until the revision of the standard, Owners need to consider adopting Gas Chromatography & Mass Spectrometry (GCMS) testing program, which may help to identify contaminants that could cause damage to machinery, but it is an advanced and more expensive fuel quality test compared to the conventional ISO 8217 tests. The results of these tests are usually available in a day, but this may increase as a result of increased demand following the contamination crisis.

Last, but not least, crew should be aware of the machinery problems that may occur when using contaminated fuel and arrange maintaining a sufficient fuel reserve of good quality bunkers, which may be used in case the newly stemmed bunkers are found to be contaminated.

Epilogue

Unfortunately, the problem with contaminated bunkers may not be the only one that Owners will face. A prolonged conflict between Russia and Ukraine is also likely to result in major changes to global trade in energy and other commodities. A generalized ban on Russian crude oil could potentially push up the cost and availability of bunker fuel and force shipowners to use alternative, non-compliant or even substandard fuels, which could result in rise of machinery breakdown claims in the future.

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2. *Maritime and Port Authority of Singapore, Update on MPA’s Investigation of Bunker Fuel Contamination in Singapore Port, 5 May 2022.*
3. *Veritas Petroleum Services, Bunker Alert, 11 March 2022.*
4. *GARD, “Singapore bunkers - presence of chlorinated hydrocarbons”, Alert, 30 March 2022.*
5. *Standard Club, News & Insights, “Off-specification bunkers supplied in Singapore”, 1 April 2022.*



Dimitrios V. Giannakouros

Naval Architect and Marine Engineer
Member - Technical Chamber of Greece
Technical Director
Kalimbassieris Maritime
Piraeus, Greece



Christine Alicea



Christine Alicea has joined the Managers' Accounts, Human Resources and Executive Administration teams as Bookkeeper, H.R. Administrator and Executive Assistant in the New York office.

Christine previously held the position of Office Manager, HR Administrator and Bookkeeper for the New York office of an IG club. She provided support to 13 lawyers and maintained office operations and procedures, including corporate taxes, payroll, and employee benefits. She has an Associate Degree in Business Administration from Rochester Business Institute and is a Certified Bookkeeper.

Her experience spans over 15 years mainly in the Accounting/ Finance sector where she began her career as an Accounting and Auditing Assistant. Christine's interest in the area of Human Resources led her to obtain a Certificate from SHRM in People Essentials.

Christine is fluent in Spanish and in her spare time enjoys various hobbies such as cooking and spending time with family.



Stephen Coluccio



Stephen Coluccio has joined the Managers' IT team as an IT Senior Security and System Specialist in the New York Office. His role is to focus on our ever-growing, and quickly changing, demand for IT security and infrastructure needs.

Steve has a Bachelor's degree in Security and Risk Analysis and a Master's degree in Information Assurance and Cyber Security, and nearly nine years of varied IT experience. He spent five years at Weil, Gotshal & Manges, LLP, one of the world's largest law firms, where he was an integral contributor to substantial cyber security and risk management initiatives. Prior to that, he was at The Boeing Company where he was responsible for fully integrating a newly acquired subsidiary by evaluating and improving their security posture.

On a personal level, Steve loves to cook, listen to music and snowboard. He can be found outdoors year-round and travelling as much as his schedule permits. He is also an avid watcher of Penn State football, the New York Rangers and, unfortunately, the New York Jets.

George Cornell

*G*eorge Cornell has joined the Managers' New York office as Corporate Compliance Counsel and Claims Executive.

George comes from the New York office of Clyde & Co where he has practiced maritime law for ten years, most recently as Senior Counsel. He has handled commercial, maritime and insurance litigation and arbitration from case initiation through hearings, discovery, trial preparation, oral arguments and appeals. George has regularly advised marine, commodities and energy clients on vessel charters, commercial sales agreements and other contracts, in addition to sanctions compliance issues. He has provided advice on and drafted insurance coverage opinions, reservation of rights letters and declinations of cover.

George holds a BA in Government from Cornell University and a JD from Boston University. He has twice been recognized as a "Rising Star" by The Legal 500 and currently serves as the Chair of the New York City Bar Association Admiralty Committee. He is admitted to practice law in both New York and Massachusetts.



James Eleftheriades

*J*ames Eleftheriades has joined the Managers' Underwriting team in the New York office.

James holds a BA in Philosophy, Politics and Law from Binghamton University and a JD from St. Johns School of Law. He is a New York lawyer, admitted in the Southern District of New York, with 17+ years of experience in the Maritime Industry who began his career with the Liberian International Ship and Corporate Registry as Associate General Counsel where he handled various legal issues and assisted with the editing of the Liberian Maritime Law. He was in charge of all problem vessel issues, inclusive of vessel arrests and OFAC violations.

James also managed the Mortgage and Deletion Departments where he was tasked with training both local and overseas staff.



Jocelyn C. Miller

*J*ocelyn C. Miller has joined the Managers' Claims Departments as a Claims Executive in the New York office.

Jocelyn is a New York lawyer who previously worked for the law firm of Rubin, Fiorella, Friedman & Mercante LLP, where she was a maritime associate managing all aspects of marine claims involving personal injury, property damage, cargo disputes, salvage, coverage, Jones Act seamen and other casualties.

Jocelyn is admitted to the Federal District Courts in the Southern, Eastern, Western, and Northern Districts of New York.

Her responsibilities at SCB will include the handling of claims and related activities assigned to the New York office.



Alexis Lemon-Zakou

*A*lexis Lemon-Zakou has joined the Managers' Claims Department as a Claims Executive in the New York office.

Alexis previously worked as Operations Manager at a major public New York-based shipowner/operator and has worked in the maritime industry for over fifteen years.

She has a Master of Arts in Near Eastern Studies from New York University, a Bachelor of Arts in International Relations and French Literature from the University at Buffalo and studied on the Fulbright Program as a Scholar in Greece. She is fluent in Greek and English.



Tony M. Lewis

*T*ony Lewis has joined the Manager's Underwriting Department as a Senior Underwriting Assistant in the New York office.

Tony comes from the New York office of Hartford Insurance where he worked as a Senior Operations Manager for almost 13 years. He and his team supported 40+ underwriters analyzing risks for client's seeking Management Liability, Fidelity/Crime and Mergers & Acquisition insurance products across the United States and Canada. His core responsibilities included, but were not limited to, driving efficiency, process management, strategizing with cross-functional business partners, and leveraging team talent.

Tony is a Florida native who is new to marine insurance. He will be supporting the underwriting team.



Sergey Suponya

*S*ergey Suponya has joined the Managers' Survey Compliance team as Principal Surveyor in New York.

Sergey holds a Master of Science degree in Marine Engineering, and a PhD in Technical Science with 35+ years of experience in the maritime industry. He began his career as a licensed engineer sailing aboard various types of seagoing vessels. Thereafter, he took up a position as Assistant Professor in the Marine Engineering Technology at the Far Eastern Merchant Marine Academy in Vladivostok while continuing his career as a ship's technical superintendent/manager, responsible for maintenance, repairs, project management of several refits and installation of new ships' equipment & monitoring ships' performance.

Sergey widened his experience becoming a marine surveyor, specializing in marine casualty investigations, hull & machinery damage surveys, P&I surveys, salvage operations, condition surveys, warranty & risk assessment surveys, seaworthiness assessment, expert witness provision and project cargo surveys.

Martin Cook

*M*artin Cook has joined the Managers' London office, Shipowners Claims Bureau (UK), Ltd. as Senior Market Liaison. A marine insurance veteran with over 35 years specializing in the P&I industry, beginning with the insurance and owning side, before shifting in 1994 to the broking arena, Martin is well-known and highly regarded in the P&I market.

With a network that expands across all geographical regions, Martin has experience not only developing and growing P&I portfolios, both on the owning and chartering lines, but has developed a reputation as a steadfast mentor as well, relied upon for training young executives rising in the ranks. The skills and network he has cultivated through his years in the industry will add strength to both the Club and EOM over the years ahead.

As a senior executive of the Managers' London Office, Martin's experience and knowledge will enhance the liaison capabilities of the team led by Managing Director, Richard Linacre, and Deputy Managing Director, Chris Lowe.



Jacqui Duncombe

*J*acqui Duncombe has joined the Managers' London office, Shipowners Claims Bureau (UK), Ltd. as Claims Administrator & Office Manager.

Jacqui comes to SCB-UK from an eminent property investment company, DTZ Investors, where she was PA to the senior management team, and managed the admin assistants. Prior to that Jacqui gained a solid background in P&I as a PA for the P&I Claims Team at British Marine.

Jacqui enjoys various hobbies such as netball and travelling in her spare time.



Allisha Hervey

*A*llisha Hervey has joined the Managers' London office, Shipowners Claims Bureau (UK), Ltd., as Assistant Market Liaison.

Allisha recently graduated from the University of Portsmouth on the UK's south coast, with a Law & Business LLB (Hons) degree and works on both mutual and fixed premium accounts.

Allisha is a keen gymnast and has competed in trampolining to a national level. In her spare time, she enjoys various hobbies such as trampolining, reading crime novels, and listening to music.



Geraldine Orozco

*G*eraldine Orozco has joined the Managers' London office, Shipowners Claims Bureau (UK), Ltd., as a Claims Liaison working on both Club and EOM claims.

Geraldine previously spent three years as a Claims Executive in the London office of an IG club.

She studied law at the University of Carabobo in Venezuela, and subsequently gained a diploma in International Maritime Law at Jose Antonio Paez University, before joining Venezuelan correspondent, Globalpandi, where she gained over three years' experience dealing with various P&I claims, prior moving to London.

Geraldine is a native Spanish speaker, and in her spare time enjoys various hobbies such as dancing, taking long walks around the city and attending interactive theatre shows.

Petrina Kalamvokidi

*P*etrina Kalamvokidi Kostala has joined the Managers' Piraeus claims liaison office, Shipowners Claims Bureau (Hellas), Inc., as an Administrative Assistant.

Petrina comes to the Managers from the journalism industry where she spent 22 years as world news/ health editor and translator for various Greek newspapers and magazines. She holds a BSc in Shipping and Transport from London Guildhall University.

Petrina is fluent in English and has a good command of the German language. She has also been a member of Journalists' Union of Athens Daily Newspapers since 2006.



Maria Kostala

*M*aria Kostala has joined the Managers' Piraeus claims liaison office, Shipowners Claims Bureau (Hellas), Inc., as a Claims Executive.

Maria comes to the Managers from Laskaridis Shipping Company, a large Greek shipowner/manager operating a fleet of bulkers, tankers and reefers, where she held the position of Insurance/Claims Handler for 4 years.

Previously, she worked as a claims assistant for Fender S.A. a Piraeus-based marine insurance brokerage and as an insurance officer at Maritech, a Greek shipping and construction firm. Prior to that she was a trainee at Diana Shipping Inc. in Athens.

Maria is a Greek-qualified lawyer and holds a LL.M. in International Maritime Law from Swansea University.

Arjola Ligataj

*A*rjola Ligataj has joined the Managers' Piraeus claims liaison office, Shipowners Claims Bureau (Hellas), Inc., as a Claims Executive.

Arjola comes to the Managers from another IG club where she held the position of Claims Handler in their London office for two and a half years. She previously worked as a claims handler for Filhet Allard in Bordeaux, France and as a junior broker for shipbroker Barry Rogliano Salles in Paris and Geneva. Prior to that she was a trainee lawyer at Lewis & Co in Paris and Marfret Shipping Company in Marseille.

Arjola is a Greek-qualified lawyer and holds a LL.M. in Maritime & Transport law from Université Aix-Marseille in France and a LL.M. in Civil Law from the National Kapodistrian University of Athens. In addition to Greek and English, she speaks Albanian and French.



Katerina Stavrakaki

*K*aterina Stavrakaki has joined the Managers' Piraeus claims liaison office, Shipowners Claims Bureau (Hellas), Inc., as a Claims Executive.

Katerina comes to the Managers from US yachting specialist firm IYC where she held the position of Insurance and Claims Specialist for seven years. She then spent Insurance Manager for two years in their Greek office.

Katerina holds a BSc in Business Administration from Athens University of Economics & Finance and a MSc in Maritime Studies from the University of Piraeus. She is a licensed insurance broker and insurance consultant by the Bank of Greece since 2015.

The American Club experiences an encouraging 2023 P&I renewal

04 MARINE | Digitization and sanctions in association with The American Club

Benefits outweigh risks with digital compliance



Aristeidis Papaioannou, Compliance and Claims Executive in the Piraeus Claims Liaison Office for the managers of The American P&I Club, explains how digitization can help with sanctions compliance

digitization. One of the most significant areas is digitization plays with compliance and sanctions regulations. The benefit of digitization is that it allows a company regarding sanctions areas: (a) when a new marine P&I cover is examined; and (b) when the monitoring process. However, the case of

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Executive Officer of SCB, Inc., has reported encouraging year-on-year growth

premium of 10% for the 2023 policy year, together with uplifts in certain deductibles. In the result, the cash rise on renewing business was just over 9%, with increases in deductibles over and above those generally prescribed, particularly through the application of additional cash value of about 2% overall. While the Club renewed about 95% of its expiring tonnage over the renewal itself, its renewing premium for 2023 was almost exactly the same as the expiring volume, implying an increase in the average rate per ton on the renewing portfolio of just under 8% by comparison with that of twelve months earlier. Speaking in New York earlier, Tom Hamilton, the Chief Underwriting Officer of SCB, Inc., the Managers of The American Club, said: "Year-on-year tonnage entered for mutual P&I risks grew by 25% to just over 25 million gross tons with an increase in annualized premium to about \$108 million. With similar increases in premium and portfolio under its Eagle Ocean Marine banner, the American Club commences the 2023 policy year with a premium income in excess of the previous year's result providing a sound platform for continued growth in the months and years ahead." Executive Officer of SCB, Inc., also commented: "The growth of the Club's recent renewal reflects the industry's resilience and their ability to adapt to a challenging environment."

FLASH BACK

Posidonia 2022 What was it all about?

By Mr Anastasios Maraslis, Founder



Το Ναυτιλιακό Οργανισμό έδωσε ότι οι γυναικείες αντιστοιχούν μόλις το 29% της απασχόλησης, με μόλις 1.2% να είναι γυναίκες.

Την ελληνική συμμετοχή στο top 100 των Lloyd's για το 2022 κλείνει η κ. Δωροθέα Ιωάννου, στην 88η θέση, η οποία μέσα στα χρονιά έγινε η πρώτη γυναίκα διευθύνουσα σύμβουλος σε P&I Club, και συγκεκριμένα στο The American Club. Σε συνέντευξή της στη Lloyd's List, η κ. Ιωάννου ανέφερε ότι είναι αποφασισμένη να αντιμετωπίσει όλα τα ζητήματα με «πολύ ευθύνη» πρόπο.

Ελληνικό Ναυτιλιακό Βραβείο
Melina Travlos, Theodore Veniamis, Harilaos Andriaki, Technava, HSE, Polygreen, BRP, και άλλες εταιρείες.

80 Market Report

NAFS | Dec. 2022 / Jan. 2023

exclusive



"In 2023, we will need to come to terms with this new risk landscape, as a world of constant disruption is here to stay, but we will do so with confidence as the maritime industry has proven itself resilient to facing change, able to adapt and thrive, and the insurance sector, especially that of P&I, right along with it."

Dorothea Ioannou

The p Maritime

Coming from the world as they relate to the risk. As a third-party liability insurer that can affect the international Group of P&I Clubs have seen, that we believe

The last 10 years has experienced is a phenomenon to above economic inflation the board for all countries

This is just one factor of crisis (technology and regional economic inflation, narrow adaptation, rising cost of growing nationalistic political, cyber threat, or

This slow yet steady born compounded by the great an event never contemplated

In 2023, we will need to constant disruption is the industry has proven itself insurance sector, especia

2022, Ανασκόπηση, Ποσειδώνια 2022, Ανασκόπηση, Ποσειδώνια 2022, Ανασκόπηση

της θαλάσσιας μεταφοράς, ορυκτών και αερίων μεταφοράς, ενεργειακών και διατροφικών στον τομέα χύδην και tramp. Δεν είναι υπερβολή να πούμε ότι η ελληνική ναυτιλία είναι ουσιαστικός παράγοντας για να η παγκόσμια οικονομία να κινείται.

Επισημαίνεται ότι αυτή η συνάντηση φιλοξενηθεί από το Inter-Propeller Club των Ηνωμένων Πολιτειών Πειραιά, το οποίο εκτός των Ηνωμένων Πολιτειών, που ιδρύθηκε το



Dorothea Ioannou & Daniel Tadros: The first Greek-Americans at the helm of The American Club

As we enter a challenging era of rising financial, economic and regulatory developments The American Club has assigned the leadership of the organization to the first Greek-Americans who have proved their commitment to the values and vision of the Club.

Earlier this year two passionate and highly skilled Greek descent senior executives of the American Club, Dorothea Ioannou and Daniel Tadros were promoted as CEO and as COO of SCB, Inc., Managers, American P&I Club respectively.

In the interview that follows Dorothea Ioannou, CEO & Daniel Tadros, COO SCB, Inc., Managers, American P&I Club describe the vision of the Club forward and explain the Club's strategy in the fields of ESG standards, sanctions compliance and underwriting discipline.

It must be also noted that from a Club of about 3 million GT of US domestic tonnage in 1998, the American Club stands at about 24 million GT with about 85% of the entered tonnage being international. From one office in NY, there are now 7 management offices world-wide, as well as a regulatory base in Europe through its subsidiary in Cyprus. For all the above reasons we are confident that Dorothea Ioannou and Daniel Tadros have the necessary qualifications and skills to meet the financial and regulatory requirements of the memberships and expand The American Club's services to unprecedented frontiers as new risks arising out of digital, energy and technological transition in shipping. Good luck.

- The two of you have recently taken over the leadership of the Club, the first of Greek descent to take the leadership of the Club, what is your vision and how do you see taking the Club forward in order to stay competitive and agile?

- The American Club is known for its "can do" attitude, and its commitment to treating all members, big and small, equally. We look at the Membership as the American Club family. This facilitates an approach of placing ourselves in the shoes of members when facing difficulties and challenges of claim as well as for underwriting solutions. This is the backbone of our identity, and we are dedicated to ensuring this continues to be known this is appreciated and valued, evidenced by the fact that the Membership with a significant proportion of yearly renewals is coming organically. Our vision has always been ground



MARINE | Claims trends in association with American P&I Club

22nd International P&I Conference of Piraeus: Merger and consolidation between P&I Clubs at the benefit of members



George Alexandratos, Sean Geraghty, Jeremy Grose, Lou Kollakis, Maria Prevezanou, Dorothea Ioannou & George Gourdomichalis

Mr. Jeremy Grose from The Stan merger of North of England P&I a on the reasons that dictated the s such as financial compatibility ar Mr. Sean Geraghty from Thomas interested in merging with another He does not see that there is a st and acquisitions and specific inte conditions.

The speakers also referred to the administration costs such as claim support members and provide th Mrs. Dorothea Ioannou CEO of T there are very particular circum merger and joint venture which c two clubs including common ret At the end of the day the clubs c to the market

With the participation of almost all IG P&I Clubs and after 2 years of pandemic the Piraeus Maritime Club awarded the chairman Chris Rayman the award.



Greek Shipowners were honored in 2022 in the 33rd Seatrade Maritime Awards in London



Dorothea Ioannou, Managing Director – American Club, was awarded the Diversity & Inclusion Award 2022 in the 33rd Seatrade Maritime Awards in London

Social Inflation: Fact or Fiction?

"The more insurers fear large uncertain jury awards and increased litigation expenses the more likely they are to consider larger settlement amounts resulting in increased settlement floors."

Molly McCafferty, American P&I Club



Daniel Tadros, Έλλην Πετράκη, Dorothea Ioannou & Vincent Solarino



Ms Paliou led 40th anniversary celebrations for the voluntary organisation, with awareness in Greece and initiate coastal clean up projects.



Dorothea Ioannou - The American Club
She is the first woman to be appointed as CEO of the International Group. The abilities of Dorothea Ioannou – a NY native – are known to everyone. In 2017, she was named as the outstanding woman in her work as global business development manager of the American P&I Club. As the first woman to sit on its executive committee in the marine mutual's entered tonnage market in Hellenic, the club's commercial hull of



TOP-TIER SHAKE-UP: (From left) The new Shipowners' Club executive team now consists of president Vince Solarino, chairman Joe Hughes, chief executive Dorothea Ioannou, chief operating officer Dan Tadros, chief underwriting officer Tom...

247 Ελληνικές ναυτιλιακές εταιρείες
1.976 πλοία τους τιμήθηκαν για τους
τους στο πρόγραμμα AMVER



3 February 2023 TradeWinds

BUSINESS F

NEW ERA: Dorothea Ioannou has taken over from Joe Hughes as chief executive of the American Club
PHOTO: American Club

LEADERS
HAND OVER
THE REINS
IN C-SU
SHUFF

Some progress on di
generally follow an a

Adam Corbett
London

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The American Club anticipates a positive 2023



Elias Tsakiris, George Gourdomichalis & G

INSURANCE

The American Club strengthens its position
for 2023 and beyond

- American Club experiences an encouraging 2023 P&I renewal
- P&I tonnage 25% greater than a year earlier, premium up by 17%
- FD&D premium grows by 20% over the year, tonnage by 26%
- Charterers' portfolio poised to increase by 10% in 2023
- Eagle Ocean Marine strengthens its growing market position
- Despite a difficult business landscape, Club embraces future with optimism



Dorothea Ioannou



with an increase in annualized premi about \$108 million. With similar incr in premium and tonnage entered for and charterers' risks, as well as a solik folio under its Eagle Ocean Marine b the American Club commences the policy year with a premium income in € of \$135 million, an encouraging resu viding a sound platform for further expi over the months and years ahead."

Dorothea Ioannou, the Chief Exe Officer of SCB, Inc., also comment the Club's recent results: "The gro the Club's premium and tonnage ov recent renewal reflects the loyalty an mitment of its Members and their in diaries throughout the world. None is taken for granted, and will conti be earned by a dedication to excell service provision, supported by a st ening financial outlook for the Club. business conditions remain challen many respects, the Club and Its Ma are sure that the positive results of

The American Club has reported encourag year-on-year growth in premium and tonnage over the recent renewal period. Increas in both metrics were experienced across all of the Club's insurance lines, strengthen ing its position for 2023 and beyond.

Premium income for the Club's Class I (mutual P&I) entries was 17% greater than a year earlier, with concomitant tonnage growth of 25% over the period. Its Class II

Club

Ισχυρή επίσημα σημείωσε ο αλυστικός οργανισμός American Club από ασφαλιστικό portfolio P&I κατά 17% σε ετήσια βάση, ενώ η χωρητικότητα των πλοίων παραμένει σταθερή.

Ενταγμένα στο Club σημείωσε αύξηση 25%. Παράλληλα, το Club κατέγραψε αύξηση 25% στις δραστηριότητες των μελών και άμυνας, ενώ το portfolio P&I αναμένεται να ενισχυθεί κατά 10% εντός του 2023. Επίσης, η Eagle Ocean Marine, η μονάδα σταθεροποίησης ασφαλιστικού του Club, η οποία υποστηρίζει μικρότερων πλοίων, κερδίζει τη θέση της στην αγορά. «Παρά τις προκλήσεις παραμένουν, το Club παραμένει σταθερό».

American Steamship Owners Mutual Protection & Indemnity Association, Inc.

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