

TO THE MEMBERS

Our Ref: HWRB/C3/2013

29 November 2013

Dear Sirs

RATES AND TERMS FOR THE 2014 POLICY YEAR

We are writing to advise Members of the rates which will be charged and the terms and conditions of cover which will apply for the Association's 2014 Policy Year.

Advance Contribution Rates

The Directors have decided that the gross rates of Advance Contribution originally charged for 2013 (as set out in Circular C3/2012 dated 3 December 2012) will be reduced by 45%. For the 2014 Policy Year, Advance Contribution rates will therefore be as follows:

Passenger ferries:	0.01326%
Cruise ships:	0.02651%
Other ships:	0.0055%

The Directors have also decided that the 2014 gross Advance Contribution rates will be discounted by 50% in respect of Hull Interests (Increased Value, Freight and Disbursements). The rates for Hull Interests will be:

Passenger ferries:	0.00663%
Cruise ships:	0.01326%
Other ships:	0.00275%

Members are reminded that they should review the entered value of each ship regularly. The entered value must mirror the value under the Entered Ship's marine policy, but in no case may Hull Interests exceed 50% of the Agreed Value under the Rules.

The Advance Contribution will be payable pro-rata daily in two instalments: on 1 February 2014 for the period 1 January 2014 to 30 June 2014 inclusive and on 1 July 2014 for the period 1 July 2014 to 31 December 2014 inclusive.

Commission on Advance Contribution

As in previous years, in the 2014 Policy Year a commission of 20% will be allowed to all Members on the gross Advance Contribution rates set out above.

Members with fleets whose total entered value on renewal is \$100 million or more will be allowed additional commission, the amount of which will be determined by reference to total entered value. Fleets with a total entered value of \$100 million or more but less than \$250 million will be allowed additional commission of 5%; fleets with a total entered value of \$250 million or more but less than \$500 million will be allowed additional commission of 10%; fleets with a total entered value of \$500 million or more but less than \$1 billion will be allowed additional commission of 20%; and fleets with a total entered value of \$1 billion or more will be allowed additional commission of 30%.

Members are asked to note that the amount of additional commission, if any, will be determined by reference to total entered value as at 0001 hours Greenwich Mean Time on 1 January 2014 and will apply to the whole fleet for the whole of the 2014 Policy Year, regardless of any changes in the total entered value during the year.

Members whose ships trade in the Western Hemisphere only, namely the Americas including the Hawaiian Islands, or whose ships are laid up, are requested to contact the Managers' Agents, Thomas Miller (Isle of Man) Limited, for information on the reduced rates which are available. The Advance Contribution for these ships will be payable pro-rata daily in two instalments on 1 February 2014 and 1 July 2014 as above.

Additional Premium Areas

Members are asked to note the Additional Premium Areas determined by the Directors under their powers at Rule 15. These are set out in Appendix A to this circular.

Members' attention is drawn to the provisions of Rule 25 in respect of Additional Premium Areas.

The Directors have determined that no return of contribution shall be made for any period of suspension of cover of an Entered Ship in an Additional Premium Area.

Premium for Protection and Indemnity Risks

The rates of Advance Contribution for the 2014 Policy Year set out above include cover for all P&I risks including crew cover under Rule 2 Part C. Members are asked to note the limit on recovery in respect of all risks insured under Rule 2 Part C, which is set out in Appendix A to this circular.

Deductible to be applied to claims for loss caused by Piracy or by Violent Theft

The Directors have decided that for the 2014 Policy Year, each and every claim relating to loss caused by piracy or by violent theft by persons from outside an Entered Ship shall be subject to a deductible of \$30,000.

War Risks Loss of Hire Insurance

The Association will continue to offer War Loss of Hire Insurance for the 2014 Policy Year.

This is an optional additional insurance, which Members will specifically need to request. It is offered under Rule 2F and subject to the wording set out in Appendix B to this Circular, the Rules otherwise remaining unchanged. Application forms are available from the Managers' Agents.

Premium rates will be the same as the gross Advance Contribution rates set out on the first page of this Circular and will be calculated on the total sum insured for loss of hire. Coverage will normally be for 90 days at the declared daily rate any one occurrence, limited to 90 days in any one Policy Year with longer periods available on application. Cover extends to piracy risks, whether or not a ship has suffered damage necessitating time off-hire for repairs. For loss of hire Additional Premium, Members can elect whether to maintain this cover or exclude piracy risks at a lower rate. A 14 day deductible will apply (0 days for piracy risks).

Additional Premium declarations will be charged at a rate 2.5 times that levied on the ship's hull value. Should Members wish the Additional Premium declarations to exclude piracy risks then the rate will reduce to the same rate as that levied on the ship's hull value. Annual cover must be purchased for Additional Premium cover to be available.

Members who wish to purchase this additional coverage should contact the Managers' Agents in the normal manner advising the number of days' cover required and the daily indemnity rate. There will be a combined single limit of \$400m for hull, hull interests and loss of hire amounts. Members are asked to note that no commissions will be allowed on loss of hire premiums, whether on Advance Contribution amounts, or for Additional Premiums.

Contraband / Drugseize cover

The Association will continue to offer insurance which covers hire lost when a ship is detained or seized when drugs, or other contraband, are discovered on board. This is an optional additional insurance, offered under Rule 2F. Members who are interested in purchasing this cover should contact the Managers' Agents for further details. The cover is available on a stand-alone basis and Members do not have to purchase war loss of hire cover to purchase this additional cover.

The Directors have decided that the terms and conditions of insurance of every Member shall incorporate and be subject to all the clauses set out in Appendix A attached to this Circular, effective on and from 0001 hours Greenwich Mean Time on 1 January 2014.

Yours faithfully,

THOMAS MILLER (BERMUDA) LTD
Managers

Copies of this Circular and other publications, including the Association's Rules, can be viewed on and downloaded from the Association's website at www.hellenicwarrisks.com.

Members are asked to note the following details of the office of the Managers' Agents in the Isle of Man:

*Thomas Miller (Isle of Man) Limited
2nd Floor, Samuel Harris House
St George's Street
Douglas
Isle of Man
IM1 1AJ*

*Telephone: +44 (0)1624 645210
Telex: 629807 MUTUAL G
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**APPENDIX A TO THE ASSOCIATION'S CIRCULAR C3
dated 28 November 2013**

The following decisions were made by the Directors of the Association at their meeting on Monday, 25 November 2013, to take effect from 0001 hours Greenwich Mean Time on 1 January 2014:

Laid Up Returns, Rule 30

- (1) The minimum period during which an Entered Ship must be and remain unemployed and laid up (other than for the purposes of repair and maintenance) in any safe port or place outside Additional Premium Areas before the Owner shall be entitled to a return of the Contributions payable by him shall be 90 consecutive days.
- (2) If any Entered Ship shall be so laid up the Owner shall be entitled to a return of Contributions in such amount as reduces his Contributions in respect of the laid up period to 65% of the net world-wide trading rate (including commission).

Such return of Contributions shall be allowed for the whole period that the Entered Ship is so laid up.

Additional Premium Areas, Rule 15

The following ports, places, countries, zones or areas (whether of land or sea) shall be Additional Premium Areas:

Africa

Benin
Eritrea (South of 15° N)

Gulf of Guinea, but only in respect of the area enclosed by:

On the northern side the coast of Benin, Togo and Nigeria

On the western side a straight line from the border, on the coast, of Ghana and Togo to position Latitude 3° North, Longitude 1° 10' East

On the southern side a straight line from there to position Latitude 3° North, Longitude 8° East

On the eastern side a straight line from there to Latitude 4° North, Longitude 8° 31' East and then from there to the border, on the coast, of Nigeria and Cameroon.

Libya
Nigeria
Somalia
Togo

Indonesia / Malaysia

North East Coast of Borneo, between and including Kudat and Tarakan
Jakarta

Middle East

Iran
Iraq
Israel
Lebanon
Saudi Arabia
Syria
Yemen

Philippines

Sulu Archipelago including Jolo

South America

Venezuela

Indian Ocean / Arabian Sea / Gulf of Aden / Gulf of Oman / Southern Red Sea

The waters enclosed by the following boundaries:

On the north-west, by the Red Sea, south of Latitude 15° N
on the west of the Gulf of Oman by Longitude 58° E
on the east, Longitude 78° E
and on the south, Latitude 12° S

excepting coastal waters of adjoining territories up to 12 nautical miles offshore unless otherwise provided, and subject to the conditions that the Entered Ship does not approach within 50 nautical miles of the north coast of Somalia, or within 100 nautical miles of the Socotra Archipelago, or within 200 nautical miles of the east coast of Somalia.

Information

UKHO have provided parameters for the Sulu Archipelago as follows:-

Sulu Archipelago

From Tanjung Bidadari (5° 49' 6N, 118° 21' 0E) along the east coast of Sabah to Tanjung Bagahak Light (4° 56' 5N, 118° 38' 3E); thence south-eastwards to Pulau Matakang Light (4° 34' 6N, 118° 57' 0E); thence southwards to position 3° 32' 0N, 118° 57' 0E; thence north-eastwards to position 5° 50' 0N, 122° 31' 0E; thence northwards to position 7° 06' 6N, 122° 31' 0E; thence westwards to Batorampon Point Light (7° 06' 6N, 121° 53' 8E); thence west-south-westwards to Tanjung Bidadari.

The named countries shall include their coastal waters up to 12 nautical miles offshore, unless specifically varied above. The ports, places, countries, zones and areas listed shall include all harbours, offshore installations and terminals unless otherwise provided.

Members' attention is drawn to the terms of Rule 25 (Additional Premium). The notices required under Rule 25 should be given to the Managers' Agents.

Commissions on Additional Premiums

Where Additional Premiums are placed on the main reinsurance contract, a commission of 20% will continue to be paid to Members on Additional Premiums in respect of ships that proceed to, are in, or remain within Additional Premium Areas, excluding loss of hire additional premiums, where no commission is payable.

Limit on Recovery under the P&I cover

The limit on recovery in respect of all risks insured under Rule 2 Part C (the P&I section of the Rules), shall be \$400 million each Entered Ship. In respect of passenger liability cover for cruise ships, this limit will apply in respect of any one accident or series of accidents arising out of one event.

Piracy and Violent Theft

In accordance with Rule 3.15.2 a deductible of \$30,000 will apply to each and every claim.

Chemical, Biological, Bio-chemical and Electromagnetic Weapons Exclusion Clause

An Owner is not insured for any loss, damage, liability or expense directly or indirectly caused by, or contributed to by, or arising from any chemical, biological, bio-chemical, or electromagnetic weapon.

Computer Virus Exclusion Clause

An Owner is not insured for any loss, damage, liability or expense directly or indirectly caused by, or contributed to by, or arising from the use or operation, as a means for inflicting harm, of any computer virus.

**APPENDIX B TO THE ASSOCIATION'S CIRCULAR C3
dated 28 November 2013**

**War Risks Loss of Hire Insurance
under Rule 2 Part 2F [Optional Additional Insurance]**

1. The cover provided by the Insurance is subject to the terms and conditions set out in paragraphs 1 to 18 inclusive and is divided into two sections, section A and section B.

Section A

2. This part of the Insurance shall indemnify the Owner if, in consequence of damage to the Entered Ship covered under the Rules of the Association, the Entered Ship be wholly or partly deprived or prevented from earning hire or reward for a period in excess of 14 consecutive periods of 24 hours or part thereof in respect of any one occurrence provided that :-

- (i) such damage to the Entered Ship occurs during the period of entry of the ship in the Association; and
- (ii) repairs if actually carried out in respect of damage are completed within twelve months of the expiry of this Insurance.

3. In such circumstances the Association shall indemnify the Owner for each 24 hour period or part thereof during which the Entered Ship is so deprived or prevented, not exceeding a further 90 days in respect of any one occurrence or in the aggregate.
4. This part of the Insurance will not indemnify the Owner in respect of any period during which the Entered Ship is captured, seized, arrested, restrained or detained as a result of any terrorist or any person acting maliciously or from a political motive, piracy or violent theft by persons from outside the Entered Ship.
5. The Owner shall effect, or cause to be effected, all repairs (temporary or permanent) with due diligence and dispatch. The Association shall have the right to require the Owner to incur any expense which would reduce the Association's liability under this part of the Insurance, provided such expense is for the Association's account.

Section B

6. If, during the period covered by this Insurance, the Entered Ship is delayed by reason of capture, seizure, arrest, restraint or detainment, or any attempt thereof by:
 - (a) any terrorist or any person acting maliciously, or from a political motive, or
 - (b) piracy, barratry or violent theft by persons from outside the Entered Ship

this Insurance will pay, subject to the terms which follow, the amounts set out below in respect of any delay caused by such an event.

7. Subject to the Managers' agreement, the daily sum recoverable under this part of the Insurance shall be US\$ [*to be agreed*] per day whether the Entered Ship is on charter or not.
8. This part of the Insurance shall cover a maximum of 90 days, or such other period as the Managers agree, resulting from any one occurrence or in the aggregate during the period of this Insurance.
9. Where the Entered Ship undergoes repairs necessitated by any of the events set out in paragraph 6 above and the period of cover set out in paragraph 8 has been exhausted prior to such repairs taking place, the Owner may, to the extent that the Directors in their discretion decide, also recover under this part of the Insurance at the rate set out in paragraph 7 for the period during which the Entered Ship undergoes such repairs but this period shall not exceed 30 days.
10. Where the Entered Ship is under time charter the period covered by this part of the Insurance shall commence at the time and date of the period for which Charter Hire ceases to be paid by the Entered Ship's time charterers.
11. The Association will be entitled to any Charter Hire in respect of the period for which a claim has been paid by the Association under this part of the Insurance which is received by the Owner after payment of the claim by the Association.
12. If an Owner is entitled to claim Charter Hire from any time charterer for the period in respect of which the claim is made under this part of the Insurance the Association shall be entitled to exercise rights of subrogation in respect of such hire and the Owner shall assign its rights thereto to the Association.
13. This part of the Insurance may be reinstated subject to the approval of the Managers.
14. There shall be no recovery under this part of the Insurance if the event in respect of which a claim would otherwise arise also results in the Entered Ship becoming an actual or constructive total loss under the Rules of the Association. In the event that a claim under this part of the Insurance has been paid prior to the Entered Ship becoming an actual or constructive total loss there shall be deducted from any claim in respect of the actual or constructive total loss a sum equivalent to any claim paid under this part of the Insurance.
15. The provisions of Rule 3.14 shall not apply to this part of the Insurance.

Terms applicable to both Section A and Section B cover

16. This Insurance is subject to the Association's Rules, unless expressly stated otherwise in this document, including, but not limited to, the submission by the parties to the jurisdiction of the English High Court of Justice in accordance with the terms of Rule 44 in respect of any dispute or difference between the Owner and the Association.
17. The Association hereby gives notice under Rule 13 that the Insurance shall not continue from Policy Year to Policy Year but shall terminate at 2400 hours on 31 December 2014.

18. In this document “Insurance” shall mean the insurance as set out in paragraphs 1 to 18 inclusive; and the words “Owner”, “Entered Ship”, “Association” and “Policy Year” shall bear the meanings set out in Rule 48 of the Association’s Rules.

Explanatory Note

not forming part of the terms of the War Risk Loss of Hire Insurance

The insurance provide by this additional insurance is subject to the Rules of the Association including those relating to the declaration of Additional Premium Areas. Where an Additional Premium Area is declared the Association is likely to impose different additional premiums for Section A and Section B cover. Members may, in accordance with the Rules of the Association, give notice of suspension of insurance in respect of either Section A or Section B cover and pay the Additional Premium to maintain whichever Section of the additional insurance they wish to preserve. Notice of suspension could also be given for both Sections if Members wish.