

NORWEGIAN HULL CLUB



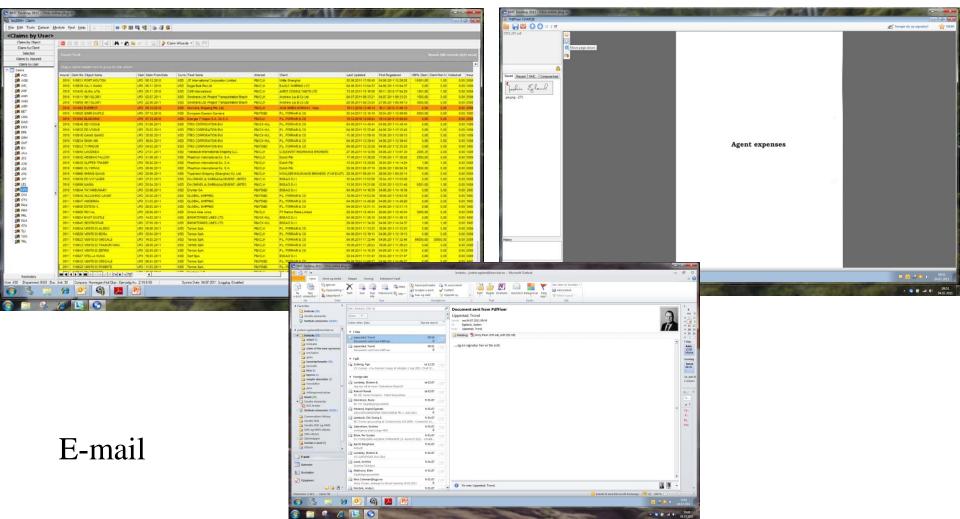
The Plan - 2013 version

- CEFOR Plan Revision Forum:
 - Various minor amendments to make the Plan Nordic i.e change / delete references to Norwegian law.
 - § 3-22: The assured shall as early as possible inform the insurer of dry docking or other stays at a shipyard that are expected to be longer than three days.
 - § 3-25: The insurer has the burden of proving that a safety regulation has been breached, unless the vessel springs a leak whilst afloat. The assured has the burden of proving that he neither knew nor ought to have known that a safety regulation has been breached, and that there is no causal connection between the breach of safety regulation and the casualty.
 - § 3-26: The assured shall inform the insurer fourteen days in advance that the ship is to be laid up.
 - § 10-2 paragraph 2 and 3 deleted (fixed equipment for fishing vessels) this is to be taken care of in chapter 17: «Special rules for fishing vessels and small freighters, etc.»
 - § 12-4 : Commentary completely rewritten
 - Thorough review of
 - Chapter 17 «Special rules for fishing vessels and small freighters, etc.»
 - Chapter 18 «Insurance of Offshore structures»
 - Chapter 19 «Builders' risks insurance»



Paperless claims handling

INS 2000+ PDF Fixer



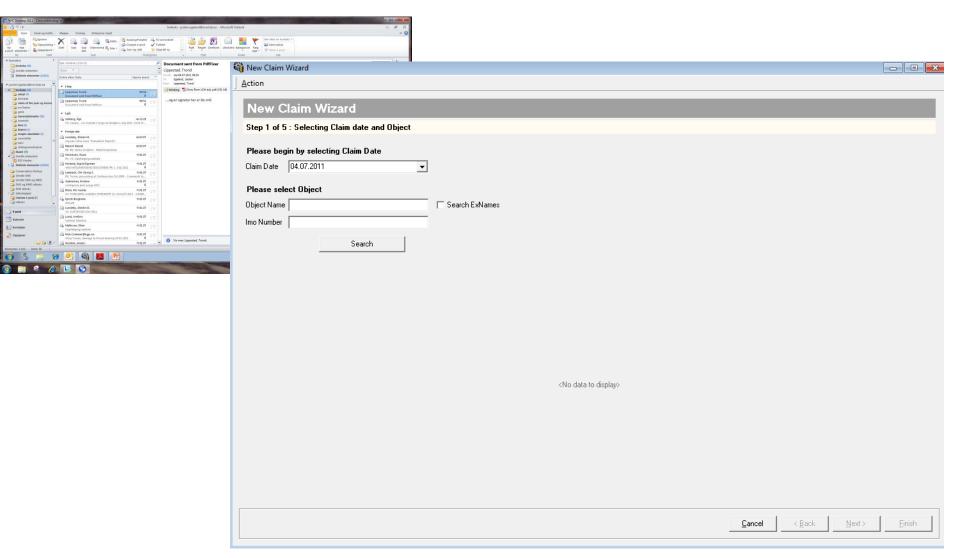


Working conditions





Notification





H&M Casualty Response

> Instructions to Surveyor

To the Chief Engineer

Hurricane Warning

Casualty Information

Medicine on Board

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Instructions to Surveyor

STANDARD APPOINTMENT AND INSTRUCTIONS TO SURVEYOR

Billing

Please forward your standard hourly rate, daily rate and rate for travelling as soon as possible if not done before. Invoice should be detailed and include dates and hours used for working with the claim.

Preliminary report

A preliminary report, detailing the extent and nature of the incident, preferably with an estimate as to repair time & costs, is to be forwarded to the Club as soon as possible and no later than one week after the first day of the survey.

Final survey report

The final survey report is to be forwarded to the Club no later than one month after the last day of attend¬ance and / or completion of repairs. In such cases where the surveyor is waiting for information that is necessary to complete his report, a report based on available information is nevertheless to be issued within the said time limit. The missing information should be clearly outlined in the report. The Norwegian Hull Club report form, (see next page) should always be completed and used as front cover.

Cause of damage

To be reported as such only when clearly evident and generally agreed to. Otherwise both Owner's opinion (if any) and the attending surveyor's view about cause and/or releasing mechanism(s) to be cited. If damage considered related to standard of maintenance, same to be reported on in detail.

Certificates

The surveyor to report if the vessel's class and /or statutory status is due /overdue.

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Download files

- Norwegian Hull Club Example of LoH Survey Report
- Norwegian Hull Club H&M Survey Report
- Norwegian Hull Club H&M Survey Report Template
- Norwegian Hull Club LoH Survey Report Template

Related contacts



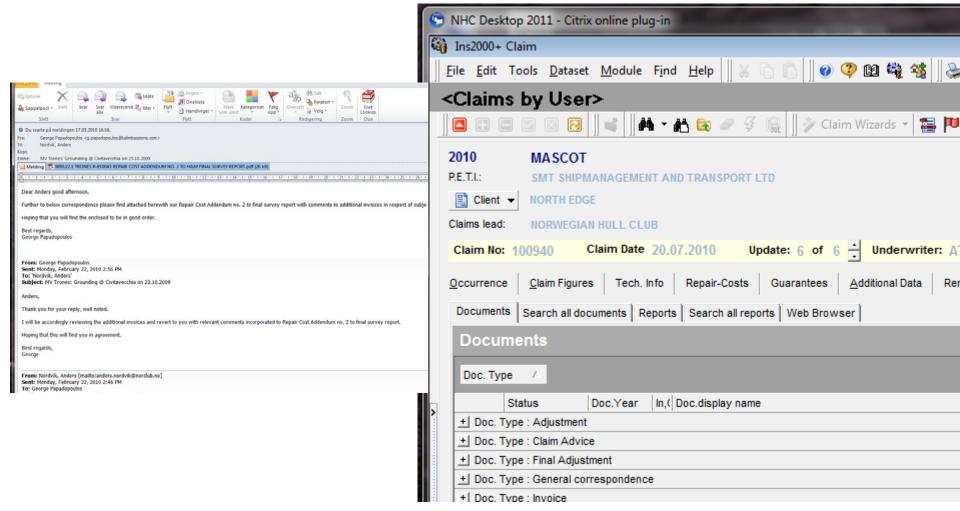
Ingrid M. E. Herland Claims Assistant

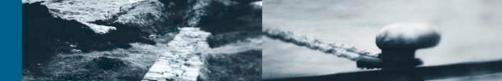


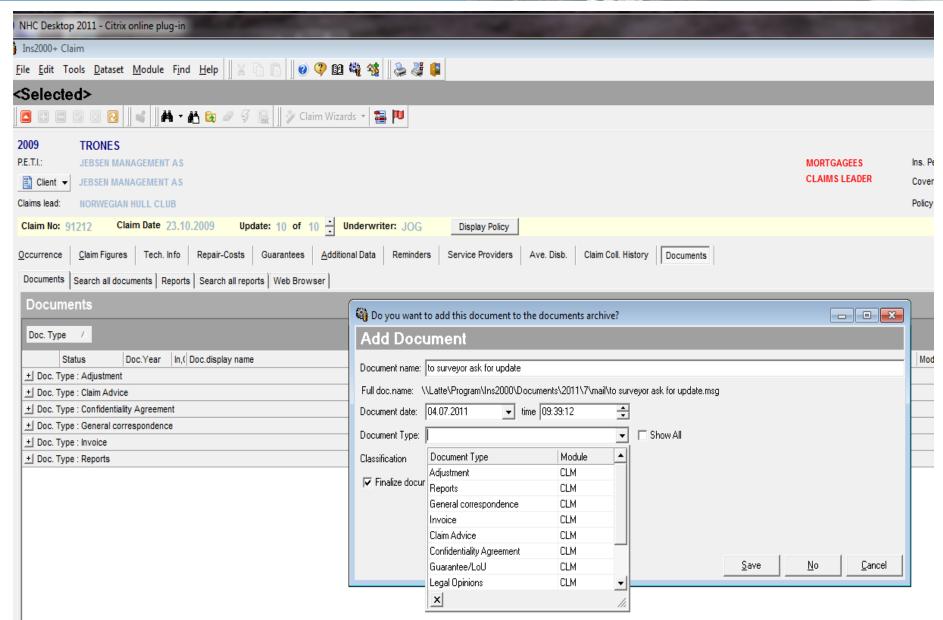
Jostein Egeland claims director



Follow up

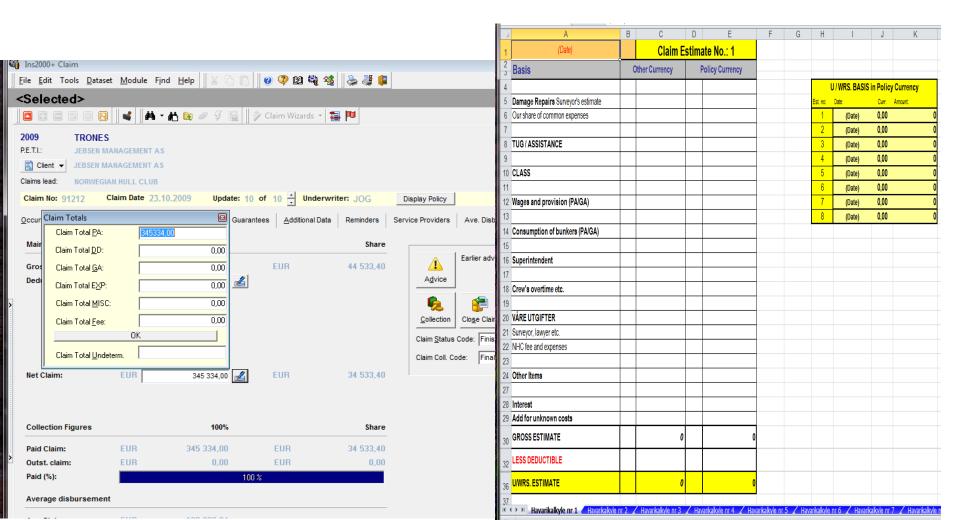






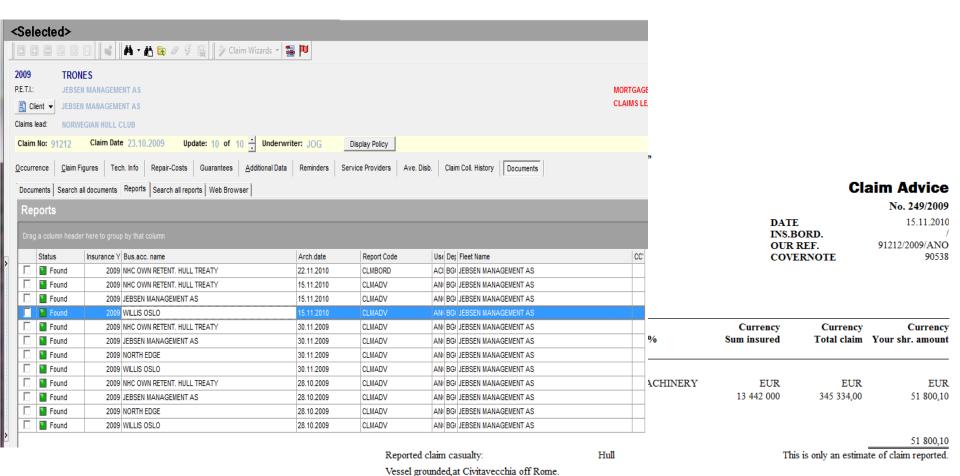


Reserves





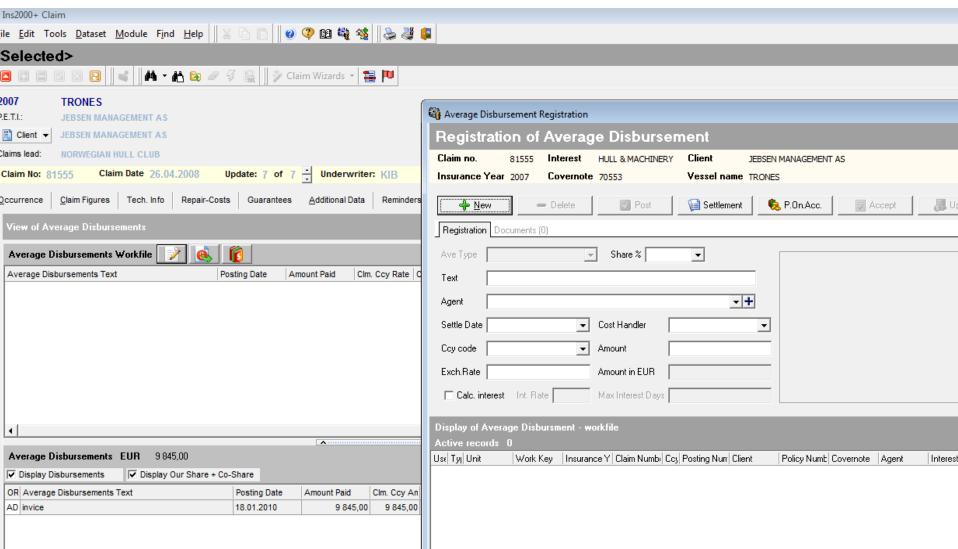
Notification co-insurers



Repairs compleated, 45 tonns of steel at Tuzla yard. Recourse actions consdiered and started. Firm prospect of recovery today. Possible salvage claim.

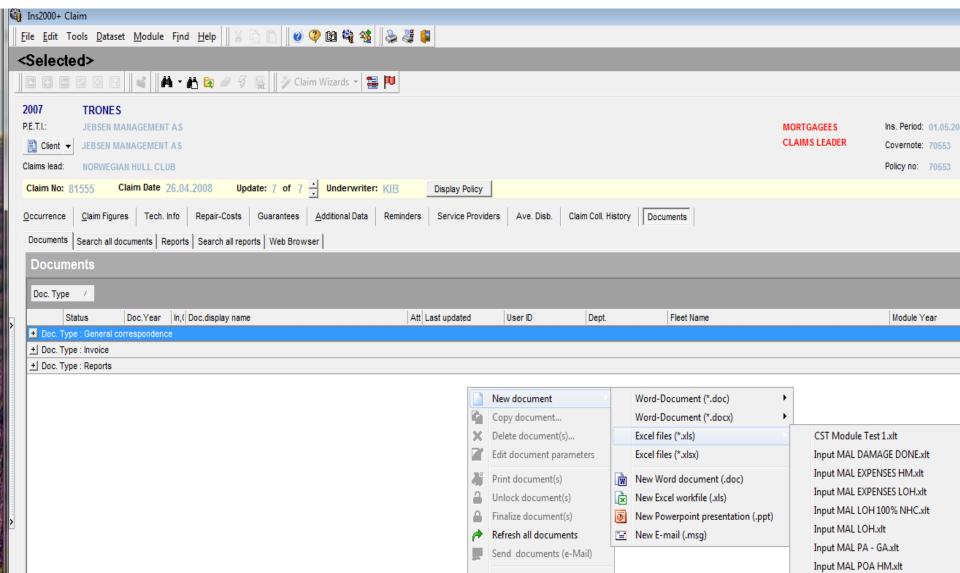


Payment invoices





Adjusting



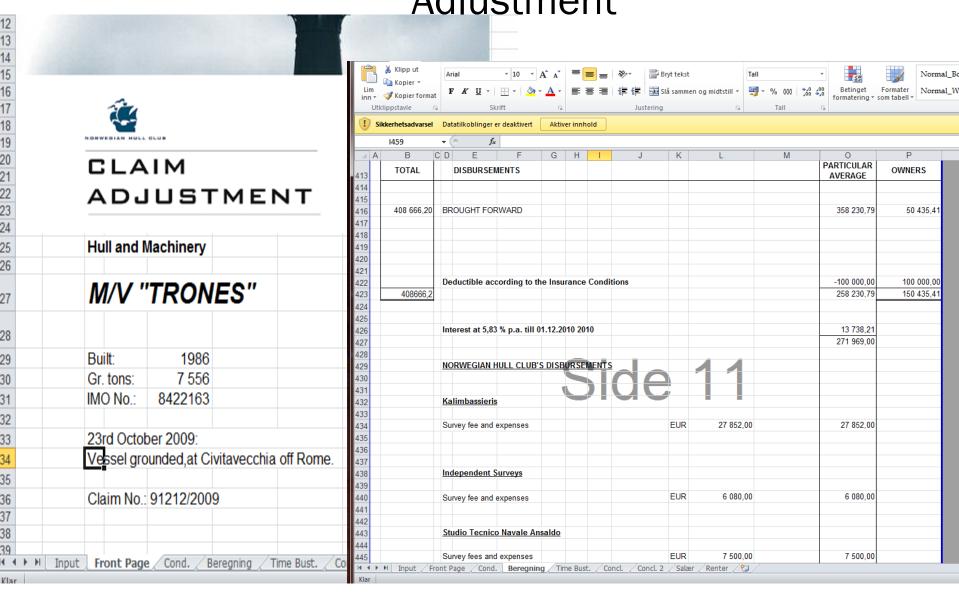


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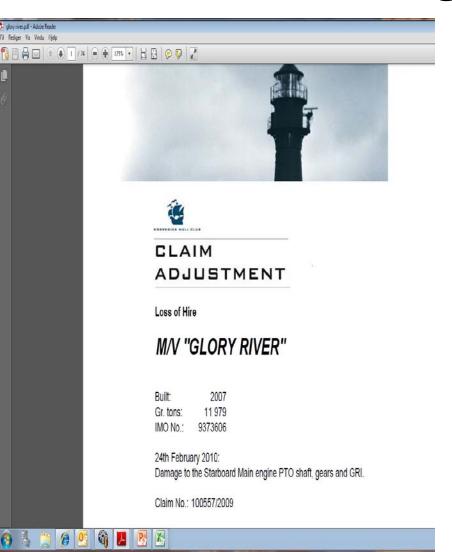


Adiustment





Finalizing Adjustment







Loading/Discharging Supervision, Damage Cargo Survey, Tally, Control, Container Inspection, Initial /Final Draft Survey, Ullage Survey, Bunker Survey, ON/OFF Hire.

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SURVEY REPORT

To Attention

From

Subject

: Overseas Service Agency S.A.

: Mr. Martin Grant

: Inspecciones Nuevo Mundo S.A.C. / OPS : Investigate the nature, extent and cause of the alleged

damage to pier.

Vessel : "APALIS ARROW" at Callao, Peru: 28.05.11

: 30th May 2011

Please take note of the following information regarding the investigation on the nature, extent and probable cause of the alleged damage to the Marginal Pier № 1-A of Empresa Nacional de Puertos S.A. (ENAPU) at the port of Callao Port Terminal.



1. SHIP'S PARTICULARS

P&I Club

Name Flag / Port of Registry Call sign

: "APALIS ARROW" : Bahamas / Nassau : C6QF7

Type of vessel : General Cargo / Container Carrier
GRT / NRT / DWT : 30,767 MT / 12,178 MT / 42,149 MT

Date of built : 1983 Class. Society : DNV

Owner : Gearbulk Shipowning Limited Vessel's Holds : Five (05)

: Five (0: : GARD



Finalising and distributing Adjustment

