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Standard Bulletin

27 May 2009

Board meeting

Report and accounts

"The turmoil in world markets over the past year proved how important it is that your club has sound financial characteristics" the club chairman, Ricardo Menendez, said in his annual statement. "We were able to face this crisis from a position of strength with sufficient resilience to cope with the economic storms which have challenged the club and its members."

The club's ability to weather the current economic conditions has resulted in a successful renewal, with an increase in both premiums and tonnage. The club's annual report and accounts, which were approved by the board at its meeting on 15 May, and which are now available on the club's website, show that the club's tonnage stands at a record level of 83m gt. Premium income for the year to 20 February 2009 was \$205m. The club's free reserves stand at \$176m, down from the previous record-high level, but still at an acceptable level, sufficient for current and expected future solvency requirements. The year to 20 February 2009 was also notable for a significantly better underwriting result with a combined ratio of 76%, indicating an underwriting surplus.

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Financial highlights 2009

	2009 US\$m	2008 US\$m
Results for the financial year ended 20 February 2009		
Calls and premiums net of reinsurance	174	132
Total claims net of reinsurance and operating expenses	(132)	(152)
<i>Balance of technical account for general business</i>	42	(20)
Net investment income	(92)	29
(Shortfall)/excess of income over expenditure for the year	(50)	9
Outstanding claims liabilities		
Estimated known outstanding claims net of all recoveries	282	284
Incurred but not reported claims (IBNR)	110	118
<i>Total estimated claims liabilities</i>	392	402
Funds available for claims		
Open policy years	192	189
Closed policy years	200	213
Free reserves	176	226
<i>Total balance sheet funds</i>	568	628

New directors

At the recent board meeting, the board was pleased to welcome Muhammad Ghannam of Nakilat and David Koo of Valles Steamship as new club directors. Tim Dool, former CEO of Algoma, retired after serving five years as a director.

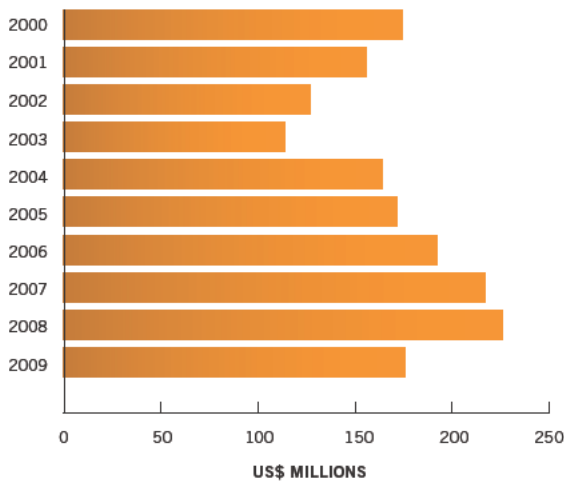
Outlook

Looking ahead, we see considerable uncertainty continuing, not just in the investment markets but in the wider shipping market and in the potential impact on claims. In recessionary times, some claim types (for

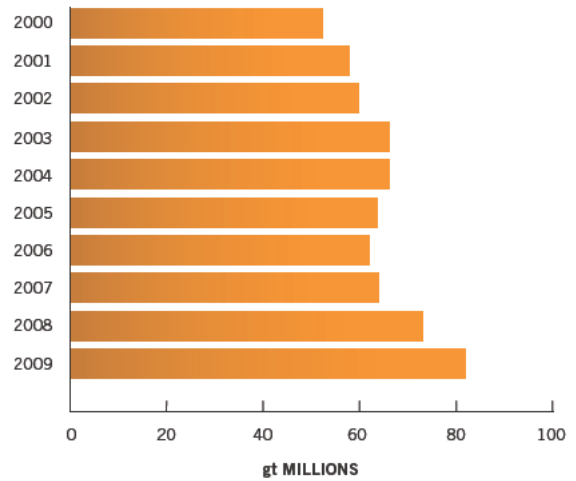
example cargo claims and dock damages) have historically shown a down-turn, while the economic climate can have the effect of increasing others, such as personal injury claims. Piracy remains a serious problem, and many owners are anxious to know how to deal with the threat, and the practical and legal ramifications, of an attack. On the financial front, we are keeping a close watch on credit control, and are reviewing the risk profile of the investment portfolio.

Whatever challenges the current club year brings, we believe that the high quality of the club's membership will serve it well in difficult trading conditions, and our aim, first and foremost, will be to continue to provide our members with the high level of service that they are entitled to expect.

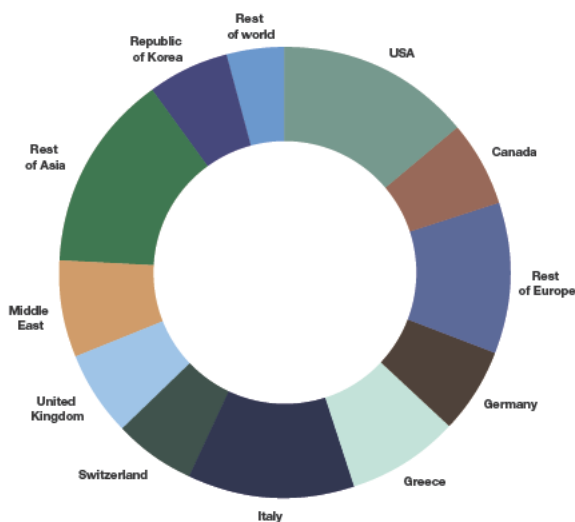
FREE RESERVES



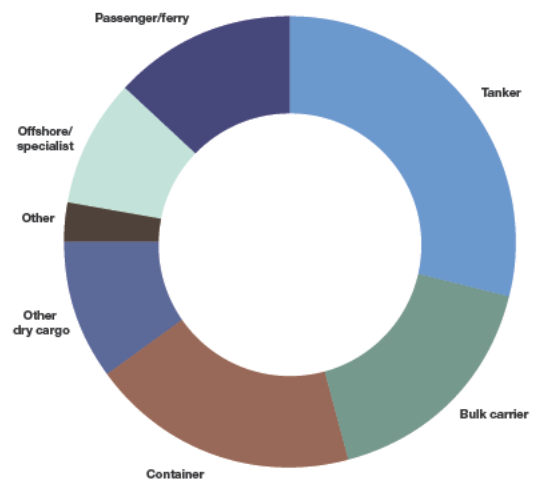
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MEMBERS BY REGION



SHIP TYPES

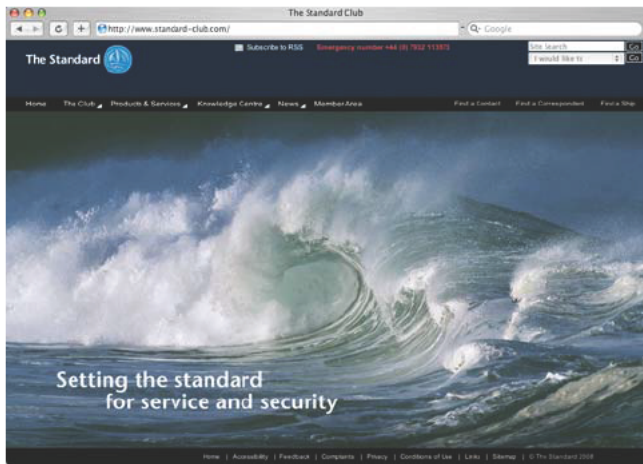




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standard-club.com

We are pleased to present the new standard-club.com web site. We haven't just updated the design; we have re-structured how the information is presented, so that it is easier to navigate and more user-friendly for the club's members and their brokers. We have also created a gateway for members to access their own account information on-line.



Why change?

The standard-club.com site had not been updated for some time. During 2008, we carried out a member survey and it was clear that easy access to relevant information is important to both members and their brokers, as well as to others in the industry. Members and brokers also expressed strong interest in being able to access their cover and claims information on line.

What is different?

About the club

We have reorganised the information and made it more user-friendly, so you can easily find the club contact or correspondent you need, check whether a ship is entered in the club, or find out the latest key financial information on the club.

Knowledge centre

We have developed an information centre on standard-club.com for you to access the club's publications, news releases and important industry information and legislation.

Products and services

We now provide detailed product and industry information for operators of different ship types, such as bulkers, tankers, container and offshore oil and gas operators. You can also find out about the services that the club provides, such as safety and loss prevention, which is core to the club's drive in ensuring that the tonnage entered in the club is of good quality.

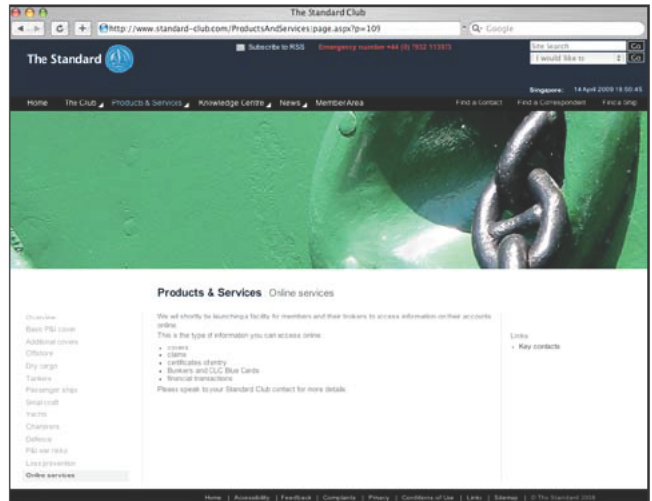
Member area

The member area of standard-club.com will enable a range of processes to be carried out on the internet. The aim is to save time and money for members and their brokers and allow instantaneous access to key information. Members and their brokers will be able to gain access to the relevant information in a secure, protected environment.

The system has been extensively tested by a sample group of members and brokers, who have given it the thumbs-up, declaring it to be practical and easy to use.

The member area will have details of all ships entered and will give access to certificates of entry, endorsements, bunker blue cards and CLC blue cards, which can be downloaded.

We believe that members will appreciate 24/7 availability of this information. But, of course, the club remains committed to hands-on personal service and you can still contact the club in the usual way to receive any of the information available on the site.





BY CHRIS SPENCER,
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Member Risk Review

We have recently introduced an important new feature to our operations namely our Member Risk Review programme. This is key to ensuring that the club continues to deliver the best possible service to the membership.

Service is not just about providing a high standard of claims handling and issuing documentation promptly. It also includes providing members with strong financial security and results. We can only do this if we continue to insure only those shipowners who operate their ships to a good standard. Underwriting is an art as well as a science, but some objective tests can be applied which are useful tools in maintaining the quality of the club's membership – and in maintaining mutuality. Our Member Risk Review not only helps us with our underwriting, it also provides positive feedback that we believe members will find useful.

The review has been tried and tested and is already providing a valuable added dimension to the club's underwriting process.

What is the purpose of the Member Risk Review?

There are four key reasons behind the Member Risk Review.

First, as we have said above, the principal purpose of the review is to assist the club and its underwriters in making sure that it is insuring those shipowners and operators who operate their ships to a good standard – a standard which should mean that claims are less likely to happen than if such standards are not met.

Second, we want to ensure that all members of the club operate to a common and acceptable standard, so that all members are comfortable in accepting the risk and cost of sharing each others' claims. This is all about mutuality – why should one member contribute to the claims of others when his own systems would have prevented such claims? Of course accidents will still happen, but a basic degree of commonality of operating standards is essential.

Third, all ship owners to whom we have spoken are keen to have additional feedback on their operations so that they can take on board constructive comments and suggestions.

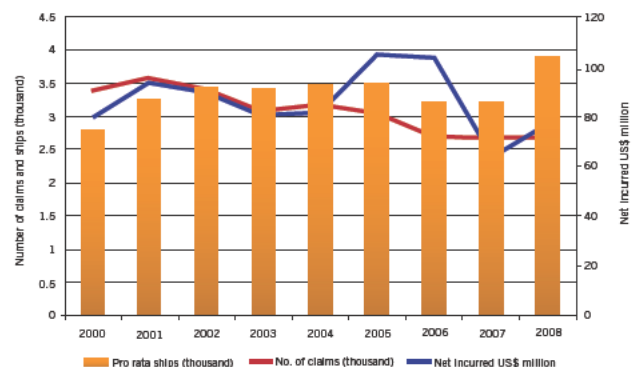
Fourth, the review is an excellent way for us to get to know our members and their operations, so that we can understand what they need from the club and how we can best help and support them. We strongly believe that good communications between the club and its members ensures that the best possible service can be delivered.

What the Member Risk Review is not!

The review is not intended to be another intrusive audit which adds to cost and time pressures for already-pressed ship operators and on-board personnel. The review is relatively brief, and is confidential to the club and member, but is firmly focussed on areas of importance to the club.

What's the story behind the Member Risk Review?

The Standard Club introduced its Minimum Operating Standards in 1993 and was the first club to address formally the quality of the shore-side management. Since then the shipping world has moved on, and the ISM Code has been mandatory for internationally trading tankers and passenger ships for over 10 years, and for all other ships for over five years. The incidence of claims has reduced over the years since its introduction but accidents and claims continue.



Why do accidents continue to happen?

The "human element" has long been the cry from those involved in safety and loss prevention matters. Availability of crew - particularly senior officers - crew competence and crew retention, are the major issues. The use of crewing offices scattered across many different countries, separated from the shipowner by culture, language and physical distance also creates challenges.

Add to this crewing crisis, at least until the recent sharp downturn in freight markets, the following factors:

- significant growth in shipping
- pressure for reduced crewing as a response to availability and cost
- quicker turnarounds, resulting in the master and ship being under severe commercial pressure
- crew fatigue
- increased crew legislation and paperwork
- crew criminalisation and increased penalties
- diverse crews with cultural and language differences
- more sophisticated ships with complex technology
- high value cargoes requiring more specialised care
- modern communication systems, with the need for instant answers

CONTINUED ON PAGE 6

Sample questions from the Member Risk Review

CARGO

Does the company Safety Management System (SMS) include guidance on carriage of cargo (Cargo operations manual, including cleaning cargo spaces/changing grades)?

Does the company monitor and analyse cargo loss/cargo damage; are cargo potential loss incidents included in the near miss reporting?

Is the cargo plant included in the Plan Management System (PMS): temp, ullage, tank gauges, pressure gauges, pipeline, hatches, bilges, pumps, compressors, coils?

Are cargo holds, cargo tanks, hatch covers included in the PMS?

Are cargo line pressure tests included in the PMS?

Are cargo valve tests included in the PMS?

Are ballast tank actuator tests included in the PMS?

Are cargo operations manuals, including lashing manuals, reviewed?

Is there effective guidance on cargo segregation – liquids/ International Maritime Dangerous Goods available?

Are cargo losses, damage experience passed to other vessels?

MARPOL

Is there effective guidance and instruction in the SMS on:

- Bunkering procedures (internal and external, inc bunker transfer)?
- Proper use of oily water separators/ Oil Discharge Monitoring Equipment?
- Disposal of oily/water waste?
- Disposal of garbage?
- Use of sewage plant/incinerator?
- Record keeping, bunkers, oily water, oil record book, garbage?

Is there a company-wide colour code used for cargo, bunker, engine room pipelines?

NAVIGATION

Does the company require senior deck officers to attend Bridge Resource Management courses?

Do all company vessels operate with at least a master and two bridge watch keepers?

Are masters attending ship handling courses?

Is the minimum experience requirement for the master documented?

Is there an effective and formal master handing over procedure (including recorded handover notes)?

Does the company provide effective documented on-board training?

SLIPS & FALLS

Does the company provide adequate familiarisation for new joiners

- in the company SMS?
- on a new vessel?

Are steps taken to prevent slips, trips and falls?

Are procedures in place to ensure safe access on/off the vessel is maintained (PMS – accommodation ladders)?

Is a designated manager responsible for providing the vessel with safety and loss prevention, P&I information, brochures and posters, industry updates?

COMMERCIAL

On chartered vessels, is the quality of fuel supplied ensured to be within the International Organisation for Standardisation and main engine specifications (charterparty clauses)?

Is the charterparty provided to masters?

Is there effective advice on the issue/acceptance/signing of bills of lading, mates' receipts, NORs?

ENGINEERS

Does the company test engineer officer watch-keeping competence?

Are new engineers given familiarisation in the SMS, engine room procedures?

Are new engineers given familiarisation on the company MARPOL and bunkering procedures?

Is the minimum experience requirement for the chief engineer and other officers documented?

Is there a formal chief engineer handover procedure?

Are effective preventive maintenance techniques used - lub oil analysis, Vibration Analysis, thermal imaging cameras?

SECURITY

Is the company security officer keeping ships regularly advised on piracy matters and updated piracy information?

Are effective procedures in place for vessels transiting piracy areas?

Is there an effective stowaway prevention procedure, searches etc?

CONTINUED FROM PAGE 4

Have sufficient additional resources have been invested to meet these major challenges? The recent downturn in shipping may have alleviated, for the time being, some of these factors but it will put further pressures on operational budgets. We may see reductions in maintenance, crewing and training budgets. Crewing and ship management organisations believe that there will still be a 15% deficit in the number of officers required, even if ships are laid up or scrapped.

When the market recovers there will be an even larger deficit in the numbers of trained personnel. The review will help us to evaluate the risks brought by these and other challenges.

How does the Member Risk Review work?

The aim of the review is to assess the quality of safety compliance and management controls in the following areas of operation:

- management leadership and control
- shore-based personnel
- management of shipboard personnel
- maintenance
- navigational safety
- cargo and ballast operations
- mooring equipment and lifting appliances
- management of change
- accident investigation and 'near miss' analysis
- safety management
- environmental management
- emergency preparedness
- inspection, measurement and analysis
- loss prevention

The club has used the experience gained from its minimum operating standards programme, ship condition surveys, claims, human element studies and, importantly, industry guidelines, including the tanker sector's Tanker Management and Self-Assessment (TMSA).

The review is designed not to replicate ISM audits but to assess risk management from the perspective of a liability insurer. The review takes approximately half a day and is conducted by the club's own safety and loss prevention team. From the member's side it will involve normally senior technical, safety and crewing managers. Once the data has been evaluated the member will receive an executive summary with an assessment of the safety management system. If there are significant deficiencies, they are noted with recommendations for improvement, and dates are set for member response and compliance.

The review is intended for all new members entering the club and existing members on a selected basis. It will be linked to the club's ship condition survey programme and, as with that, some reviews will also be conducted on a purely random basis to provide a control sample. The review is flexible enough to accommodate the diversity of trades and management structures of members entered in the club.

It is a condition of entry that a prospective member participates in the process, but the review will be a living tool and continuously refined in the light of experience.

Methodology

We have formulated a list of questions. These reflect:

- the major risks to which members are exposed
- major areas of required compliance
- ISM and ISPS requirements
- other industry best practice benchmarks
- knowledge gained through condition surveys
- our own claims experience.

The list of questions is long and not all are asked of all members – a representative sample is used. However, the questions and the answers to them are, as far as possible, objective and need to be supported by objective evidence during the review process.

The answers and the interpretation of them help guide the club's underwriting decisions. The member is given feedback from the club, but in many cases the review of the member's operations will not give rise to any suggestions. In some cases, the club may require the member to respond to a management deficiency within a certain time.



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The Rotterdam rules

Member Risk Review - Conclusion

The club has experienced more high value claims over the past few years. This is in part a function of the high level of shipping activity during the boom years. Experience has taught us, however, that we cannot necessarily expect claims to tail off because of adverse economic conditions – different types of claims arise, borne of new commercial and operational challenges. A proportion of these claims are unavoidable, given the realities of shipping operations. Others are attributable to human error and system failures.

Written procedures do not, of themselves, ensure that there is a proper safety culture onboard. It requires strong pro-active management and support. The aim of the Member Risk Review is to verify that all fleets entered in the club are managed to a good standard, with effective communication between ship and shore on all operational matters and that there is proper training and regular auditing of performance.

Any successful mutual is based upon a community of interests and common professional standards. We hope this initiative will promote industry best practice based upon a shared understanding of the causes of claims and how, through a proper safety management culture, they can be avoided.



UNCITRAL cargo convention

In the February 2007 *Standard Bulletin*, we outlined the scope of the proposed new UNCITRAL cargo convention and indicated that it might see the light of day during 2008. In fact, the snappily-titled United Nations Convention on Contracts for the International Carriage of Goods Wholly or Partly by Sea was adopted by the UN General Assembly on 11 December 2008. A ceremony to mark the fact that the Convention is open for signature will be held on 23 September 2009 in Rotterdam; for this reason the Convention will be known as the Rotterdam Rules. Before it can enter into force, the Convention requires ratification by 20 states.

The Convention itself contains 96 Articles, runs to 53 pages and is designed to replace the Hague, Hague-Visby and Hamburg Rules and the US Carriage of Goods by Sea Act 1936. However, whereas the existing Conventions deal solely with the international carriage of goods by sea, the Rotterdam Rules will apply to international multimodal carriage of goods where a maritime leg is provided for in the contract of carriage.

Highlights

The “highlights” of the new regime are:

- the carrier's obligation to exercise due diligence in relation to the seaworthiness of the ship continues throughout the voyage (Article 14)
- the nautical fault defences, i.e. error in the navigation or management of the ship, are no longer applicable
- the limits of liability have been raised to Special Drawing Rights (SDR) 875 per package and SDR 3 per kilo (Article 59)
- the limitation period has been increased to two years (Article 62)
- an arbitration and jurisdiction regime is provided for (Articles 66 and 75)
- electronic bills of lading can be covered (Article 8)
- the obligations of the shipper to the carrier are set out in detail (Articles 27-34)

There can be no doubt that once the Convention comes into force, it will increase shipowners' liabilities and - consequently - the number and value of claims on the club. In addition there is bound to be a period of uncertainty as everyone gets to grips with the new concepts and wordings. Since the signing of the Hague Rules in Brussels in 1924, there has been plenty of time for lawyers, judges and arbitrators around the world to scrutinise each Article, and a large body of legal precedent has built up. We will, to a certain extent, have to go back to the drawing board so far as the Rotterdam Rules are concerned. Interesting times ahead, therefore, for everyone involved in the carriage of goods whether you are a shipowner, a lawyer or an insurer.



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“Deck Cargo” Under Bills of Lading in the U.S. — Don’t Be Greedy

Many vessel owners and operators believe that cargo carried on deck is carried at the shipper’s risk and that the carrier is not liable for damage to deck cargo as long as the cargo interest agreed to on deck carriage and the bill of lading states this on the front.

Indeed, the Hague Rules, and their enactment in the United States as the Carriage of Goods by Sea Act (“COGSA”), do not apply to deck cargo. Apparently, this has led some carriers to conclude that there is total freedom of contract with respect to allocating the risk of damage to deck cargo being carried under a bill of lading. Carriers therefore often include very broad “shipper’s risk” clauses to avoid liability for damage to cargo carried on deck no matter how such damage may have been caused.

However, insofar as United States law is concerned, the “Harter Act,” a statute passed in 1893, prohibits a carrier from inserting a clause in a bill of lading which “exculpates” itself from liability for failure to exercise due diligence to provide a seaworthy vessel and from its own negligence in properly stowing the cargo.

Accordingly, such broad shipper’s risk clauses will be enforced in the United States only if the damage is caused by “risks inherent” to carriage on deck such as wind, salt, and water and only insofar as the carrier has exercised due diligence to provide a seaworthy vessel and properly stowed the cargo.

Instead of attempting to eliminate liability for damage to cargo carried on deck, carriers should consider making COGSA apply to cargo carried on deck. COGSA provides a carrier with valuable defenses, such as the \$500 package limitation, the one-year statute of limitations, and the error in navigation and management defence. The \$500 package limitation can be especially helpful in deck cargo cases.

Discussion

The Harter Act was enacted by Congress in 1893 to regulate the contents of bills of lading. It applies to “vessels transporting merchandise or property” to and from U.S. ports. The Harter Act excludes from its coverage the carriage of “live animals” but is silent about deck cargo. It states: *“Any and all words or clauses of such import [i.e., relieving the carrier for liability for its own negligence] inserted in bills of lading or shipping receipts shall be null and void and of no effect.”* Further it prohibits clauses relieving the carrier from liability for its failure to exercise due diligence to provide a seaworthy ship.

COGSA, which became effective in 1936, excludes responsibility for “live animals and cargo which by the contract of carriage is stated as being carried on deck and is so carried.”

Cases have in fact held that the provisions of the Harter Act, in making no distinction between on deck and under deck cargo, apply to both types of cargo insofar as they prohibit the carrier from relieving itself of liability for its own negligence and that COGSA’s exclusion of deck cargo from its coverage did not affect the applicability of the Harter Act in this respect to deck cargo.

A principled and helpful discussion is found in *Saudi Pearl Insurance Co. v. M.V. ADITYA KHANTI*, 1997¹. There, the court had to interpret the meaning of the following clause stamped on the face of the bill of lading: “LOADED ON DECK AT SHIPPERS RISK.” Creosote poles had been carried on deck, and some went overboard during the voyage. The court summarized and quoted from prior cases, noting that such a clause is null and void under the Harter Act “to the extent that it purports to exculpate a carrier from negligence or lessen its duty of care with regard to the cargo,” but was “valid to shift the risk of the loss to the shipper in other circumstances.” “Provided a carrier is able to show proper stowage of the cargo, a ‘shippers risk’ clause places on the shipper ‘the customary and predictable risks of deck carriage.’” Such risks are “the risk of cargo damage by the elements” and the “usual expected hazards to an on-deck shipment.” As a result, any case involving damage to deck cargo under a “shipper’s risk” clause is fact-intensive and requires evidence as to stowage, weather, and navigation.

Just because COGSA does not by its terms apply to deck cargo, the carrier may nevertheless include a clause in the bill of lading which makes COGSA applicable to cargo carried on deck. US courts have held that a clause making COGSA applicable to on-deck carriage does not violate the Harter Act and will be enforced². If the carrier does so, it will have the benefit of COGSA’s defences and limitation of liability, such as the one-year statute of limitation, the error in navigation defense, and the \$500 per package limitation. In particular, our courts have applied the \$500 per package limitation in numerous cases involving yachts and other large pieces of machinery carried on deck. If the \$500 package limitation applies, the dispute is easily and quickly resolved without the fact-intensive, and expensive, inquiries and issues which otherwise arise.

This article concerns carriage of deck cargo to and from ports in the United States under bills of lading in trades other than the container trade. Issues regarding “custom of the trade” arise with respect to the container trade, and parties remain free to allocate risk as they wish in charter parties. Members should consult with the club and its legal advisers in connection with any “on deck” clauses involving carriage to and from United States ports.

1. U.S. DIST LEXIS 7663 (S.D.N.Y. 1997)

2. E.g., *Uniao de Transportadores Para Importacao E Comercio Ltda v. Companhia De Navegacao Carregadores Acoreanos*, 84 F. Supp. 582 (E.D.N.Y. 1949)



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Pre-employment Medical Examinations (PEME) Centres

The cost of crew illness claims for owned entries in 2008 was US\$5.25m. The value of these claims has been between US\$4-\$6m since 2001 but peaked at approximately US\$10m in 2003. Although the cost of these claims has been steady throughout this period, the number of claims has in fact increased.

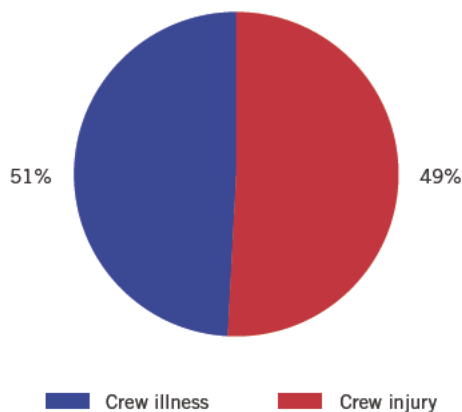
For shipowners, crew illness is of particular concern given the additional cost caused by deviating in order to land sick crew, and delays caused waiting for the arrival of replacement crew. In the event of the death of a crewmember on board, further delays are often caused as the ship cannot sail until local authorities have conducted an investigation.

Crew illness in P&I claims

The wide scope of the club's rules for personal injury claims include death, injury or illness of crew, stevedores, passengers and shore-workers; repatriation; loss of personal effects and passenger baggage; port charges and other costs associated with personal injury claims.

Claims for injury or illness (including death by injury or illness) of crew represent almost 70% of the number of personal injury claims handled by the club. In terms of value, these crew claims represent two-thirds of the total cost of the club's personal injury claims.

Half of crew death, injury or illness claims are a result of illness; highlighting the importance of effective medical examinations.



GRAPH: CREW INJURY AND ILLNESS CLAIMS (INCLUDING DEATH BY INJURY OR ILLNESS) FOR THE PERIOD 2000-2008

The importance of PEME

It is reasonable to expect that a number of crew members will develop illnesses during their employment. However, the total cost of repatriation, continued medical expenses, and compensation can be substantial. Ship owners and operators should therefore take reasonable steps to avoid such expenses by ensuring, as much as possible, that unfit crew are not employed on their ships.

The majority of illness claims involve crew suffering from internal illnesses and conditions that cannot be detected by sight. It is therefore necessary for a proper pre-employment medical examination to be performed in order that illnesses and conditions of concern are ruled out.

The importance of ensuring fit and healthy crew extends further still, when one considers the implications of a crew physically unfit at a level that affects their ability to fight a fire at sea, or deal with other serious incidents that may jeopardise the ship, cargo and crew. For example the club has experienced cases where crewmembers have suffered heart attacks during fire drills.

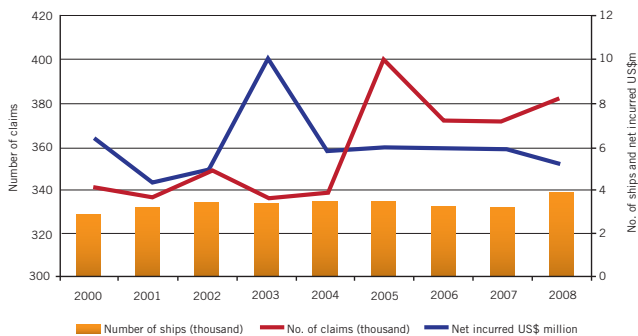
Why do crew fail pre-employment medical examinations?

The medical reasons for failure can be broadly divided as follows:

1. heart disease such as coronary artery disease, heart failure
2. liver disease such as cirrhosis, fatty deposits
3. abnormal biochemistry and/or haematology
4. gall-bladder disease such as gall stones
5. renal disease such as congenital deformity of kidneys, chronic infection of kidneys, nephritis, or nephrotic syndrome
6. hypertension
7. hepatitis b
8. multiple drug regimes
9. diabetes
10. hepatitis c
11. haemorrhoids, hernia and varicose vein
12. miscellaneous.

A large proportion of failures fall under the miscellaneous category, which includes failed eye and/or hearing tests, chest disease, dermatitis or skin related conditions etc.

The conditions listed above are listed in order of significance, although slight variations can be found in different countries. Statistics reveal that each PEME clinic finds around 3-5% of crew examined unfit for employment at sea.



Standard Club PEME programme

With PEME clinics performing varying examinations to differing standards, and some doctors accepting discreet payment for certificates from unfit crew, the importance of using only recommended clinics and understanding what examinations should be carried out is well established.

The club has used a medical consultancy firm to audit PEME clinics in the Philippines, Russia, Ukraine, Indonesia, and India. Through the audit scheme, the club is able to provide members with a list of recommended clinics in various regions. (A list is provided at the end of this article).

The clinics that have been assessed are able to provide three levels of examination dependent upon the age of the crew member. The clinics will conduct a standard PEME for each crew member as well as the additional examinations listed in the table overleaf, if requested by the member.

Standard PEME

A standard PEME should include the following tests:

- chest x-ray
- dental examination
- complete blood count
- optical examination
- routine urinalysis
- complete medical history and physical examination
- routine faecalalysis
- psychological examination
- blood typing

Additional tests that may be required

It is recommended that the following tests be incorporated into the PEME:

LEVEL 1

Up to 30 years of age

Lipid Analysis

- Triglycerides
- Cholesterol
- HDL
- LDL

Other Tests

- FBS
- HIV 1 and HIV2
- Audiometry
- Ishihara
- Pulmonary function test
- VDRL Screen
- ECG
- Hepatitis A
- Hepatitis B
- Hepatitis C

LEVEL 2

31 years to 45 years of age

Level 1 examination plus the following additional tests:

Liver Analysis

- Total Bilirubin
- SGOT
- SGPT
- GGTP

Kidney function test

- BUN
- Creatinine
- Total Protein

LEVEL 3

46 years of age and above

Level 1 and Level 2 examinations plus the following additional tests:

- Stress ECG and Cardiac Profile

PEME is considered an operational expense and the cost of the examinations therefore remain directly with the member. The club has not negotiated rates but has sourced clinics that will be competitive, coupled with a good standard of service that is consistent and reliable.

The scheme ensures a thorough examination that exceeds the requirements of most Flag States. Members are not required by the club to participate in the scheme but are expected to show prudence considering the cost of crew illness claims.

Clinics audited by the club

India

Sea Bird Health Foundation

A Wing-102, Heritage Plaza,
Teli Cross Lane, Near Andheri (E) Stn.
Mumbai – 400069
Tel: +91 22 2682 1823
Fax: +91 22 2684 3927
Email: seabird@seabirdhf.com
Website: www.seabirdhf.com

Ukraine

Academmarine Medical Centre (Medical-Sanitary Centre of Odessa National Maritime Academy 'ACEDEMMARINE')

Odessa National Maritime Academy
10 Malovskogo St.
Odessa 64110
Tel: +38 048 728 0692
Fax: +38 048 732 4488
Email: krotkykh@farlep.net

Russia

St. Petersburg - North-Western Regional Medical Centre of Ministry of Health of the Russian Federation

Tsialkovskiy St. 3
St. Petersburg
Tel: +7 8122 516 067
Fax: +7 8122 519 700
Email: plavsostav@mail.ru

Polyclinic Under Novorossiysk Medical Center Ministry of Health

16/18 Novorossiysk Republic St.
Novorossiysk, Krasnodar Region
Tel: +7 8617 602 303
Fax: +7 8617 643 456
Email: pol.nmc@mail.ru

The Philippines

Halcyon Marine Healthcare Systems

Trafalgar Plaza, 10th Floor
105 H.V. Dela Costa St.
Salcedo Village, Makati City
Metro Manila
Tel: +632 864 0213
Fax: +632 864 0262
Email: glennda@pacific.net.ph

Angelus Medical Clinic

104 V.E. Rufino St.
Legazpi Village
Makati City, Manila
Tel: +63 2 815 1997
Fax: +63 2 817 0765
Email: angelusinc@pacific.net.ph

Physician's Diagnostic Services Centre

533 United Nations Avenue, 4th Floor
Physician's Tower Ermita, Manila 1000
Tel: +63 2524 0626
Email: peddeguz@compass.com.ph
Medical centres in all major regions of the Philippines

Indonesia

Puri Medika, Medical Check-Up Centre International Maritime Clinic

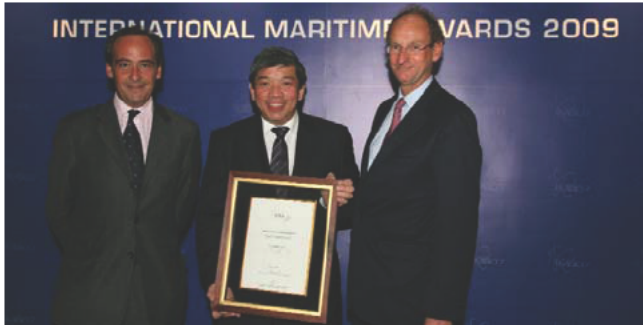
Jl. Sunghai Bambu Raya No. 46 TG. Priok
Jakarta, 14330
Tel: +62 21 4393 1975
Fax: +62 21 4393 1985
Email: purmed-medcen@centrin.net.id
Website: www.purimaritime.com



Club News

Standard Asia

Standard Asia has received an award for Service Provider of the Year at the Singapore International Maritime Awards 2009.



ROBERT DRUMMOND, GENERAL MANAGER, CHARLES TAYLOR MUTUAL MANAGEMENT (ASIA) PTE. LTD TED SIONG SENG, CHAIRMAN, STANDARD ASIA ALISTAIR GROOM, CHAIRMAN, CHARLES TAYLOR MUTUAL MANAGEMENT (ASIA) PTE. LTD

Maritime law and Marine Insurance claims course 2009

This course is designed to provide shipowners, ship managers and other members of the marine claims community with an understanding of the principles and practice involved in handling and settling marine claims. The course will be held on 21 – 25 September 2009 at Watermen's Hall in London. It will be hosted by Richards Hogg Lindley, which is part of Charles Taylor Consulting plc and is the world's leading firm of marine claims adjusters and consultants.

Please contact Michelle Bowdrey for further details:

Tel: +44 207 015 2052

E-mail: michelle.bowdrey@charlestayloradj.com

Offshore Forum 28 April 2009 - Houston

The Standard Club Offshore Forum was held in Houston on Tuesday 28 April 2009. The forum covered a range of topics on wreck removal and regulation of FPSOs in the Gulf of Mexico, Bunkers Blue Cards for Offshore Units and an analysis of the Bourbon Dolphin incident. For a copy of the papers contact Robert Dorey, syndicate director on +44 20 7522 7433 robert.dorey@ctcplc.com or visit standard-club.com.

Offshore Forum 21 October 2009 - London

The club's annual Offshore Forum, offers a unique opportunity for shipowners involved in the offshore oil and gas industry to meet and discuss current industry issues with oil companies and contractors in an informal environment. The Forum is intended to stimulate informed debate amongst participants and is open to both members and non-members of the Standard Club and their marine contractor and oil company clients.

This year's Forum will take place in London on Wednesday 21 October. We are delighted to be in the historic surroundings of Trinity House, headquarters of the Corporation of Trinity House, which is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar. A short seminar will be held at 3pm, followed by drinks and dinner from 6.30pm.

Participants in previous Forums have found them both informative and enjoyable. If you are interested in attending the Offshore Forum, please contact Barbara Jennings on +44 20 7522 7429, barbara.jennings@ctcplc.com.

Staff news

Claims

Rose Deman has joined syndicate A as a claims executive

Telephone: +44 20 7522 7579

Email: rose.deman@ctcplc.com

Philip Stephenson has joined syndicate B as a claims executive

Telephone: +44 20 7522 7419

Email: philip.stephenson@ctcplc.com

Sam Kendall-Marsden has joined Syndicate D as a claims executive

Telephone: +44 20 3320 7559

Email: sam.kendall-Marsden@ctcplc.com

Surani Makuloluwe has joined syndicate D as a claims executive

Telephone: +44 20 3320 2314

Email: surani.makuloluwe@ctcplc.com

Samantha Lee has joined Standard Asia as a claims executive

Telephone: +65 6506 2896

Email : samantha.lee@ctcplc.com

Underwriting

Ben Daines has joined syndicate A as an underwriting assistant

Telephone: +44 20 7522 7418

Email: ben.daines@ctcplc.com

Charles D'Alton has joined syndicate B as a deputy underwriter

Telephone: +44 207522 7571

Email: charles.dAlton@ctcplc.com

Safety & Loss Prevention

Colin Legget has joined as the safety & loss prevention executive

Telephone: +44 20 3320 2311

Email: colin.legget@ctcplc.com

Mark Ford has joined as a surveyor

Telephone: +44 20 3320 2316

Email: mark.ford@ctcplc.com