



## Certificate of Entry

The undermentioned ship is entered in NorthStandard EU DAC on the terms and conditions set out below, and in accordance with the articles and the rules from time to time in force and the terms of any circulars which have been or may be issued pursuant to the rules, for the period of insurance stated below unless lost, sold or withdrawn in accordance with the rules. Attention is drawn to rule 1.5.2 of the P&I class rules concerning excluded provisions of the Insurance Act 2015

Ship	IMO No.	GT	Flag
ARKLOW RESOLVE	9923255	4,145	Ireland

<b>MEMBER:</b>	<b>INVERMORE SHIPPING LTD as Registered Owners</b>
<b>INTEREST:</b>	<b>P&amp;I</b>
<b>POLICY YEAR:</b>	<b>2024</b>
<b>PERIOD OF INSURANCE:</b>	<b>noon GMT 22 March 2024 to noon GMT 20 February 2025</b>
<b>PORT OF REGISTRY:</b>	<b>ARKLOW</b>
<b>NAME AND FULL ADDRESS OF THE PRINCIPAL PLACE OF BUSINESS OF THE REGISTERED OWNER:</b>	<b>Invermore Shipping Ltd North Beach Arklow Wicklow Ireland</b>

### EVIDENCE OF INSURANCE

This certificate of entry is evidence only of the contract of indemnity insurance between the above-named member and the club and shall not be construed as evidence of any undertaking on the part of the club to any other party.

In the event that the member tenders this certificate as evidence of insurance under any applicable law relating to financial responsibility, or otherwise shows or offers it to any other party as evidence of insurance, this is not to be taken as any indication that the club thereby consents to act as guarantor or to be sued directly in any jurisdiction whatsoever. The club does not so consent.



CLASS	PROTECTION AND INDEMNITY
<b>INSURED PARTIES</b>	<p data-bbox="443 376 678 414"><b>JOINT ENTRANTS</b></p> <p data-bbox="443 432 1295 465">In accordance with rule 13 the following are registered as joint entrants:</p> <p data-bbox="443 483 957 517">Arklow Shipping ULC as Disponent Owners</p> <p data-bbox="443 580 630 613"><b>CO-ASSUREDS</b></p> <p data-bbox="443 631 1276 665">In accordance with rule 13 the following are registered as co-assureds:</p> <p data-bbox="443 683 798 716">Refer to Co-Assured(s) Clause</p> <p data-bbox="443 779 683 813"><b>GROUP PRINCIPAL</b></p> <p data-bbox="443 831 1465 898">This ship is entered under a group agreement and, for the purposes of P&amp;I rules 13.14 to 13.16, Arklow Shipping ULC is designated as group principal.</p>
<b>STANDARD RISKS COVERED</b>	<p data-bbox="443 913 885 947">P&amp;I risks in accordance with the rules</p> <p data-bbox="443 972 981 1005">Pollution liabilities in accordance with rule 3.8</p> <p data-bbox="443 1030 965 1064">Wreck liabilities in accordance with rule 3.11</p>
<b>DEDUCTIBLES</b>	<p data-bbox="443 1122 925 1155">€ 10,500, each cargo voyage, 3.13 Cargo.</p> <p data-bbox="443 1167 1324 1200">€ 6,500, each accident or occurrence, 3.1 Crew - Cadet Illness/Injury/Death.</p> <p data-bbox="443 1211 1308 1245">€ 6,500, each accident or occurrence, 3.3 Third Parties - Supernumeraries.</p> <p data-bbox="443 1256 1101 1290">€ 5,000, each and every claim, 3.3 Third Parties - Cadets.</p> <p data-bbox="443 1301 1444 1368">€ 61,040, each accident or occurrence, each cargo voyage, any one ship, 3.13 Cargo - SOL.</p> <p data-bbox="443 1379 1053 1413">€ 0, each accident or occurrence, All Other Claims.</p> <p data-bbox="443 1462 1492 1597">Notwithstanding the provisions of rule 6.18, all external fees, costs and expenses are subject to a deductible of 25% per claim/incident, minimum Euro 850 and maximum Euro 8,500 regardless of whether or not the claim/incident exceeds the applicable claims deductible.</p>
<b>SPECIAL RISKS AND ADDITIONAL TERMS</b>	<p data-bbox="443 1697 1066 1731"><b>OIL POLLUTION - LIMITATION OF COVER CLAUSE</b></p> <p data-bbox="443 1758 1492 1859">The liability of the club for claims in respect of oil pollution is limited to US\$1,000,000,000 for each owner's entry arising out of any one event and as provided for in rule 6.5. Subject otherwise to the rules and the terms of this certificate of entry.</p> <p data-bbox="443 1915 774 1948"><b>LIMITATION OF LIABILITY</b></p>



The club's liability is limited in accordance with the rules unless limited to a lesser amount in this certificate of entry. Such limit(s) shall apply in the aggregate in respect of the member and any other person entitled to claim under the rules, any one event, including legal and survey fees and expenses. In relation to recovery by a charterer, whether under a charterer's entry or where a charterer is an insured party, where any limit stated in this certificate exceeds the charterers' limit set out in rule 6.9, the latter limit shall always apply.

### **COLLISIONS AND DAMAGE TO FIXED AND FLOATING OBJECTS**

EXCLUDING: claims arising under rule 3.6 and rule 3.9, to the extent such risks are covered by vessel's Hull and Machinery policies which include cover for four-fourths R.D.C. and damage to fixed and floating objects.

### **CO-ASSURED CLAUSE**

Newstar Shipping Ltd as Crew Agents.

Chiltern Maritime as Crew Agents.

Safe Ships Training Group as Crew Agents.

Arklow Shipping (Overseas) Ltd as Crew Agents.

Gretimybe (Lithuania) as Crew Agents.

Nordvegr (Russia) as Crew Agents.

Arklow Shipping Nederland BV as Crew Agents.

Skyline Shipping Ltd as Crew Agents.

Clyde Marine Training Ltd as Crew Agents.

Morska Agencja Gdynia Ltd as Crew Agents.

National Maritime College of Ireland as Crew Agents.

PSIL (Guernsey) PCC Ltd. Cell Newstar as Crew Agents.

PSIL (Guernsey) PCC Ltd. Cell Skyline as Crew Agents.

Sealanes Marine Services, Inc as Crew Agents.

Sokur Ltd. Delta Marine Crewing B.V. Altas Services Group Merchant B.V. Sharp Crewing Services Pte Ltd as Crew Agents.

C.F. Sharp Crew Management, Inc as Crew Agents.

The Black Sea Crewing Company Oscar as Crew Agents.

SORS Crew Management as Crew Agents

C-Crew Management as Crew Agents

Memeco Recruitment Pte Ltd as Crew Agents

is/are co-assured(s) for the purpose of P&I Class rule 13.

### **MARITIME LABOUR CONVENTION**

In accordance with rule 1.3, cover includes liabilities in accordance with the terms of the club's Maritime Labour Convention extension clause 2024.



### **P&I WAR RISKS**

In accordance with rule 1.3, cover includes P&I war risks in accordance with the terms of the club's P&I war risks clause 2024.

Notwithstanding clause 6, but subject always to clause 1.2, of the club's P&I war risks clause 2024, cover also includes liability for bio-chemical risks in accordance with the terms of the club's bio-chemical risks inclusion clause 2024.

### **TRAINEE CADETS CLAUSE**

In accordance with rule 1.3, cover is extended to include liabilities, costs and expenses as follows:

1. Liabilities to and of trainee cadets onboard the insured vessel. Subject to a maximum of 25 being onboard the fleet entry at any one time.

Subject otherwise to the rules and the terms of entry.

The cover outlined above is extended to include liabilities, costs and expenses otherwise excluded by rule 4.3 in accordance with the club's war risks clause for additional covers 2024 subject to the same limit of cover as contained within this clause.

In addition to any exclusions set out in the rules, the following risks are specifically excluded:

1. Claims in respect of 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, computer system, computer software programme, malicious code, computer virus, computer process or any other electronic system, except as provided for under paragraph 6.2 of the club's war risks clause for additional covers 2024.

2. Claims that are excluded under the JL2021-014 clause dated 8 March 2021 published by the Joint Liability Committee of the Lloyd's Market Association which is hereby incorporated into this additional cover

Limit of cover: US\$1,000,000 any one event or series of one events arising out of one occurrence.

Such limits shall apply in the aggregate in respect of the member and any other person entitled to claim under the rules, any one event, including legal and survey fees and expenses

### **ADDITIONAL TERMS**

In accordance with rule 1.3, cover is extended to include liabilities costs and expenses arising from the carriage cargo carried under a bill of lading issued by the Member on an Entered or Non-Entered Ship and which may deviate from the contractual voyage including but not limited to:-

a) Cargo transhipped at any port or ports, place or places (including both under carriage and over-carriage of cargo) instead of being carried on board the original vessel to the destination stated in the Bill of Lading.

b) Cargo discharged from and reloaded upon the same ship and/or cargo being shifted within the confines of the ship for any reason whatsoever at any port or place of shipment



- or destination and/or at any port or place between the point of shipment and the point of destination.
- c) Cargo being carried on ships other than as stated in the Bill of Lading.
  - d) Delivery of cargo other than to the Bill of Lading holder.
  - e) Discharging cargo onto lighters at any port or place prior to surrender of Bills of Lading.
  - f) Lightering cargo to other than to the scheduled loading or unloading berth.
  - g) Deviation of the ship from the contract voyage.
  - h) Drydocking of the ship with cargo on board.
  - i) Cargo shipped by any water or land conveyance for loading on the ship at a loading port other than that named in the Bill of Lading.
  - j) Cargo transferred from one point to another by rail and/or motor trucks and/or other conveyance.
  - k) Stowing mail and/or merchandise in spaces not certified for the carriage of cargo.
  - l) Lighterage amounting to deviation at port of loading or discharge.
  - m) Cargo being shipped aboard ships other than those of the Member prior to the delivery of such cargo to the Member's ships for the carriage thereof.
  - n) Carriage of any bullion and/or specie and/or gold and /or precious metals and/or precious stones and/or jewelry and/or silks and/or furs and/or Bank Notes and /or bonds and/or other negotiable documents and/or property undervalued Bill of Ladings and/or ad valorem Bill of Lading and/or property subject to an ad valorem freight surcharge caused by or arising from any cause. In respect of ad valorem cargo:-
    - i) This extended cover attaches and covers (whether waterborne or not) from time custody of such bullion and /or specie et cetera is or shall be assumed by the insured and/or their agents and/or their principals and/ or from time liability attaches to the insured, at bank vault and/or other initial point and/or points of shipment and is to continue until time of delivery of such bullion and/or specie et cetera to consignees at final point and/or points of destination, including also while on railroad and/or trucks and/or lighters and/or craft and/or other conveyances and/or deck and/or on shore and/or in storage and/or awaiting conveyances, transshipment, forwarding or delivery.
    - ii) At, from, to and between ports and/or interior places in the world, direct or otherwise, including risks or transshipment. Including risks of craft to and from vessel , and special or supplemental lighterage to take cargo to and/or from warehouse, dock or carrier. It being agreed that the Insured is not to be prejudiced by any agreement exempting or limiting lighterman and/or trucking and/or railroad and/or other transportation and /or storage and/or other companies and/or persons from liability issuing of ante dated and posted dated Bills of Lading.
  - o) Including Alcohol and/or Tobacco cargoes and/or part cargoes where such carriage is performed under contracts customarily used in these trades.
  - p) Including ante and/or post dated Bills of Lading.
  - q) Cargo loaded and/or discharged in a port different to that stated in the Bill of Lading.
  - r) Issue of a clean Bill of Lading where the Mate's Receipts were claused.
  - s) Loading of cargo after a casualty prior to dry-dock or repairing.
  - t) Liability to cargo in the event of a time difference between the end of one charter party



and the start of the next, not exceeding 12 hours.

u) Cargo carried on deck but excluding such cargo carried in container in a manner approved by the club.

The club's liability to the Member in respect of cargo claims which would not have arisen but for this deviation shall include general average, special charges and salvage incurred in preserving, forwarding and safeguarding the cargo not recoverable from cargo interests by reason of this deviation.

SUBJECT TO the following additional terms and limitations : -

1) There shall be no claim on the club for loss or damage arising from:-

- a. Inherent quality, defect or vice of cargo.
- b. Delay and/or Loss of Market.

2) Including cargo liabilities on the same terms and conditions in respect of claims arising under Bills of Lading issued by the Member where the cargo is carried in whole or in part on ships owned or operated by other parties to consortiums or joint services in which the member participates.

3) Excluding liabilities arising under the terms of OSRA type contracts or held covered at Additional Premium to be agreed.

4) Excluding rusting, oxidisation and discolouration in respect of unprotected steelwork.

5) Excluding scratching, denting and cost of repainting vehicles.

Subject otherwise to the rules and the terms of entry.

The cover outlined above is extended to include liabilities, costs and expenses otherwise excluded by rule 4.3 in accordance with the club's war risks clause for additional covers 2024 subject to the same limit of cover as contained within this clause.

In addition to any exclusions set out in the rules, the following risks are specifically excluded:

1. Claims in respect of 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, computer system, computer software programme, malicious code, computer virus, computer process or any other electronic system, except as provided for under paragraph 6.2 of the club's war risks clause for additional covers 2024.

2. Claims that are excluded under the JL2021-014 clause dated 8 March 2021 published by the Joint Liability Committee of the Lloyd's Market Association which is hereby incorporated into this additional cover

Limit of cover: US\$ 5,000,000 any one accident or occurrence each cargo voyage any one ship

Deductible: US\$ 61,040 each accident or occurrence each cargo voyage any one ship but as regards paragraphs (c),(g),(h),(i),(j),(k),(l),(m), (n), (p), (q),(t) and (u) herein, subject to a deductible or Subject to the terms of the Endorsement Excluding a US\$ 50,000 each accident or occurrence each cargo voyage any one ship.

Such limits shall apply in the aggregate in respect of the member and any other person entitled to claim under the rules, any one event, including legal and survey fees and expenses



NorthStandard EU DAC

A handwritten signature in black ink, appearing to read 'William Robinson'. The signature is fluid and cursive, with a horizontal line extending to the right.

William Robinson



**SUMMARY OF COVER**  
**CERTIFICATE OF ENTRY – OWNER'S ENTRY**

---

**Ship** **ARKLOW RESOLVE**

---

**Club:** NorthStandard EU DAC**Member:** **INVERMORE SHIPPING LTD**  
**as Registered Owners**

This document confirms that the following risks are included in the cover provided by the contract of insurance evidenced by the certificate of entry numbered above and that they are covered in accordance with the terms set out in that contract.

**Risks covered:**Oil Pollution  
Wreck Removal

This document is intended purely as a summary of some of the principal risks covered and does not constitute a contract of insurance and shall not be construed as evidence of any undertaking, financial or otherwise, on the part of the club to any other party.

In the event that a member tenders this summary as evidence of insurance under any applicable law relating to financial responsibility, or otherwise shows or offers it to any other party as evidence of insurance, such use of this summary by the member is not to be taken as any indication that the club thereby consents to act as guarantor or to be sued directly in any jurisdiction whatsoever. The club does not so consent.