



The Swedish Club

Preparing for the future

Thomas Nordberg takes the helm as new Managing Director

PLUS:

A common language? Maritime English under the spotlight
Loss prevention outreach – back on track

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The Swedish Club

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An enriching journey

Welcome to the first issue of Triton for 2023, and my first issue at the helm of The Swedish Club. We are delighted to be able to share with you our latest news and insights into recent industry developments.

In this issue we talk to three senior members of The Swedish Club team as they take up new roles at the cutting edge of the Club's development globally and in the field of digital transformation.

Our Loss Prevention team has been busy with a range of outreach activities taking place with our members. New publications provide insight into emerging concerns and provide practical advice in dealing with them.

This first half of this year has seen the anniversary of the conflict in Ukraine, a situation which is sadly continuing. Our thoughts go out to all who have been affected by the situation. As insurers, we have seen impacts on our own business as sanctions continue to become more complex and far reaching. This issue takes a look at the last year and how the sanctions landscape has developed.

Have you ever wondered how hundreds of thousands of seafarers from all nationalities communicate with one another at sea? We explore the intricacies of Maritime English and its use in the seafarer community.

My first five months with The Swedish Club have been an enriching journey, filled with experiences and challenges that have broadened my perspective. Through this issue of Triton, we hope to provide a glimpse into the multifaceted world of marine insurance that we engage with every day.

Thomas Nordberg
Managing Director





SAFETY SCENARIO

Cargo hold flooding



By Joakim Enstrom
Senior Loss
Prevention Officer

It was morning and outside there was a light breeze and some drizzle. The crew of the container vessel was preparing to wash down the main deck and cargo hatches before arrival in port the same afternoon. They had the rare opportunity to do this as there were no containers on deck, only in the cargo hold.

Fire hoses were connected, and the decision was made to use two fire pumps, and to close the valves on the fire line for the anchors. These valves are normally left open, but this action would increase the water pressure.

When the bosun entered the cargo hold he could see water flooding over the edge of the void space

The crew then left for their lunch break leaving the fire pumps switched on and the valves closed.

The engineer on duty in the Engine Control Room noticed that the bilge alarms for cargo hold 1 and 2 had been activated. He acknowledged the

Questions

When discussing this case please consider that the actions taken at the time made sense for all involved. Do not only judge but also ask why you think these actions were taken and could this happen on your vessel?

1. What were the immediate causes of this accident?
2. Is there a risk that this kind of accident could happen on our vessel?
3. How could this accident have been prevented?
4. What sections of our SMS were breached if any?
5. Is our SMS sufficient to prevent this accident?
6. If procedures were breached, why do you think this was the case?
7. How often are void spaces inspected?
8. How often are cargo hold inspections carried out?
9. What are the procedures when a bilge alarm is activated?
10. How often are lines and pipes in tanks, void spaces and other spaces that are not usually entered inspected?
11. Are inspections like this included in the PMS?
12. Do we have any sensors in void spaces or tanks that will show if any water is present?
13. Was it acceptable to pump the water overboard?
14. How much water can enter our cargo holds until there is a risk to stability?
15. Do we have risk assessment procedures on board that address these risks?
16. Would a work permit have identified these risks?

alarms but did not carry out any further investigation as he assumed the alarms were activated because of the drizzly weather conditions outside.

After lunch the bosun noticed that there was water in cargo holds 1 and 2. At this time there was about 0.5 metres of water in both holds. The Master told the bosun to immediately investigate the origin of the leak. At the same time the Master started to discharge the water overboard.

When the bosun entered the cargo hold he could see water flooding over the edge of the void space. He also noticed that

water was leaking from the fire lines both port and starboard side. The fire pumps were immediately stopped.

The Master informed the Chief Engineer of the flooding. He advised that the alarms warning of a high level of bilge water had been activated several times, but that the duty engineer had not investigated them.

None of the void spaces were fitted with sensors which would indicate the presence of any water. The void spaces adjacent to cargo hold 1 and 2 had openings connecting them to the cargo holds. Unlike the other void spaces on

the vessel, these void spaces were not watertight.

A couple of days later the crew opened up all void spaces and also found water in the void spaces adjacent to holds 3 and 4. Inside the void spaces they also found that the rubber gaskets positioned between the sections of the main fire line were damaged.

It was evident that the closed valves had increased the water pressure so much that it had damaged the rubber gaskets and caused the water to flood the cargo holds. The crew replaced these with new gaskets made of hard plastic instead of rubber. 🦋

Boost for Swedish Club Casebook

The Swedish Club has added four new topics to its popular Casebook, in addition to incorporating important new cases into existing sections. Chapters dedicated to common incidents on bulkers, tankers and containers are now included alongside a new section covering pollution.

Used both on board ship and in onshore offices, the Casebook provides an easy-to-read portfolio of real life incidents that have taken place on the Club's insured vessels, providing valuable lessons for onboard safety for crew, and in avoiding damage to cargo. Each case is concise and easy to understand and uses the Club's expertise to suggest the lessons that can be learned from the situation.

We present summaries of some of the most interesting new cases, and ask...

Fatal fall

The Chief Officer's responsibility was to ensure that tank cleaning was carried out safely and effectively. He visually checked that the tanks were clean by taking a couple of steps down the tank access ladder and looking down the tank while lighting it up with a flashlight. While doing so, he did not wear a fall arrest harness.

The crew missed the Chief Officer, and he was found having fallen 10 metres to the bottom of the tank near the end of the ladder.

One hour after the Chief Officer had been evacuated, the Master monitored the atmosphere in the tank. The gas monitor went up to its maximum 100ppm of hydrogen sulphide content.

The ambulance arrived and its crew tried to resuscitate the Chief Officer, but sadly he was pronounced dead.

Unexpected enclosed space

A capesize bulk carrier had loaded steam coal in all seven of its cargo holds. The Master had received the cargo declaration from the shipper where it mentioned that there was a risk of methane release, which is common for coal cargo.

The bosun and an AB went to the forecabin to prepare the anchor. They entered the room and approached the windlass panel. As the bosun pushed the start button there was a major explosion in the room.

The two men received severe burn injuries and were flown to a specialist hospital where they received help. Both survived but had to undergo painful surgery and it is unknown if they will ever be able to work at sea again.

It seems likely that methane gas entered the control room through the cargo hold access hatch. Subsequently the windlass control room was classified as an enclosed space, which means that the crew must test the atmosphere before entry to ensure it is gas free and has enough oxygen.

COULD THIS HAPPEN ON YOUR VESSEL? WHAT WOULD YOU DO?



Cargo contaminated by tank coating

A chemical tanker was in port loading a cargo of mixed xylenes (MX) in all its six cargo pair tanks. During the two previous voyages it had carried ethylene dichloride (EDC).

During the voyage to the loading port the vessel carried out tank cleaning. The loading was uneventful, and the vessel proceeded towards the discharge port.

Following arrival, sampling indicated that the cargo in all tanks was off-specification regarding chloride content. The coating on the cargo tanks was identified as the cause of the contamination.

The condition of the coatings in the cargo tanks had been allowed to deteriorate and this allowed cargo seepage and accumulation between the coating and the substrate. Combined with the absorption of the cargo of EDC into the phenolic epoxy coating, this seems to be the likely cause of contamination of the mixed xylene cargo with chlorides.

Pollution

A 15 year-old bulk carrier was having work carried out in dry-dock to replace a corroded section of a de-aeration pipe in the cargo hold. This pipe led from the sea chest, passing through the cargo hold and then through a heavy fuel oil (HFO) tank and finally out through the vessel's shell plate.

The vessel left the shipyard after repairs were completed and sailed in ballast condition to the loading port. When bunkering, oil began trickling down the side of the ship even after bunkering had stopped and the Chief Engineer realised that the oil was escaping from the HFO tank

Shortly afterwards the harbour authorities arrived and placed oil booms and absorption pads around the vessel.

It was discovered that the de-aeration pipe in the HFO tank had been fractured when the section in the cargo hold had been replaced causing stress to the section in the HFO tank.

False record keeping

Several reefer containers with frozen meat, fish and other food had been loaded. The food had a temperature of -20°C , and containers were set to freezing. During the voyage an AB recorded the temperatures twice a day at between -19°C and -20°C .

One month later the vessel discharged the containers in Asia. When the cargo receivers inspected the meat, they found it to be thawing.

According to the container units' records, the temperature in the containers had increased over a couple of days after departure from -15°C to $+5^{\circ}\text{C}$. All the alarms for the containers had been disabled.

The airflow outlet to the containers had been open. This allowed a continuous flow of warm air into the containers. Why this had been opened after departure is not known.

The cargo was fully rejected and destroyed by the cargo receivers.

It transpires that the crew had not actually checked the containers, but simply written down what should have been the correct temperature in the log.

Misdeclared cargo

A container vessel was sailing in open sea when smoke was seen coming from the vent of one of the cargo holds. The Master sounded the general alarm and all crew were mustered and accounted for. A fire team was assembled and shut off the ventilation and closed the fire dampers for the cargo hold.

The Master decided to release CO_2 into the cargo hold and the vessel turned back to its last port of call.

On investigation, it was found that the container that caught fire was loaded with charcoal, and that the shipper should have declared the cargo as dangerous cargo.

The crew had not actually checked the containers, but simply written down what should have been the correct temperature in the log.



Latest: New Cargo Claims factsheets

Two new Cargo Claims factsheets have been added to The Swedish Club's suite of loss prevention guides. Produced in response to common issues faced by ship operators, they provide simple and easy to understand advice for those on board.

An unwelcome visitor

As global maritime traffic increases, so do the dangers of ships unwittingly spreading invasive species to vulnerable ecosystems. The importance of ballast water management is well known, but there are other creatures that can hitch a ride on the best regulated vessels.

These come in all shapes and sizes, and the latest in the Club's series of Cargo Claims factsheets provides loss prevention advice in dealing with 'flighted spongy moth complex (FSMC)', a new name for a group of moths which include what was formerly known as the 'gypsy moth'.

Outside their native range, FSMC can cause significant destruction to trees. The female moths can lay hundreds of eggs and the caterpillars feed on a wide range of plants and can quickly defoliate trees over a large area with subsequent negative effects for the wider forest ecosystem and any associated industries such as tourism, timber, and paper

manufacture. One of the major sources of FSMC transmission/movement around the world is via the maritime shipping route with FSMC egg masses being laid on ships, containers or cargo.

Some areas of the world, outside FSMC's native range (Australia, New Zealand, Canada, United States, Argentina, and Chile) are susceptible to FSMC infestation. The moths present a significant threat to landscape and natural resources. To protect susceptible areas from infestation some countries classify FSMC as a quarantine pest and employ certification and inspection requirements on vessels from the East Asia region.

The factsheets provide a summary of the latest information on these insects, along with practical advice and pointers to assist crew sailing through and operating in 'problem' areas.

Main issues

FSMC are a particular problem for vessels trading in East Asia since the female moths are attracted to the vessel's lights (i.e., when loading or discharging at night). Egg masses are laid in sheltered spots on the vessel which can be difficult to inspect (sheltered areas around cranes, accommodation or hatch covers, ropes or other materials placed on deck). The

egg masses are typically found close to lights on the vessel's external structures. Eggs can also be laid on cargo to be loaded, or in the hold spaces during loading.

Vessels found with FSMC egg masses at destinations where FSMC is considered a quarantine pest have been subject to rejection, re-routing, and considerable delay. The quarantine requirements at destinations vary and to avoid issues it is important that vessels obtain the relevant inspection certification to demonstrate they are free from infestation. The certification should comply with the requirements of the intended destination(s).

Loss prevention

The factsheets suggest several loss prevention procedures that can be undertaken by the crew and vessel owners when it is known that a vessel will transit through risk areas during the various FSMC flight seasons, in addition to sharing a set of 'Loss prevention essentials'.



Handling and carriage of monoethylene glycol

Mono-ethylene glycol - or MEG - is a vital ingredient for the production of polyester fibres and film, polyethylene terephthalate (PET) resins and engine coolants. End uses for MEG range from clothing and other textiles, through packaging to kitchenware, engine coolants and antifreeze. Global production for 2025 is expected to be in excess of 71m tonnes.

It is, however, a sensitive cargo due to the way it is used in the production of polymers. The presence of trace impurities may interfere with catalysts and processes used to produce these polymers, and so care must be taken to ensure the cargo remains free of contaminants during transportation.

Quality parameters for shipment

There are a number of quality parameters for the transportation of MEG that must be considered prior to loading. However, those which are most critical for the shipment of MEG and which are more commonly raised in quality disputes are water, ultraviolet transmission (UVT) and chloride content parameters.

The water and chloride content of MEG are adversely affected by tank cleaning residues present in the vessel's containment system, and the loss prevention factsheet provides guidance on how to avoid contamination.

The UVT parameter is used to detect trace levels of aromatic hydrocarbons. These species are undesirable in MEG even at trace levels because they are

detrimental to the ability to process the MEG to form polyester polymers.

Cargo history

In order to prevent contamination with trace amounts of aromatics and a deterioration in the UVT parameter, the factsheet warns that operators must take care to consider carefully the vessel's cargo history. Only single figure ppm levels of aromatic hydrocarbons can bring MEG off-specification for UVT. The absorption-desorption mechanism of contamination can be avoided when carrying MEG in stainless steel tanks.

Contamination

The guidance details a number of considerations both when loading and during the voyage to ensure this sensitive cargo arrives uncontaminated.

Tank cleaning

Readers may be relieved to know, however, that subsequent to the stringent inspection and record keeping necessary during the voyage, as MEG has good solubility in water it is considered a relatively easy product to clean from tanks following carriage, and does not generally require tank cleaning chemicals. 



For further information on the factsheets please contact lossprevention@swedishclub.com

Loss prevention outreach – back on track



Joakim Enström
Senior Loss
Prevention Officer



Lorraine M. Hager
Loss Prevention and
Marketing Advisor

Following the restrictions put in place during the COVID years the Loss Prevention team is now back delivering loss prevention initiatives to members' workplaces. A new addition to their arsenal is the Club's Online Training package, which provides a suite of materials that can be used by the team in face to face sessions, and can be accessed by members online to carry out their own in-person or facilitated group online training.

Annual emergency drill with Donsötank

The new year kicked off to an exciting start, with the Club's first face-to-face training session taking place in January, when the Donsotank team visited the Club's offices in Gothenburg and carried out the company's annual emergency drill.

The training session was based on materials from the Club's Online Loss Prevention Training package, with case studies, animated videos and handouts covering both a case involving a mooring incident, and another focusing on a collision.

The Club's Joakim Enström and Lorraine Hager hosted the training, facilitated the discussions, and provided guidance where needed, ensuring that everyone could contribute and learn from one another.

"This face to face training acts as a springboard for members to run their own in-house training using the resources provided in the Club's Online Loss Prevention Training materials," explained Lorraine Hager.

Active participation

The training took place over half a day, and during the session participants were encouraged to share their insights and offer solutions to the challenges presented. Emergency training is always most effective with a combination of ship



Donsötank

Donsötank is a Swedish family shipowner company registered in 1953. It owns and operates six tankers and has around 150 employees at sea, and 13 onshore.

board and land based personnel, and participants included the company's CEO, DPA, Technical Manager, HR Manager, two Captains, a Chief Engineer and a Chief Officer.

During the session the room was divided into three small groups to review the cases and guide questions. Each group presented their views on the risks presented in each case and how this could be applied to own organisation. "We believe that active participation is key to effective learning, which is why we divided the participants into small groups during the training session. Each group was given a set of questions to discuss based on the case studies presented," said Joakim Enström.

Broader insights

Following the group discussions, each team had the opportunity to present their thoughts and insights to the entire group during the plenary session. This allowed for a broader discussion and exchange of ideas, as everyone had the chance to hear different perspectives and approaches. The participants also discussed the risks presented in the cases and how they could apply solutions and responses to their organisation.

Sally Johansson, Sustainability Controller at Donsötank said: "It was an exciting and informative session. The set-up was perfect, with a short video describing the case and then followed by group discussion with small and large groups. It is much easier to get deeper into the discussion if the case is presented visually via a video instead of reading it on paper."



Sally Johansson
Sustainability
Controller



Daniel Olsson
Safety Manager

Donsötank's Safety Manager, Daniel Olsson, added: "We thank The Swedish Club for a well-planned training session. The online training package for the tabletop exercise was a good arrangement, and the discussions got off to a good start. In future we will be using The Swedish Club's Online Training package in our Annual Drill."

Lorraine Hager concluded: "At the end of the session, participants have gained valuable experience and insights that they can use to improve their emergency response skills. We're thrilled to be a part of their journey towards preparedness and success."

"We're committed to continuously improving and updating our training offerings to ensure that they remains relevant and effective for our members. We value feedback from our users and are always open to suggestions for further enhancing the training experience," she said. 🇳🇵

Emergency Response Training with Arcadia



The Club demonstrated the flexibility of its online training by carrying out a remote training session with Arcadia Shipmanagement over Microsoft Teams. During the session Arcadia's shoreside emergency response personnel were joined by officers on leave from their homes, and the crew of the M/T Aegean Unity who dialled in from their moored vessel – despite unfavourable weather conditions.

Joakim Enström and Lorraine Hager once again acted as facilitators, but in this instance online. The flexibility of the training package meant that the group were able to focus on one scenario to accommodate the time constraints of the audience.

Captain Apostolos Skempes, HSQE Manager at Arcadia said: "The stress test drill exceeded our initial expectations and moreover provided the opportunity to identify a few

Arcadia Shipmanagement

Arcadia Shipmanagement was established in Athens in 1998. It currently manages four Aframax and six Suezmax tankers.

gaps into our company's process, which have been pointed out and shall be rectified.

"We are looking forward to future similar sessions, with even more participants of broader locations, such as our manning agency and crew in the Philippines. The interaction is beneficial to all participants and, giving the chance to personnel who are at the front line (crew members) to provide their thoughts and professional views, strengthens the bonds between the sea and shore staff and helps into shaping the safety culture into our field of business." 🇳🇵

The Swedish Club's Online Training is flexible and effective. The materials can assist members wanting to focus on onboard safety, provide the basis for Officers' seminars, or can be used when the Club itself is facilitating a training session. They are available online, and can be used in both face-to-face training sessions and facilitated remote training.

If you want to know how the Online Training materials can help your own organisation, please contact us at lossprevention@swedishclub.com.



A common language?

Let's think of a few 'simple' words: beam, line, shackle, icing, bridge. For someone experienced at sea, the meaning of these words should be immediately obvious, with very specific maritime meanings.



Catherine Logie
Ocean Technologies
Group

Now consider a person with basic, or even standard, English language skills. Try a direct Google translate – and imagine the confusion. The words will likely mean something completely different in general English.

The need for clear Maritime English – and for all seafarers to have excellent knowledge of and the ability to use it – is crucial for communication and, therefore, safety at sea. As English is the most widely spoken language in the world it has been adopted as the official language of the maritime industry.

However, standards of Maritime English language competency vary widely so ship operators assess the language level of seafarers prior to employment or promotion. The ICS Marlins Test of English for Seafarers was developed for this purpose, says Catherine Logie, Direct to Consumer Services Director at Ocean Technologies Group (OTG).

Language for a specific purpose

Maritime English is considered a defined 'domain', ie. it is a type of English for a specific purpose, she says. "There are many types of English domain – for example, for banking, nursing or aviation. Vocational English is becoming more and more the norm, as we are a global society; people need a common language to carry out their duties and often English is the one."

Getting started

How long does it take to learn Maritime English? It depends where you start.

"You do need a grounding in general English first," says Logie. "Companies that recruit seafarers from countries

where English is a first language or is commonly used as a lingua franca can take this for granted. However, some countries supplying seafarers do not use English language widely. It all depends on the 'status' of English in their country – whether it is taught in primary or secondary school, used by the general population and to what extent.

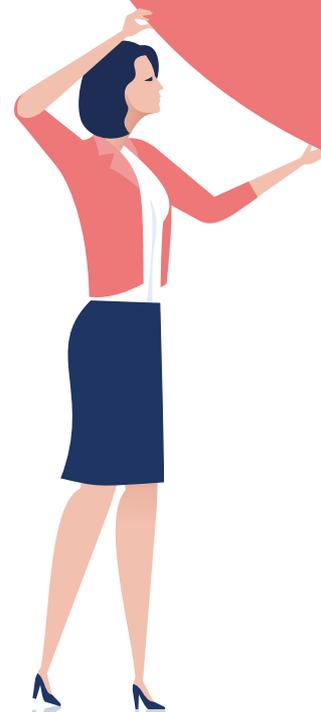
"For example, in Indonesia, China and many other countries, English is a 'foreign language' – not a second language. Even within Europe, English isn't necessarily spoken widely which can result in a wide range of competence. Therefore, academy cadets learning Maritime English may have mixed ability in general English, making specialist language learning harder for some."

Fortunately, learners have many ways to acquire general English today, compared to previous decades: AI, gaming, films, music and other entertainment can all help: "Some have excellent learning strategies and skills and pick it up very quickly, others may need more support. STEM students might be more drawn to technical learning than language learning. At academy level, the instructor focusses on teaching technical terminology, while exams and curricula often do not emphasise the importance of seafarers developing spoken fluency. These factors mean ship operators may need to fill the skills gap by assessing and training their seafarers in Maritime English."

IMO support

Logie was author of the original IMO Maritime English model course 3.17 which was later updated with input from IMLA (the International Maritime Lecturers Association).

"Language and communication skills support both wellbeing and career development, as well as safety at sea."



"Within Model Course 3.17, there are two sections. The first is General Maritime English terms – what every seafarer needs to know, primarily safety related," she says. "This starts with parts of the ship, life saving apparatus, PPE, emergency commands and instructions, also general phrases for routine operations. The second section is at a higher language level and focusses on "Specialised Maritime English" for navigators and engineers."

Another IMO support for Maritime English communication are Standard Maritime Communication Phrases (SMCP)."

The SMCP are specific phrases that seafarers are expected to memorise. "The concept is if everyone knows and memorises them, you reduce miscommunication. These are 'set phrases' – you can't adapt them. This suits very

traditional rote learning with phrases for specific situations."

There are critics of SMCP (which may be revised soon), she notes. "The concept is good, but in reality SMCP is not used as widely as intended. One issue being that native speaker seafarers are not taught the phrases which undermines the principle of a universal standard."

Changing needs

As she emphasises, language and technologies never stop evolving and that needs more consideration.

"Now we have new fuels coming in – ammonia, methanol, LNG along with more technologies such as wind assisted propulsion, increased connectivity at sea and autonomous ships. That means new instructions, equipment, tools, ways of working, communication skills. But what's missing from the green agenda is understanding about language. We need to identify new terminology and teach it as part of a revised curriculum."

Going back to the question of how long it takes to learn Maritime English, she says: "When a cadet enters an academy to become a junior officer, the studies take several years, including sea time, and they will learn Maritime English throughout but usually only for a couple of hours a week in the curriculum."

In some maritime universities, cadets study through the medium of English, but that doesn't happen everywhere. "This requires the technical lecturers themselves to know and speak English to a high level. A very effective approach used in some academies is a "twinning" approach where Maritime English instructors teach alongside technical subject lecturers."

Two-way communication

The final exams have a big influence on the academy teaching she says but might not reflect "real life" communication.

Exams and teaching of Maritime English don't focus much on how people communicate. There is often very little practice of spoken fluency, listening skills and strategies for ensuring comprehension.

"These are language skills that need practise: seafarers need to be trained how to listen, even if they don't understand every word. They need the confidence to say 'I understand most of what you said but please could you clarify that point about ...?'. In some cultures, people are more likely to nod and smile than admit they have not understood."

"The way we communicate is influenced by culture: in some academies, cultural awareness is integrated into the Maritime English curriculum but it's not taught everywhere."

Native English speakers

Another block to clear communication sometimes comes from native English speakers: if they have never learned a foreign language, they may not know how to moderate their language, for example, by avoiding idioms, using common words, slowing down and paraphrasing. "Native speakers also need to be taught intercultural and communication skills, this is not only the responsibility of non-native speakers."

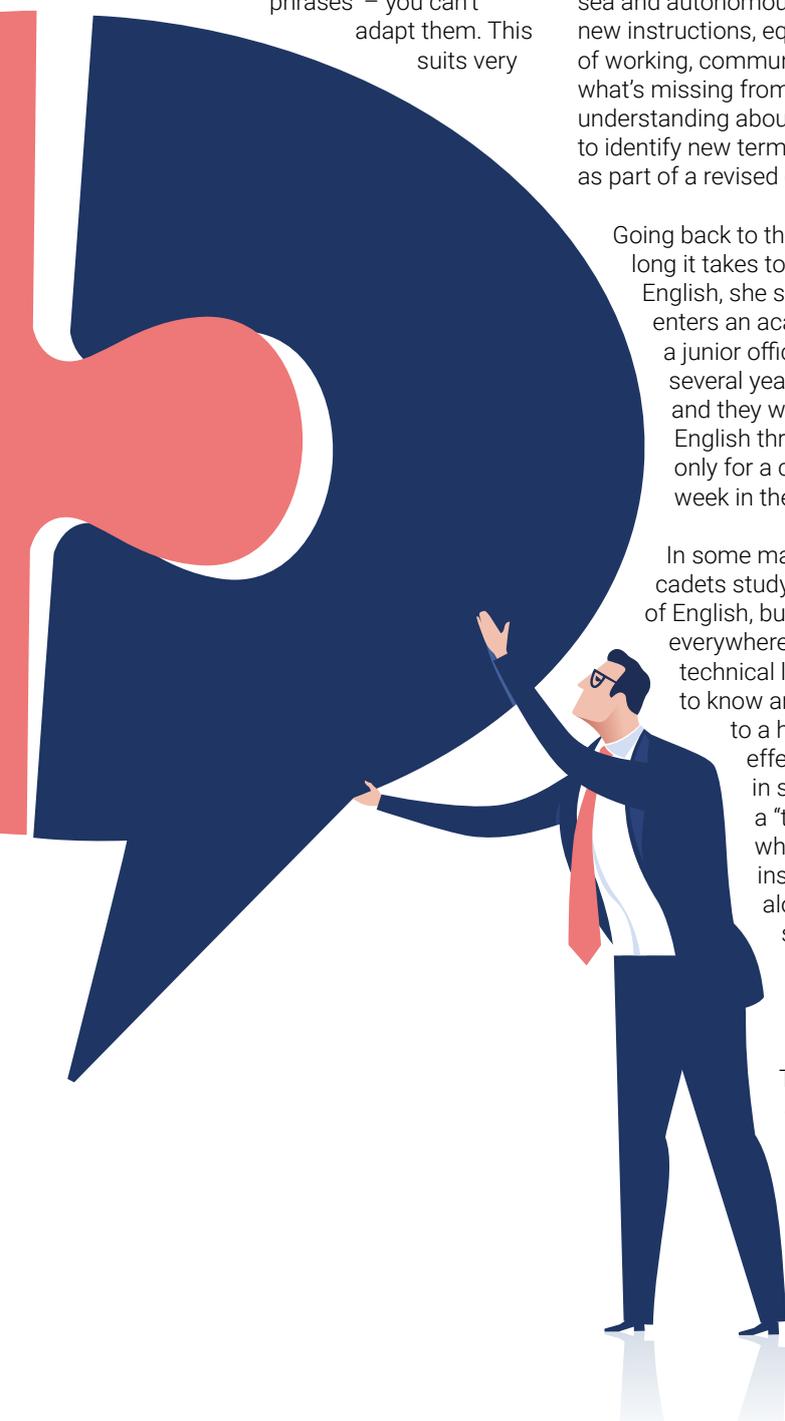
Naturally, a seafarer's career progression depends on having good Maritime English. "Leadership skills are becoming more important requiring language, communication, cultural awareness and teamwork skills. Employers want these skills, knowing they will be essential as jobs evolve," says Logie.

Human contact

Finally, there is the social side. With a crew of 12 to 15 living together at sea for months at a time, interaction is vital. "For mental health benefits, we all need to be able to talk to people."

"There is a lot of focus now on opening up and talking about your feelings. The industry is becoming more attuned to emotional intelligence. However, it is hard to have those conversations in your own language, even harder in another language," explains Logie.

"Language and communication skills support both wellbeing and career development, as well as safety at sea." 🌊





Moving forward

The Swedish Club is looking to the future with the expansion and restructuring of the Club's management team. In a move designed to reflect today's complex business landscape it has announced a number of changes which will position the Club to both anticipate and meet the changing demands of its members and business partners.

We talk to **Thomas Nordberg**, Managing Director of The Swedish Club, to find out more about the rationale behind these changes.

"I was always clear that one of the first steps when I joined the Club would be to ensure that the management team has the optimum functionality and the perfect task and responsibility allocation to enable us to adjust to developments in the industry," says Thomas Nordberg.

"We have to be able to predict where the business is going and be prepared to boost resources to meet demands. Our business is becoming increasingly complex, and our members need more specialisation in many areas. This means that finding ways to organise the Club to promote in-depth competence is crucial."

New roles

Once the management team roles have been finalised, the immediate undertaking



In the next issue, we talk to Johan Kahlmeter, new Director, Claims, and Thorbjörn Emanuelsson, new Director, Underwriting, about their roles.

“Our business is becoming increasingly complex, and our members need more specialisation in many areas. This means that finding ways to organise the Club to promote in-depth competence is crucial.”

will be for the new team to develop further and consider possible changes in other parts of the organisation, says Nordberg. “Naturally, the priority has been to put together the new management group first in order that we can then together drive the organisational development.”

In the most recent move, the Club has appointed Thorbjörn Emanuelsson, as new Director, Underwriting, and promoted Johan Kahlmeter to the new role of Director, Claims.

Succession planning is important, Thomas Nordberg emphasises: “We need to ensure continuous openings for new talent, both from within the company and externally.”

Regional offices

Nordberg believes that enabling the Club’s regional teams to deliver the highest levels of business experience and expertise to their markets must be a priority. “We can then be sure of offering our members and business partners the best marine insurance solutions,” he explains.

For example, he says, “we are placing two of our most experienced people in those strategically very important areas, Hong Kong and London. All our offices need to be as efficient as possible, with proper licences in all areas as we advance, and we must balance retaining The Swedish Club brand and being part of the local business community.

Lars A. Malm will become Managing Director and Area Manager in the Club’s Hong Kong office, contributing with his broad range of claims, loss prevention and business development skills to further expand and serve this important shipping hub.

At the same time Tord Nilsson has been appointed Area Manager, Team UK. He

will drive the Club’s reinsurance activities and lead continued expansion within this vital maritime centre with the aim of further establishing the London office as a full-service operation delivering exceptional underwriting and claims services to owners and brokers.

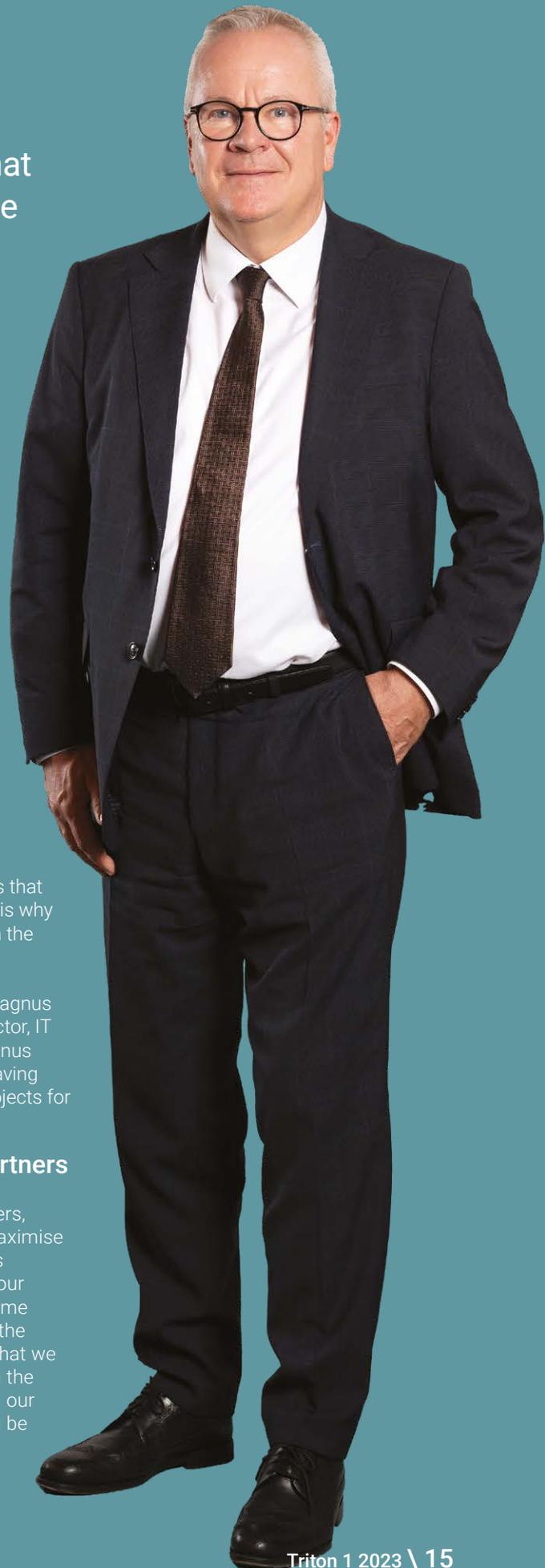
Digital transformation

Escalation of the Club’s IT capacity is another priority for Thomas Nordberg. Internal efficiency and working processes can be improved by using more digital tools, he says. “In underwriting, digital process support can improve quality in risk selection; and, of course, we can focus on developing more digital products that add value to our members. This is why we are increasing our IT focus in the management team.”

To that end, he has appointed Magnus Axelsson to the new role of Director, IT and Digital Transformation. Magnus knows The Swedish Club well having spent 23 years developing IT projects for the Club.

Keeping close to our partners

“To take care of current members, create new partnerships and maximise the potential for future business growth, we need to be close to our shipowners and brokers. Over time and as we grow as a company, the quality of the support network that we deliver – seamlessly interfacing the work of our regional teams with our head office in Gothenburg – will be key to enhancing our collective offerings to our members,” says Thomas Nordberg. 🐙





Exciting times ahead

Lars A. Malm has been appointed Managing Director and Area Manager of The Swedish Club's Hong Kong office. He talks to Triton about continuing to strengthen the Club's brand in a vibrant, fast-changing market.

Claims, underwriting, P&I, FD&D, Hull, management, the development of new technical platforms – Lars Malm's 23-year career with The Swedish Club has encompassed a broad range of roles, disciplines and expertise. The various positions he has held have also involved spending a lot of time in the Club's regional offices, working closely with the regional teams.

But here's a surprise – as he takes on responsibility for the Club's Hong Kong office, he will be starting his first posting away from head office.

An overdue opportunity

"This is my first position outside Gothenburg since I joined the Club – although it doesn't feel like that, because I have spent so much time travelling and in other offices," he says. "I joined the Club in 2000 and was quite quickly promoted to Area Manager for one of the Teams in Gothenburg. In 2007 I went into the management team. I was keen to move to one of the other offices but there was never the opportunity. It is fair to say that I have always had a special spot in my heart for Hong

Kong and Asia; it is such an interesting, vibrant shipping market which is changing quite fast."

Malm, who moves from his position as Director, Strategic Business Development and Client Relations, says he's delighted to be taking over the Hong Kong office. "This is a very important role – the Hong Kong office has been in existence for more than 40 years and built up a very strong position in the market. So for me, I am humbled but also obviously very pleased to be given this trust."

He says taking care of the Club's heritage and the brand already built in Hong Kong is crucial: "Going forward, we will further develop that and strengthen the brand even more."

As he says, it's a good starting point, particularly as the opening of the Singapore office has added a new dimension to the Club's market position in Asia – but of course there are challenges ahead.

Rapid change

"I think a key challenge is being able to adapt ourselves to the constantly changing market conditions and needs of our members and brokers, because the world is changing very rapidly. It's important not only to be aligned with those changes but to be one step ahead of them, working in a proactive manner to foresee what will be the needs of tomorrow for shipowners and brokers."

A people business

Fundamentally, it is always going to be about people, he says. That means building and maintaining strong relationships with members and brokers, as well as having very competent staff in every office. "This market is very service-driven, demanding excellent service, and we have performed very well. But we need to keep developing our ability to deliver service in the way that members and brokers expect."

Immense opportunities

The opportunities are immense. "We have a strong position on the P&I side. What we can develop more is our ability to acquire more business on the H&M side. I see this as a priority across the Asia region, including at the Singapore office headed up by Brian Png. That will complement the strong position we have on P&I, from a service, underwriting and loss prevention perspective."

From his point of view, 23 years with the Club in such a wide variety of roles has given him an excellent insight into how the Club is operated and what is important, both from the members' and brokers' point of view.

"For example, it is very important for anyone heading up a regional office to have the ability to understand underwriting as well as claims, to have a

good grasp of the underlying product and what we are actually delivering, which is another unique feature of The Swedish Club's overall offering. This will help us in the marketing of the Club regionally."

What is he most looking forward to? "I look forward to being part of a very dynamic, fast-moving market where a lot of things are happening not only in shipping but also because this is one of the fastest-growing regions in the world. I like to work with people – I look forward to having ample opportunities to expand my network of contacts."

A strong team

The Club is very fortunate that Ruizong Wang has agreed to continue as Chairman of The Swedish Club Hong Kong, he says. "Ruizong and I have worked closely together over the years, travelled a lot together and always had a very meaningful collaboration. We know each other very well and share the same

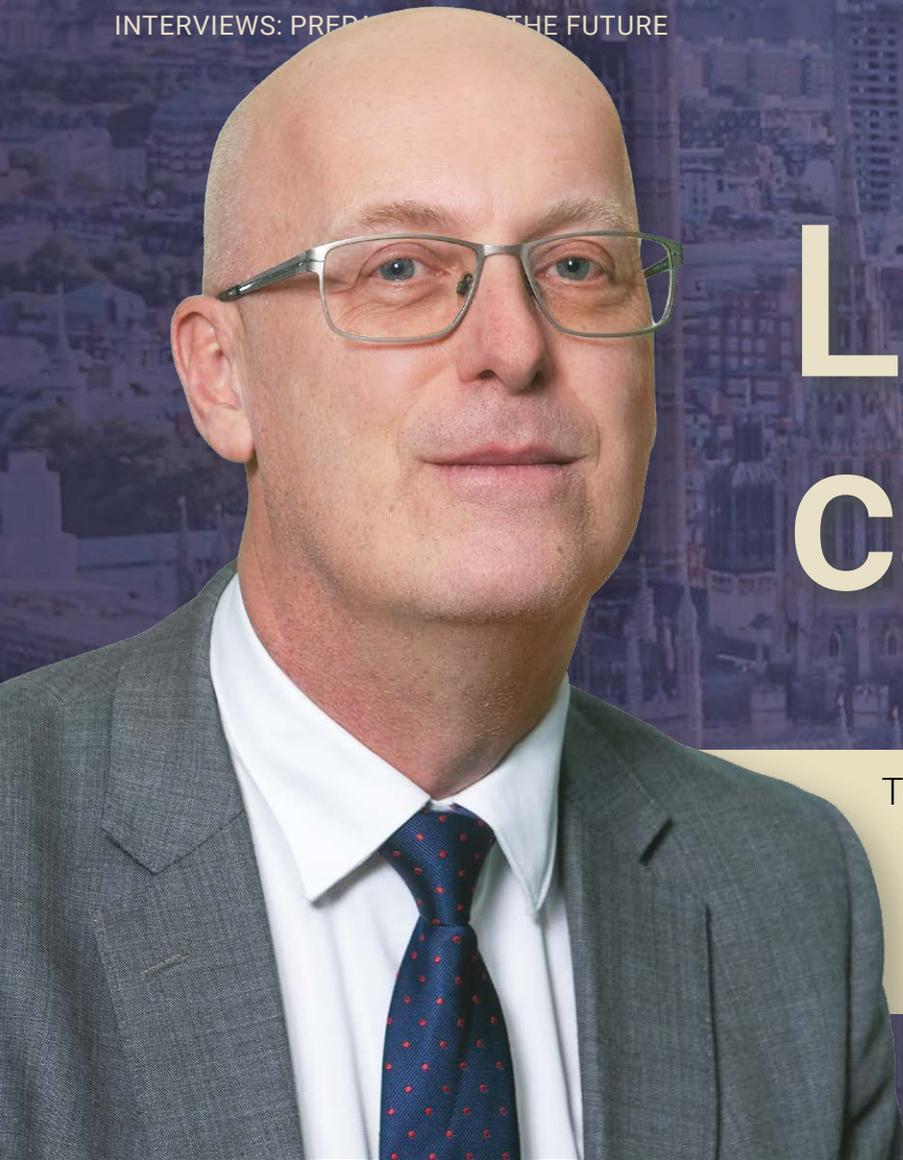
passion for the Club and the industry. We share the same business ethos – to be service-minded and to try to walk the extra mile for the members and brokers."

Again, it is all about people. "Ruizong will support me in building up my network. He has a lot of longstanding relationships, which are difficult to build immediately. Some of these people I already know, but it's a different thing when you are taking over formally, especially as Ruizong has been in Hong Kong for more than 30 years. It's important as a matter of respect towards members and brokers to do a proper handover, and that has to be done in person."

While the Hong Kong and Singapore offices remain separate entities, the Club is, of course, a global business and there will be some crossover and cooperation between the two. Malm expects to be travelling to Singapore on a fairly regular basis, working closely with Brian Png. 🇸🇬

"I look forward to being part of a very dynamic, fast-moving market."





London calling

Tord Nilsson is moving to London to head up the Club's Team UK. He talks to Triton about expanding The Swedish Club's operation in this vital market.

London is the centre of the insurance and reinsurance world, says Tord Nilsson – now, his priority is to drive forward with The Swedish Club's plans for expansion in this vital market.

At the heart of the industry

"What am I looking forward to most in this move? Just being in the middle of it, the heart of the insurance industry, where things happen on a daily basis," he says. "I am looking forward to finding the opportunities, seizing the opportunities, making sure everybody knows what The Swedish Club can do, and offering our services to a wider audience."

This is the third 'overseas posting' for Tord, who joined The Swedish Club in 1996; he was Area Manager of Team Hong Kong from 2000 to 2005, and Area Manager in Greece from 2009 to 2013. Now moving to London as Area Manager, Team UK, from his position as Director, Underwriting, Reinsurance & Risk Control,

he says: "I have always enjoyed living and working overseas, and our regional offices are vital to what we do."

A full-service office

Having an office in London has enabled The Swedish Club to be close to the market, he says. "We are now looking forward to developing London as a full-service office like we have in Gothenburg, Athens, Hong Kong, Oslo and Singapore, and to be close to our producing brokers, members, reinsurance brokers, reinsurers as well as lawyers and others who provide service to the marine insurance sector.

"In addition, this opens doors for us to recruit more in the London market – to enhance our offering and also provide services to other offices. London has remained the main hub for marine insurance for the last 350 years so it will be exciting to be in the middle of the action," he says.

"We have a temporary underwriting license in place and we are awaiting a full license as we speak," says Nilsson. Larger office premises are being sought, to accommodate what will be a growing team.

Alongside this, he says: "The priority is making sure everyone in the broking community knows that our doors are open, and we are able and willing to do the full range of business from our London office. Getting ourselves known better in the London market is a key objective."

Seamless transition

Lars Nilsson, currently acting as Area Manager in London, will continue as Senior Advisor, based at head office in Gothenburg and remaining involved in the Club's reinsurance activities. "Lars Nilsson still plays a vital role for us on reinsurance," says Tord Nilsson. "On the underwriting side Kristoffer



Lindqvist has been doing a good job for us in London and I would like to make sure that my experience can build upon what has already been achieved. I know a number of brokers in London already. As a Club, we know we have a certain 'difference of flavour' to others, and we hope we can capitalise on that. We are good at servicing shipowners and we understand what they want and their needs, now we would like to show the London brokers what we can do but also learn from them."

To date there have been four people in the London office – "it's likely to be more than that in 12 months' time," says Nilsson. "Now we have the task of recruiting new people as business grows."

A welcome opportunity

"Another thing that I really look forward to are all the fantastic weekend golfing opportunities around London and Britain. Did I say that I like golf?"

"I would like to be known as somebody you can trust, somebody who is supportive, somebody who seizes opportunities and tries to be solution-oriented."

Finding solutions

What sort of impact does he hope to make personally in heading up Team UK? "As with the other offices where I have been working – I would like to be known as somebody you can trust, somebody who is supportive, somebody who seizes opportunities and tries to be solution-oriented."

"After being in the business for nearly 30 years, being involved on the direct side, the reinsurance side and overseeing underwriting, I have a broad background. I have been in my current position for ten years and I believe that sometimes you need to change for the sake of change. I also think that we need to prepare the organisation for the future. It isn't good practice to have people sitting for a very long time in key roles – and of course then the handover will be so much more difficult! Now it is time for Thorbjörn Emanuelsson to take the underwriting baton and run with it." 🏏

Digital transformation – for everyone

The appointment of Magnus Axelsson as Director IT and Digital Transformation underlines The Swedish Club's emphasis on digitalisation as part of a strong future. *Triton* asked him about the priorities and challenges ahead.

Axelsson says his new position on the management team will provide better understanding of needs and goals in both directions.

"As part of the management team, I can see if an IT solution can be implemented earlier in the decision making process or can direct the course of a project for better effect. I have a broad and deep understanding of all the aspects of our business processes, and I hope that I can be an enabler and a facilitator for a lot of our upcoming transitions."

The COVID pandemic accelerated digitalisation across the industry and also proved that any company needs to be very fast, he adds. "We learned that things can change very quickly and that we need to be on our toes at all times.

Mindset and culture

"However, digital transformation for me is much more about our members, the brokers, the service, the process and the people, rather than the actual technical side. The transformation role is so much more complex than providing the tools to work anywhere; of course you need a very smooth and stable IT platform supporting change, but it is also all about mindset and culture."

Axelsson says his promotion underlines the crucial role of the digital transition in developing the future strength of the Club. "I am very proud that we are as a company taking this step and introducing this role. There is going to be a lot of hard work and challenges, but I am also confident that I will not let the team down. I have the skill set and knowledge and if

we understand together what we need to do, we can do it."

Core role of IT

In today's business environment, IT is really the bread and butter of operations, he insists. "If we can point to a direction that is simpler, IT can help the management team to make smart decisions and achieve what we want more efficiently. If we can build this flexible system landscape, and if we have the urgency from the management side to be a fast player in the market, then this combination could be unbeatable."

As for the challenges, he says these are not about technology at all. "Of course we need the right technology in place – but the whole industry is facing the same



“It’s all about understanding the data and using it to make better decisions. At the same time, we are in a people business, and IT should empower people. We want it to be simple to work with The Swedish Club.”



challenges, of attracting talent to meet the future demands of a more rapidly IT-driven world.”

For everyone

In essence, IT-driven efficiency is not just for specialists – it’s for everyone. The challenge is that a lot of us are afraid of change, but a company where everyone just turns up to work and follows the accepted processes without questioning anything is never going to be an innovative one.

“As a small company, we need to be very lean about what we do. Every user has to ask: why am I doing this task, is there a better way, how can I reduce waste, are there flaws in the process? If you are further down the line and find difficulties, you should be speaking up. We need a culture where people constantly want this innovation and change.”

Opportunities

He believes the biggest opportunities for the Club in terms of the digital transformation in the industry include better decision-making, swift processes and simple, intuitive user-friendly systems which enable a customer-centric approach and make it easier for all business partners to interact with the Club. “We are a small organisation with no

hierarchy and that enables us to remain a fast player in the market,” he says. An innovation focus, encouraging and empowering people to constantly change, will be a vital part of that, he believes.

A solid background

So what is Magnus Axelsson’s background? He has been at the centre of numerous vital and dynamic projects at the Club for more than two decades. Axelsson joined The Swedish Club 23 years ago, having previously worked as an IT consultant in shipping logistics and then as IT manager for a forest products’ trading house.

“I started at The Swedish Club in the Frans Malmros era and headed up our large project implementing and enhancing the Club’s software for reinsurance, policy and claims administration, and going live with this, replacing the old legacy system we had then,” he explains. “It was a challenging three years, but we made it and that’s been the platform since then.”

From there, his focus was on building up and structuring the IT department – to the point that it has now embarked on the present transformation project. “We are building our new information system landscape from scratch, gradually phasing out and replacing

what has now, itself, become the ‘legacy’ platform that we introduced 20 years ago,” says Axelsson.

SAFIRE

SAFIRE – System Administration for Insurance Risks Enterprise – is being rolled out module by module. “We started building our own system based on what we have, with the proven general IT and business process knowledge of our established team and the advantage of all the data that can be migrated,” he says. There are a dozen people working on Safire – two years into the project with two years left, he is confident that this will provide the strong foundations for smarter integration and the ability to move fast in response to market and other developments.

Empowering people

Meanwhile, there is increasing focus on AI and machine learning, and how to gather, refine and analyse data in a proactive way – the Club’s unique Trade Enabling Loss Prevention (TELP) system is a prime example. Says Axelsson: “It’s all about understanding the data and using it to make better decisions. At the same time, we are in a people business, and IT should empower people. We want it to be simple to work with The Swedish Club.”

Sanctions update:

A complex world

Sanctions, more sanctions and countersanctions have swept in at increasing speed and with ever more complexity during 2022 and 2023. Members in any doubt must seek proper advice and carry out due diligence, says Malin Högberg, The Swedish Club's Director, Corporate Legal.



Navigating the complexities and challenges of any sanctions regime has never been a simple matter.

Compliance requires understanding the myriad regulations, keeping on top of frequent changes from (and relating to) different jurisdictions, untangling everything from multiple cargo mixes to multi-layered ownership structures, and keeping a constant eye out for unexpected pitfalls.

A gamechanger

The past year has added a whole new level to those challenges, following the conflict in Ukraine. Summing up the sanctions environment in 2022-23, Malin Högberg, Director, Corporate Legal, says: 'There's a 'before and after 24 February 2022'. We all know what we were doing that morning. I was in Stockholm for a corporate legal event but was on the phone constantly. What we have seen with the sanctions regimes against Russia is that they are highly political and they are coming out at an unprecedented rate when compared with anything we have seen before.'

Shifting perspectives

It's important to remember that there are now more

sanctions against Russia than against Iran and Cuba combined, she notes. "Before February last year, everyone thought that sanctions against Iran were really difficult and tricky to navigate. Nowadays I would say that they are reasonably straightforward; as long as you don't deal with anyone sanctioned and you focus on agricultural products and medicines – which is more or less all you can bring in or out of Iran – then you're fine."

She admits, in January 2022 she would never have described the Iran sanctions situation as 'fine', but that's the shift in perspective of the past year – because the sanctions against Russia are so complex and at a whole new level.

In the details

"You have long lists of hundreds of cargoes based on the CN (Combined Nomenclature) Code for importing into the European Union, detailing what is allowed and what is prohibited. Operators must carry out a much more detailed analysis of each and every cargo. Also there are so many parties that are sanctioned – for Russia, we already had quite complex ownership structures to deal with."

This factor alone requires shipowners and operators to dig a lot deeper to establish who bought what for who, and where the money came from, to avoid falling foul of 'indirect' links to Russia.

Differentiating cargoes is another challenge. Some cargoes, such as agricultural products, are allowed under

sanctions regimes – it's important to keep grain moving to feed populations. Having said that, while some fertilisers are allowed, others are prohibited.

Cost of trading

What's clear is that restrictions such as these are not designed to be easy to navigate; when a complex sanctions regime is put into place, it inevitably increases the cost of trading into the relevant area. "An operator needs to put a lot more effort into their due diligence if they want to be safe. But on the other hand, there is (potentially) a greater reward, because the more complex the situation, the fewer people that are interested in trading. You get higher freight rates and you can earn more money if you manage to do it right, because you are taking a higher risk."

Legal advice

Companies going down this route need either their own legal department looking at this in detail – which costs working hours – or they need to consult a lawyer and pay possibly thousands in legal fees for each voyage. "That's the cost to make sure you get it right, to screen the parties, look at the cargoes. It's raising the transactional cost of dealing with Russia regardless of cargo type; that's what the regulators are trying to do – making it difficult and in some areas outright forbidden, so you only have a handful of shipowners operating in this area. That's why it is so complex."

For example, there is a prohibition on importing crude oil from Russia into the EU; but insuring the transport of Russian crude out to the rest of the world is allowed.

If a member is considering going into Russia to pick up a cargo of crude oil, Högberg's response would be: "Be careful. Here is our broad understanding of what's happening but go and get advice, carry out due diligence and make a considered final assessment."

'Anxious politics'

The knock-on effects of these restrictions are numerous. Europe is buying oil from other areas, especially the Gulf – increasing transport miles. Russia is rumoured to control a large number of tankers and to have set up carefully disguised entities in the Middle East or

Asia, and it is likely oil is being shipped with unclear insurance as a result.

"The handling of major oil spills outside the price cap regime is uncertain, even with contributions from the IOPC Funds," says Högberg. No wonder she refers to the situation as 'anxious politics'.

The Club's role

How does The Swedish Club assist its members in navigating this minefield? Högberg says the role of the Club when it comes to sanctions is quite different to other legal advice, "because our role as a Club is to give general comments to our members. We publish and maintain information on our website, giving a summary of the most important sanctions regimes based on country."

A lot of work is carried out by the P&I clubs collectively through the International Group's Sanctions Committee, of which Högberg was elected chair last year. "We work together to digest the complex sanctions into a circular – focusing, for example, on coal, fertiliser or crude oil, to make the information clear and easy to understand," she says.

"However, it's not a manual to tell shipowners what to do. In the area of sanctions, my job and my team's job is to protect the Club – and therefore its members collectively – against sanctions risks."

The developments of the past year or so have been a bit of a shock to the system for all involved, she acknowledges. "However, I think the industry is coping well, considering that this is an extremely difficult situation. Sanctions are becoming more and more politicised, and you also have countersanctions from Russia against the West, for example. We are moving into an increasingly complex world."

Departmental growth

"It must also be remembered that the Corporate Legal department is not solely focused on sanctions, but also deals with the multitude of legal responsibilities facing the Club, including licencing and the ESG strategy," emphasises Malin. To that end the Club has recruited two new members to the Corporate Legal team, focusing additional resources in this important area. (See page 32 for further details.) 🐦



Noticeboard

Russian Crude oil and/or petroleum product price cap attestation requirements for LEAD AND FOLLOW LINE Marine risks (all classes including War) and/or P&I and FD&D risks

Reasons why The Swedish Club requires the attestation

The Swedish Club (the 'Club') is an EU-based insurance company. As such, the Club must adhere to EU sanctions regulations.

The EU price cap sanctions regime takes the form of an insurance ban. It makes it unlawful for an EU entity, including The Swedish Club, to insure trade performed in breach of the G7 price cap on Russian-origin crude oil/petroleum products.

As such, all members of the Club engaging in price cap trade must duly fulfil the attestation requirements under Article 3n of EU regulation 833/2014.

Attestations for both crude oil and petroleum products

It is a requirement that an attestation is provided to the Club for all trades involving transportation of Russian-origin crude oil (after 5 December 2022) and/or petroleum products (after 5 February 2023).

Provide attestation to The Swedish Club

Unless already done, the Club hereby reminds its members – who either are or potentially will be engaging in trades involving transportation of Russian-origin crude oil and/or petroleum products – to provide the required attestation to the Club.

Please provide the attestation in the wording set out in the circular to your usual Underwriter/Marketing Manager at the Club. (Please see *link to circular below*.)

A soft copy suffices, providing all details have been filled out and the attestation is duly signed.

Follow-line business – attestations

Where The Swedish Club is a follow-line underwriter, the Club still requires that an attestation is provided by members who either are or potentially will be engaging in trades involving transportation of Russian-origin crude oil and/or petroleum products.

For follow line business, the attestation can be addressed to either:

1. The Swedish Club; or
2. The lead underwriter (always provided that the attestation is signed by the party that entered into the insurance contract with the Club. See below).

If the attestation provided to the lead underwriter is either:

- a. not signed by the party that entered into the insurance contract with The Swedish Club or, alternatively,
- b. is not an acceptable wording, then the Club will require that an attestation is provided to the Club.

The Club accepts attestations in the wording set out in the circular or, in the case of follow-line business, in the form of Lloyds LMA wording.

Signing the attestation

Important: The member party that entered into the insurance contract with The Swedish Club is to sign the attestation.

The Club will not be able to accept an attestation from any other party (such as the registered owner)

– unless the registered owner is the party that has entered into the insurance contract with the Club.

Illustration

'Shippy Shipmanagement' places insurance with The Swedish Club for 15 product tankers. Each product tanker is owned by a separate registered owner (i.e. one-ship companies). In total, therefore, there are 15 registered companies. The attestation must be signed by 'Shippy Shipmanagement' – and not the individual registered company. That is because the insurance contract was entered into by Shippy Shipmanagement – and not by the individual registered company.

Validity of attestations

The attestation is valid for a period of 12 months from the date of signature.

It is for the member to provide the Club with a new attestation prior to expiry of the 12-month period. Failure to do so will result in loss of the insurance cover in the event that the member continues trade involving transportation of Russian-origin crude oil and/or petroleum products which falls within the price cap.

If no attestation is provided

Trade involving transportation of Russian-origin crude oil and/or petroleum products where no attestation has been provided to the Club will be in breach of applicable sanctions regulations. As such, there will be loss of any insurance.

Circulars – applicable to all insurance policies issued by The Swedish Club

The latest circular, and a copy of the attestation wording can be found at:

<https://www.swedishclub.com/news/member-alert/russian-crude-oil-and-or-petroleum-product-price-cap-attestation-requirements>

Further details of the price cap and how it affects insurance cover can be found in the P&I Circulars of 9 December 2022 and 10 February 2023, as issued by all International Group Clubs. These circulars are applicable to all insurance policies issued by The Swedish Club.



New Maritime and Commercial Law for the Dominican Republic

After 10 years of discussions, on January 19th, 2023, the Dominican Republic government approved an important new Maritime Commercial Law (Law No.5-23).

This approval followed an extensive review of a document prepared by experts appointed by the International Maritime Organization (IMO), which was originally used by Central American countries to modernise their own maritime legislations.

The President of E&M International Consulting, Llu-delis Espinal (Judy), was appointed by the National Congress and the National Authority of Maritime Affairs (ANAMAR) in 2013 to head this review and played a key role in the preparation of the law. The team reviewed, amended and actualised the original document with the result that the ensuing bill was based on the most modern international maritime conventions and national legal systems.

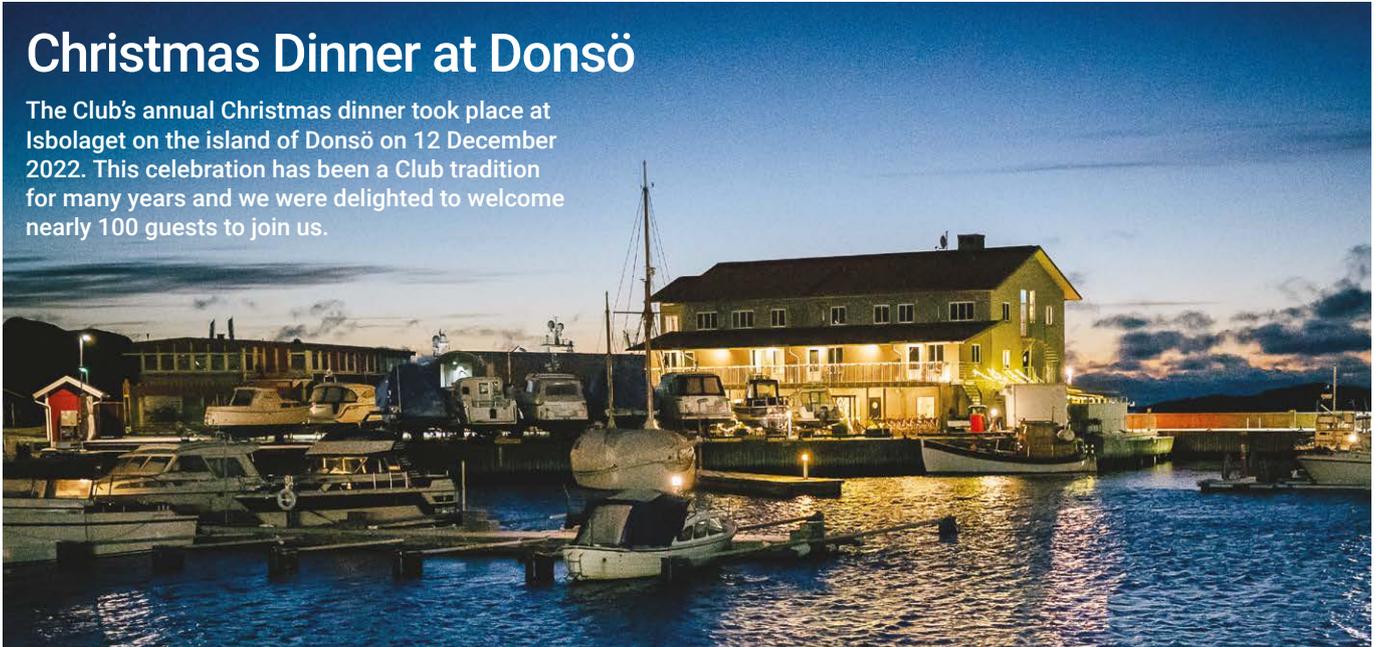
This Law brings new aspects and updates for the Dominican legislation, such as:

- To regulate within the territory of the Dominican Republic, the events and legal relations of national and foreign ships, as well as those arising from transportation and other maritime activities.
- The Maritime Registry, wherein ships are recorded including all activities regarding to the same. This institution is under the control of the Dominican Navy, which was designated as the Maritime Authority.
- Maritime liens and mortgages, maritime and privileged credits are updated, including a new Registry of Admission and Registration of Naval Mortgages under the supervision of the Ministry of Industry, Commerce and MSMEs.
- The arrest of ships and all actions to protect maritime credits are actualised according to international conventions.
- The law contemplates a chapter on the parties involved in navigation: shipowners, charterers, Master and crewmembers, including their functions and faculties.
- This legislation also deals with the auxiliary entities of navigation and their attributions: pilotage, towage and ship agents.
- It also deals with maritime contracts, such as bareboat charter; time charter; voyage charter; the transport of goods under bills of lading; the passenger transport contract; multimodal transport; the towing contract, among others.
- It is important to mention that even though the Dominican Republic is signatory of the Hamburg Rules, the transport of goods was modernised using relevant aspects of the Rotterdam Rules, including the electronic bill of lading.
- The Dominican Republic did not have proper legislation covering maritime insurance; therefore, this law includes a whole new chapter related to H&M insurance, cargo insurance, freight insurance and P&I insurance.
- The allision and collision of vessels, abandonment of vessels, shipwreck, assistance and salvage are fully regulated in this law.
- The general average based on the principles of York & Antwerp Rules are also regulated under this new law.
- The exemptions and limitations of liability, according to International Conventions, but adapted to local legal system were also incorporated to this new legislation.

Out and About

Christmas Dinner at Donsö

The Club's annual Christmas dinner took place at Isbolaget on the island of Donsö on 12 December 2022. This celebration has been a Club tradition for many years and we were delighted to welcome nearly 100 guests to join us.



Thomas Nordberg together with Cilla and Lars Rhodin greeting the guests.



Lars Rhodin gave a farewell speech for the Donsö shipping community at his last Christmas Dinner as Managing Director.



Lucia Dinner in Piraeus

Team Greece opened the festive season on 15 December 2022 to its members with the traditional Lucia Dinner with the Scandinavian Church choir performing in the welcoming atmosphere of the Yacht Club of Greece. Many members honoured the Club with their presence making this the best-attended Club event in Piraeus, ever, with more than 150 guests.



From left: Evgenia Stergiou, Marsh LLC (Greece) and Nick Rekantzis, Marsh LLC (Greece).



From left: George Caramanos, Fortius Risk Solutions & Tarsi Caramanos.



From left: Thomas Nordberg, The Swedish Club, Maria Yiassa, The Swedish Club and Derry Provatos, HW Wood.



From left: Lars-Rhodin, The Swedish Club and Stavroula Serbesi-Nicolouzou, Arcadia Shipmanagement Co. Ltd.



From left: Maria Kouliga-Pavlou, Trinity Marine Services Ltd., Panos Zafet, Balthellas Chartering SA, Andy Liasis, Seascope London.



From left: Chrysa Vafeiadis and Stratos Vafeiadis, Grecomar Shipping.

Winter lunch in Gothenburg

On 6 December 2022, the Club invited the Swedish shipping community to gather for lunch at the Elite Park Avenue Hotel, giving them the opportunity to mark Lars Rhodin's forthcoming retirement and thank him for his years of service.

From left: Johan Källsson, Thunbolagen, Arne Juell-Skielse, Svenska Skeppshypotek, Anders Källsson, Erik Thun Group and Board Director The Swedish Club and Mikael Kromli, The Swedish Club.



Lars Rhodin.

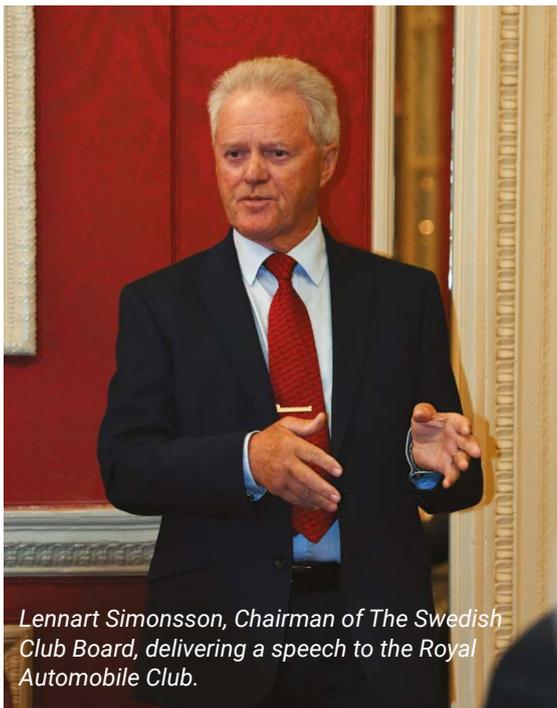


From left: Michael Zell, Svenska Skeppshypotek, Kristina Ewerstrand, Gallagher Bergvall and Erik Linnarsson Cirio Law Firm.



Farewell lunch for Lars Rhodin

Following the Board meeting in London on 8 December 2022, The Swedish Club gathered the London community for a farewell luncheon for Lars Rhodin at the Royal Automobile Club. Many guests took the opportunity to give him their best wishes and the luncheon was well attended.



Lennart Simonsson, Chairman of The Swedish Club Board, delivering a speech to the Royal Automobile Club.



From left: Nick Shaw, CEO of the International Group of P&I Clubs, together with Andrew Bardot (former CEO of the International Group of P&I Clubs) and Lars Nilsson, Area Manager at the Club's London office.

Cocktail reception in Singapore

The first ever Board meeting in Singapore was held on 23 March 2023, after which a cocktail reception was held at the Sofitel Singapore City Centre. Valued members, business partners and other prominent guests from the Singapore shipping community, such as the Maritime and Port Authority of Singapore and the Singapore Maritime Foundation, took the opportunity to meet the Club's Board members and staff.

Managing Director Thomas Nordberg and Team Area Manager Brian Png greeted the guests, and we thank them for a joyful evening, one of many to come.



*Thomas Nordberg,
Managing Director.*



*Bhavani Somu, Maritime and Port Authority
of Singapore and Tan Beng Tee, Singapore
Maritime Foundation.*

*Linda Rydén, Claims Executive, The Swedish
Club, Mingfa Liu, IMC, Anna Fjaervoll, UW &
Reinsurance Coordinator, The Swedish Club.*



*Brian Png, Area
Manager, Team
Singapore.*



Cocktail reception in Hong Kong

To commemorate 40 years in Hong Kong, The Swedish Club invited the shipping community to a celebratory cocktail reception. Valued members, business partners and prominent guests attended the reception with the Club's new Managing Director, Thomas Nordberg and Ruizong Wang, Managing Director of The Swedish Club Hong Kong Ltd.



A warm thank you to all who could join us at these enjoyable events.

Staff News

Gothenburg



Magnus Axelsson

Magnus was appointed Director of IT and Digital Transformation from 1 March 2023. Read more on page 20.



Fredrik Bergqvist

was appointed Area Manager for Team Sweden from 1 May 2023.



Torbjörn Claesson

Torbjörn was appointed Corporate Lawyer from 1 February 2023.



Hans Filipsson

Hans was appointed Senior Advisor to the Managing Director in the Gothenburg head office from 1 April 2023.



Magnus Johansson

Magnus was appointed Technical Manager in Team Sweden from 1 March 2023.



Johan Kahlmeter

was appointed Director Claims. Johan joined the Management Group in his new role on 1 May 2023.



Lars Nilsson

Lars has been appointed Senior Advisor in the Gothenburg head office and will start his position in late spring.



Annica Nordberg

Annica Nordberg joined Team Sweden on 1 February 2023 as a Claims Manager P&I and FD&D. She was previously a Lawyer and Partner with MAQS law firm in Gothenburg and, before that, was employed with The Swedish Club during 2004-2008.



Johan Persson

Johan joined the Club's IT department on 23 March 2023 as a Systems Integration Engineer. He has been a consultant at the Club since 2019 and has more than 30 years of experience in various businesses' database-driven software design and data warehouse development.



Lina von Schedvin

Lina joined Team Sweden on 1 February 2023 as Assistant Claims Executive to spend one year as an intern. She has a Master of Laws Degree from the University of Gothenburg.

Athens



Konstantinos Kakatsos

Konstantinos was appointed Marketing Manager in Team Greece from 1 April 2023.



Elena Petrou

Elena was appointed Marketing Coordinator in Team Greece from 1 April 2023.



Lucie Ryan

Lucie joined Team Greece on 20 February 2023 as Senior Claims Executive P&I. Lucie has previously worked with the West of England as a Senior Claims Handler, P&I.

London



Tord Nilsson

Tord has been appointed Area Manager for Team UK. Read more on page 18.

Hong Kong



Lars A. Malm

Lars has been appointed Managing Director and Area Manager in Team Hong Kong as of 1 June 2023. Read more on page 16.



Ruizong Wang

Ruizong will continue as Chairman of The Swedish Club Hong Kong Ltd as of 1 June 2023.



Raymond Liang

Raymond joined Team Hong Kong on 6 February 2023 as Team Assistant. He has previously worked as Marine Insurance Assistant with Andrew Liu & Co Ltd.

Singapore



Jason Wee

Jason joined Team Singapore on 3 January 2023 as Senior Claims Manager, P&I and FD&D. He was called to the English and Malaysian Bars and was subsequently in private practice for over 9 years. He was previously a partner of a law firm in Malaysia and has also worked as a Claims Director for an IG club in Singapore with over 12 years of experience in P&I and FD&D.



Peng Kwan Yoon

Captain Yoon joined Team Singapore on 16 January 2023. He is a Master Mariner and holds a Master of Science Degree from University Wales College of Cardiff. He worked as General Manager for one of Singapore's container lines and has more than 30 years of experience in the maritime industry.

New appointments



Club calendar 2023



Board Meeting,
Gothenburg



Annual General Meeting (AGM),
Gothenburg



Donsö Shipping Meet
DSM2023 and
Gothenburg Port Day



Cocktail Reception at London International Shipping Week (LISW)

The Swedish Club AGM
14-15 June 2023

The banner features a dark blue background with a white network graphic of interconnected nodes and lines. In the top right corner is the logo for The Swedish Club, which depicts a stylized figure holding a torch. The text "The Swedish Club AGM" and "14-15 June 2023" is displayed in white.



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