



The Swedish Club

AGM2019

Working together towards the future

Plus

Step into a virtual world

Stowaways

Strait of Hormuz

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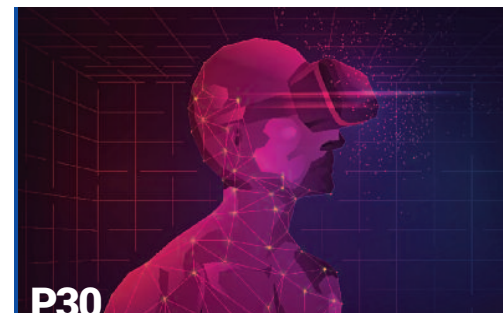
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The Swedish Club

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Dear members and associates

Working together towards the future

'Working together' was the theme for Members' Day 2019. This theme arose from the panel debate last year when senior industry leaders discussed 'Government intervention in marine casualties'. The government, media and public at large react differently to casualties today than in the past. The conclusion was that all stakeholders need to collaborate and be 'working together' – that is the new reality in maritime incidents.

Andrew Bardot, the outgoing Chief Executive of the International Group of P&I Clubs (IG), gave us an insight into his work representing shipowners and clubs for the last 14 years. The Group has really transformed over that time, from a secretariat to a visible and forceful industry body. Substantial time has been spent with regulators and government agencies on conventions and legislative initiatives to make them balanced and workable for the shipping industry.

Andrew has now passed the baton to Nick Shaw who will take over the IG leadership. Nick, with his extensive maritime law practice background with a

leading international law firm, is well-suited to step into the position. I am convinced that the good work will carry on.

Katarina Gospic, a medical doctor and brain researcher, led us into the functionality of the brain and how it should be 'working together' with new technology. The reward instinct of the brain has not changed in the last 40,000 years. This fact can be used and abused by manufacturers and by people in charge of people. The reptile organ reacts the way it has always done. Awareness is the key.

In contrast 'Professor Daniel Ruge' lightened the mood. The session billed as 'Intercultural business communication' highlighted some of the challenges of working together – revealing how people from different parts of the world really see each other. I have only one word for it – hilarious!

The message at the formal AGM was that The Swedish Club is in good shape. With due recognition from rating agencies and with a continuingly solid

underwriting performance, we are well-positioned to meet the needs and challenges ahead.

The responsibility of the Board of Directors is to represent the membership in setting out the direction of the Club. We are pleased to welcome the newly elected director Ryan Chan, the Group Managing Director of IMC Industrial Group, Singapore. Ryan has extensive experience from shipping, logistics and finance. He will certainly contribute to the Board's good work.

The Members' Day theme 'working together' is covered in this edition of Triton together with other features and social activities of the AGM's events in June. I hope you enjoy reading it.

Lars Rhodin
Managing Director

Reflections on a 'year of transition'

"All business proceeds on beliefs, or judgment of probabilities, and not on certainties."

Lars Rhodin opened the AGM with this quote from American scientist Charles William Eliot, after which he gave his customary personal take on The Swedish Club's journey over the past decade, followed by his reflections on 2018.

"Every year when we start the year, it looks like a long journey ahead – but this was a year that passed very quickly," he said. "It was a year of transition, recognition, investment volatility and construction in the Club.

"Transition - because the market was starting to change – and that was from a low point. Recognition - because we achieved our A- rating from S&P. Investment volatility - because we finished the year in a negative position – but have seen it quickly bounce back. And construction - because we have started to feed big data into our systems and make use of AI. This will hopefully improve our understanding of risk and

exposure at any port, feeding into proactive Loss Prevention."

The Swedish Club has a long history, and a lot of experience, he told members: "And this is something we want to feed back to you. We offer a smorgasbord of added value. You can have it all, or you can pick and choose."

Managing Director's Report

"I have always had confidence in the ability of The Swedish Club to provide quality and also to develop over time. To develop over time, you need to get things right," said Lars Rhodin, as he introduced the afternoon session.

Over the past ten years the shipping industry has been struggling with overcapacity; it is the role of the Board to be 'guardians of honour' – to lead the Club and strike the balance between the needs of the shipowners and the needs of the Club, said Rhodin.

He highlighted the Club's positive outcome on underwriting, saying: "The markets are changing and we expected it

Transition
Recognition
Investment volume
Construction

to happen earlier – but certainly we saw the beginnings of change towards the end of the year."

A year of achievement

The Swedish Club achieved a combined ratio of 99%, a good outcome in the circumstances, said Rhodin. However, investment returns, which almost break-even in the first part of 2018, suffered from a freefall in the equity market in December. "We closed the books 1.6% down on our investments in December leading to a loss of USD 5.2 million for the year," he said. The result for 2018 was a USD 9.6 million drop in free reserves, following a board decision to give P&I members a 5% premium discount."

"The Swedish Club is in very good shape and the market is moving."



Photo: Jenny Christenson

S&P A- rating

The A- rating from S&P in January was an important milestone for The Swedish Club, said Rhodin. "S&P highlighted our strong capital position, disciplined underwriting, robust performance and reduced volatility because of our Enterprise Resource Planning (ERP).

"Our SCFR (Solvency and Financial Condition Report) issued under the Solvency II requirements, puts us in the top range position amongst the IG Clubs. In addition, the seven-year averages of combined ratios put us third with 99%."

The markets

Moving on to market developments, Rhodin highlighted sanctions, P&I Pool claims and market movements as key influencers.

"We have spent a lot of time on sanctions compliance – for example, the reintroduction of the US secondary sanctions against Iran. With sanctions, it is all about compliance, compliance, compliance. We can't afford not to comply. If you have assets in the United States you are in the spotlight, so we want to be absolutely compliant."

On P&I Pool claims, he warned that 2019 was already looking likely to be "one of the worst in 15 years", after a large number of ship casualties.

"I take the view that the market premium isn't there to cover that sort of outcome in the Pool, so P&I clubs have to get it right. We have had three to four years without any increase, but the industry is coming back to needing premium adjustments. Rate improvements or new normal? I think a bit of both, and that is because rates have to cover exposure.

"Capacity in the marine market is being cut back and that is because of weak pricing and poor performance over a number of years - the market is certainly changing.

Industry trends

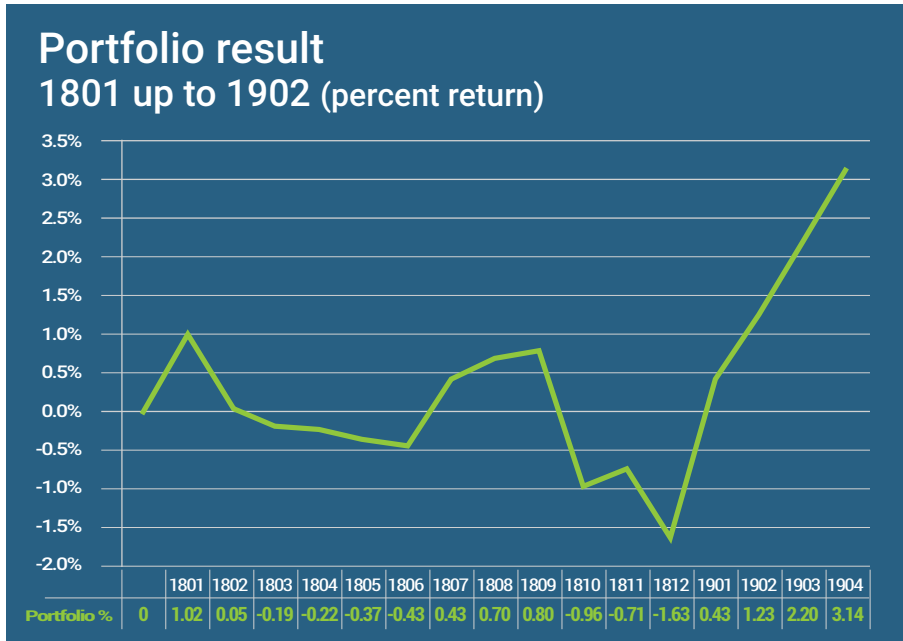
Among other trends, in the Marine sector Lars Rhodin highlighted a rise in engine-related claims, most in connection to overhauls. "Now there are concerns about possible issues relating to the upcoming low-sulphur regulations," he said.

In P&I, meanwhile, he noted that some countries are trying to step out of their treaty obligations: "They are trying to circumvent what they have agreed to follow, and the danger is that it is becoming a trend."

A proactive approach

Rhodin was keen to highlight the achievement and proactive approach of The Swedish Club's Loss Prevention activities, from a wide range of advisory publications, to Emergency Response Training (ERT) and Maritime Resource Management (MRM) training.

He introduced the Club's new Trade Enabling Loss Prevention system, TELP, which uses a combination of the latest automatic identification system (AIS)

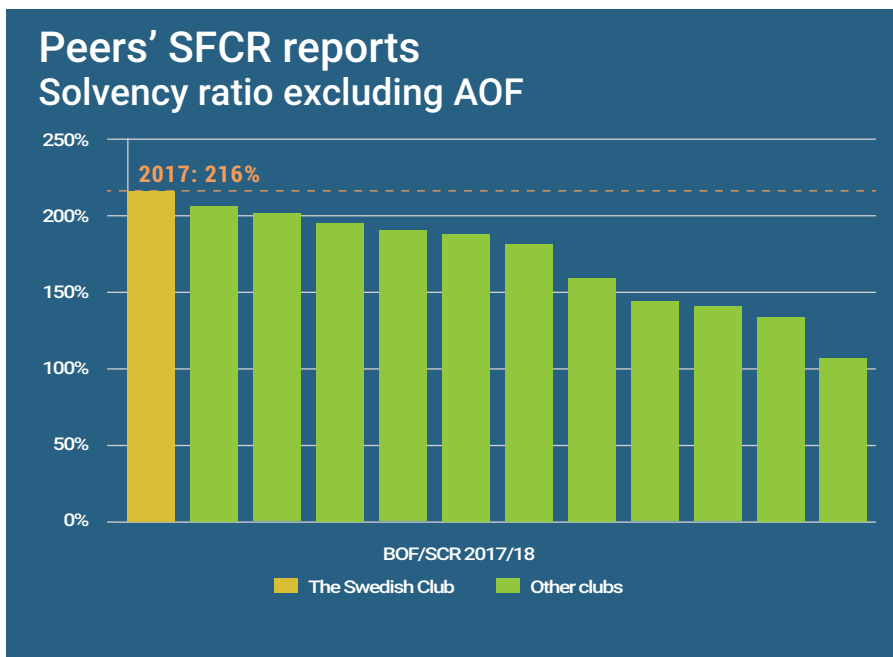


“Business is all about risk taking and managing uncertainties and turbulence.”

technology coupled with solid statistics and expertise built up over years to map a risk profile for an individual vessel at every stage of its voyage, providing

members and their vessels with timely, tailored advice when they are approaching areas of particular risk.

“In many cases there are correlations between where you trade and the frequency of claims,” said Rhodin. “We can get a better understanding of risk and the way of pricing risk – through TELP, we can make Loss Prevention more proactive, less generic and more individual.”



The system is in testing mode and will be built up to a full database by the end of the year, he said. “For example, if you are trading cargo for the first time in a specific area, we are able to send you the latest information we have about the port and what we have experienced in terms of claims, pilotage issues, etc., and what you might encounter when arriving there for the first time.”

Outlook

And finally, to the outlook. Rhodin quoted Gautam Adani, Chairman and Founder of the Adani Group: “Business is all about risk taking and managing uncertainties and turbulence.”



“As for the future – we will hit the ground running.”

There are a host of political, economic and trade uncertainties, said Rhodin. “We have only had one mission ever since we were founded in 1872 – to provide the best available service, a service of quality and efficiency to shipowners, operators and charterers. In order to do that, we need to set up goals for Club members and staff, on important areas such as solvency, combined ratio, member satisfaction, etc.

“We are well capitalised. We have positive feedback – 97% of members are very satisfied or satisfied with the Club’s overall quality and performance. We offer stability, solvency, a product range with comprehensive solutions, casualty response and very proactive Loss Prevention.

“The Swedish Club is in very good shape and the market is moving. I certainly have confidence in The Swedish Club’s ability to develop further and we shall continue to deliver our quality product at a fair price. As for the future – we will hit the ground running.” 🏃

An opportunity too good to miss

Profile: Nick Shaw, new CEO of the International Group of P&I Clubs

Nick Shaw, speaking at The Swedish Club's AGM, says listening and communicating will be key to his new role.

Careers in the world of shipping often have unexpected beginnings. For Nick Shaw, it all began when he was "an argumentative teenager and difficult for my parents."

"When I was 18, they had the bright idea to put me on a container ship to South America – this was before mobile phones and social media – so they could really close the door on me for a few months."

It was on New Year's Day 1985, that his first task on board was to clean up after the fantastic party that had taken place the night before. "Since then, every job was better than that one," he recalls. "We went across the Atlantic, through the Panama Canal and arrived in Chile. I asked my parents to see if I could travel back on a ship. I was working in the engine room, cleaning decks, helping the engineers – and I gained a passion for shipping as a result."

Shaw went to university to study law, getting involved in as many marine courses as he could. The journey from there to the International Group has been full of variety and included long spells working in Hong Kong, Monaco and the UK. In 2007 he was appointed Global Industry Group Leader at ReedSmith. Through his nearly 30-year career in shipping and marine insurance law, he has worked closely with the International Group (IG) member clubs.

Photos: Jenny Christenson



A unique role

What attracted him to the CEO's role at the IG? He says he wanted to get closer to the industry "if the right opportunity came up", but adds: "There wouldn't have been many roles in the industry that would have interested me enough to leave private practice, where I was working with some fantastic people. This was an opportunity too good to miss."

"For me, a huge motivating factor is that there are a lot of interesting issues for shipping, and the IG has an important role to play."

He sees his new role as being an ambassador for the IG "and making sure the clubs are on side in everything we are doing."

"Any institution that has 90% of the market place can always go downwards – so maintaining that position is key."

"My role is a coordinating one, and dealing with emerging problems. It is having the experience and hopefully calmness to listen and find sensible solutions which will keep the Group on track."

A seamless transition

The IG has run smoothly for many years and is very well respected, he says, so he doesn't have plans for a complete makeover. How much did he know about the IG before being appointed?

"I had some contact with Andrew Bardot. Reed Smith has always been one of the tried and trusted lawyers who help to amend the Pooling Agreement and we had often talked about the Group. So I knew the type of institution it was – just not a lot of the detail!"

"The shipping sector can be volatile generally. Information is key in advising people properly, whether in private practice or the IG," he says. "Information is the key to finding the solution. It is thinking through the whole issue as much as you can in the time given."

Each club in the IG has its own internal challenges but when they come together as a group they are in a strong position, says Shaw. However, he is far from complacent. "Any institution that has 90% of the marketplace can always go downwards – so maintaining that

getting goods from A to B and it is becoming greener and better and more efficient every year. So top of my wish list is to help change that perception and support shipowners who are making strenuous efforts to reduce emissions."

Clubs will need to continue working together on issues such as autonomous vessels, the digital transformation and cyber risks and on safety procedures, says Shaw.

"The other thing we are very focused on is making sure that governments who have ratified limitation conventions adhere to these limitations, and helping governments adopt a uniform approach to dealing with big casualties."

"I would appeal to owners – give us your feedback, because we are there to help you, to listen to you and to respond to your needs."

Collectively stronger

Members of the IG are undoubtedly 'collectively stronger', he says – bulk buying reinsurance, spreading the risk through the Pool, having a single industry voice, pooling resources, knowledge and problems and, above all, being there to help the victims of casualties.

As he says, the IG clubs compete with each other and will continue to do so. "But this is such a powerful group in so many respects, and I think all of the clubs' CEOs are hugely invested in keeping the IG going. Our raison d'être is still there, including our huge lobbying power and the ability to offer high levels of cover. Yes, there will be challenges from within. But the reason for staying together is very clear indeed."

And finally: "I would appeal to owners – give us your feedback, because we are there to help you, to listen to you and to respond to your needs." 🙏



He recognises that he will be a figurehead for the IG and its members but, having been fairly centre stage in his previous role, is used to dealing with the press and answering questions from journalists. "I am not averse to engagement and making sure the story is straight. I am not into spin and I like to talk straight facts if possible."

Understanding

Shaw is recognised for his expertise in arbitration. He also once said that in order to find a practical solution to any shipping matter you must understand not only the client but also the commercial environment that they are operating in.

Position is key. It's all about dealing with issues as they present themselves as well as trying to predict what the issues will be."

A clear focus

From sanctions to environmental governance, there is plenty to keep the industry busy, he adds. He acknowledges that the environmental lobby is gaining a political voice and that the young generation is, 'quite rightly', focused on the environment.

"However, if there is one change I would like to see, it's around the perception that shipping is a 'dirty' industry. I don't believe that is the case. Shipping is an effective and relatively green form of

The International Group— a bespoke system with a unique structure

“I don’t know what you have all been doing this last year, but it is quite a harsh punishment to listen to me for the second year running.” These were Andrew Bardot’s opening words as he addressed members.

This was far from a repeat performance, however.

Speaking just a fortnight before his retirement as CEO of the International Group of P&I Clubs, Bardot reflected on the almost constant barrage of regulatory issues navigated by the industry since he took up his post in 2005. From the Athens Convention to the Maritime Labour Convention to the Rotterdam Rules, the IG had played its

part in the drawing up and ratification of a stream of regulations, he said.

Achievements

During the course of the presentation Bardot detailed a daunting number of regulations, issues and initiatives that the

Photos: Jenny Christenson

“It is global
but the P&I
industry is a
pretty
small
universe.”



IG has engaged with since he joined the organisation.

A steep learning curve

Speaking to Triton outside the conference hall, Bardot recalled the ‘huge learning curve’ that awaited him when he took up his role 14 years ago.

“As a lawyer, I had worked with the P&I clubs for almost 30 years – but what surprised me was how little I actually knew about the clubs themselves and their internal managements,” he said. “It was very positive and interesting to go through that learning experience and really understand the dynamics. It is very easy to see what benefits the system delivers but necessarily there are the pressure points and the frictions.

“I joined at a very interesting time with a lot of regulation going on. I was straight into a lot of work in Brussels and with the IMO.”

EU COMPETITION INVESTIGATION INTO THE IG

“...that put us through a lot of work and expense in educating them on how the system works and I am pleased to say that they understood.”

Nothing could really have prepared him, he says: “This is such a bespoke system with a unique structure. I realised that, and had to get to grips with it quickly. The diversity of the job has been immense and wider than you could ever imagine in the scope of issues and challenges.”



A twist in the tale...

A bemused AGM audience were surprised and delighted when a serious lecture, ‘Multicultural Business Communications’, morphed into a crash course on Europe, mocking the confusing tangle of cultures that is the Club’s home continent. ‘Professor Daniel Ruge’s’ hilarious take on subjects such as globalisation, international business, innovation, the information age, client focus, customer satisfaction, the job market and mobility meant that our guests’ perspective on Europe and the global market will never be the same again.

Peter de Rijk is one of the most frequently booked public speakers in the Netherlands and has been for two decades. He is the winner of a prestigious Dutch prize for comedy and a foreign language expert.

SANCTIONS

“...ever present since 2009 - using the insurance industry as policeman is a very dangerous risk.”

PIRACY

“...there has been a lot of industry coordination with governments and the IMO.”

understand – if you break our system, you will never replace it.”

The International Group

The IG is an incredibly efficient way of spreading costs and saving its 13 member P&I clubs from individually reinventing the wheel, says Bardot. But the message doesn’t always get through outside the insurance sector. “We launched an initiative a couple of years ago focusing on branding and communication and explaining what we do to shipowners, regulators and governments. We have to find a better way to explain to the world at large what it is we actually do. Regulators have to

Every club ‘thoroughly buys into’ the International Group, he says – and yet he believes the challenges ahead will be as much internal as external.

“Our members have become more disparate in their scale and philosophy; a future challenge will be to maintain and improve cohesion within the group.”

This is a great industry, he concluded. “It is global but the P&I industry is a pretty small universe. The Group is a remarkable organisation and the club managers a terrific bunch of people.”



Photo: Jenny Christenson

Brain power

How to be 'the best version of ourselves'

Katarina Gospic – a Swedish entrepreneur, author and neuroscientist – challenged her audience to think differently ... about the brain, how it's wired, and why understanding it can help us 'be the best version of ourselves'.

Imagine opening your laptop and finding it hasn't been updated for 40,000 years. Technology may have advanced at an extraordinary pace over the past few decades but we have the same brain that we had 40,000 years ago, said Katarina Gospic.

"It doesn't matter that you are really well educated and wear nice clothes. You are still a caveman in disguise."

In short, our caveman instincts still impact on our decision-making today. People know more about their cell phones than they do about their brain, said Gospic. "I am going to talk about the successful brain, decision-making and why it is so difficult to change. The reason why that is so important is because you are the result of your decisions and also your companies are the results of people's decision-making."

Globalisation, regulation and digitalisation are pushing everyone – and challenging us to make the right decisions. So what makes some people the brave, risk-taking go-getters, and others more hesitant and happy to stay in their comfort zone? It's their way of thinking, said Gospic. "And if we all think in the right way, we can all be the best version of ourselves."

The complex brain

Thus started a fascinating outline of the way the brain works – the audience

learned about the stratum, triggered by pleasure and rewards, the amygdala, triggered by fear, threat and unfairness, how these two opposites govern our own and others' reactions, and how understanding this can help in making decisions, communicating with others and building a successful team.

The drive for short term reward

"When we talk and interact with people, we might give them some sort of report and a list of bullet points and think they should 'get it' and we want them to change their behaviour. But still they don't do the things we want them to do.

"However, if you spice your choice with a reward, they will choose that option. Or if you want them to avoid an option, you spice it with unpleasantness."

For example: doctors tell us it's better to take the stairs than the escalator but that doesn't mean a rush to the stairs. But when stairs in a station were turned into a giant keyboard which could be played by those walking up/down, there was a 66% increase in people choosing the stairs over the escalator. "If we can make it fun, we can change people's behaviour," said Gospic. "The question is: how do you find those piano stairs so people will choose that alternative?"

In a more regular example, it is said that we look at our mobile phones 150 times a day. "If you ever wonder why you don't work in an effective way and are always distracted by digital tools, it is because they are designed to tap into the reward area of your brain. We are hard-wired for

short-term rewards – everything that we can get here and now is what we want. Everything far away is devalued."

Primeval instinct

Meanwhile, unfairness, driven by the amygdala, is a massive driver in human reaction. And the amygdala is the reason so many of us want to stay in our 'soft, safe cave' instead of taking a leap into the unknown.

"We are driven by these impulses when we make decisions in the way we behave. Our primeval structures can actually prevent us from developing. By understanding these issues, we can overcome them."

Recipe for success

Success can be about triggering our own stratum or that of others, she explained. "First, there is autonomy. Let people at least feel they can make the choice when to jump – make people believe they are coming up with this great idea themselves. Make people feel they are good at something. Make them feel better. Help them find the purpose – why you do what you do is important."

Gospic then had the audience up close and staring – to experience the power of the amygdala. "You are all cavemen in disguise. Staring up close means someone wants to hit you and take your meat. That is how people feel if a ship is hijacked by pirates or is on fire."

SCARF action list

Status – speak in a language people understand, meet and communicate on the same level

Certainty – you may be building change into your organisation but it is important not to trigger people's amygdala

Autonomy – give people the ingredients and they can come up with the result

Relatedness – we connect over small things, so create connections

Fairness – reward people fairly

Modern challenges

Of course, we have all learned to override our caveman brain to regulate or enhance our behaviour. Otherwise we'd be eating chocolate instead of broccoli for dinner. But what about more subtle challenges?

"People are more afraid of public speaking than of dying," said Gospic. "That's the amygdala, like a bolting horse. The way we make our decisions varies throughout the day. Sometimes we feel comfortable and feel that everything will stay the same – there's no need to change and nothing is broken.

"But technical development is super rapid and so many exciting things are happening. The future is already here and hopefully it will motivate everyone to be brave."

Keeping an open mind

Gospic rounded up her session with a video clip of a basket ball team, asking the audience to count the passes. Who noticed the moonwalking bear in the midst of the game? "It's easy to miss something you are not looking for," she said.

"We are not as smart as we think we are. But if we understand how our brain and body work, we can actually get the most out of ourselves and out of other people. That is how we become successful and how we understand the world today. There are so many things happening and we need to keep up a rapid pace. We can do super-cool things and we can work in a smarter way." 🦁



Photo: Jenny Hammar

From strawberries to smarter working

How does one become a brain expert?

For Katarina Gospic, it started with strawberries. She remembers at the age of four being curious what happened within her brain when she closed her eyes and could see a strawberry ... then another and another. When she started school at the age of six, she was fascinated as to why her fellow pupils were so different in character from each other.

Into academia

A continued focus on science and the brain throughout her school days was not surprising. She attended a medical university summer course in Stockholm and studied for her physiology degree before finally getting a place at medical school.

It was when she came to write her PhD thesis that things really took off. "My professor told me not to print many copies because no one would read it anyway. Yet whenever I was at a party, people were really interested in the topic of the brain, the way we make decisions, and so on. I thought it was something that everyone can relate to, but we don't learn in school. So I thought why not write a book!"

Then to business

As she defended her thesis about unfairness and the brain, a journalist came to interview her; Gospic mentioned she was writing a book, and a week later she was contacted by a publishing house.

"So I quit academia and met the publishing company. My PhD study had attracted interest, including from the New York Times, and from there people started to contact me, I got into the media, and people started asking me for lectures."

Initially she focused on economic decision-making, obviously of huge interest to the business world. But, without doubt, Gospic's subject attracts fascination across the spectrum.

Information overload

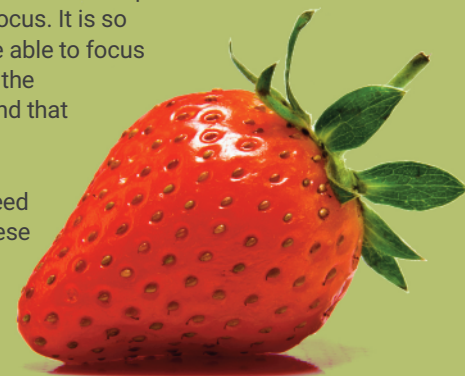
A key area for focus, she says, is information overflow and how our brain copes – or not. Our brains are not wired to handle the overwhelming amount of information we are bombarded with today, she says. "It is basically too much and it makes us very reactive and emotional. It makes us feel we can't take it because there are so many things going on. But we need to work smarter and we need to learn to work in a very effective way."

Still cavemen

She draws parallels with our eating habits. "We are hardwired to love fat, sugar and salt – this was very beneficial for us when we were cavemen and there was no supermarket, fridge or freezer. Now we have these and we don't need to eat all the food we can see – but still we have that programmed into us. When we eat all those calories, especially the empty calories, it becomes unhealthy.

"It is the same with the digital world – there are good digital calories, such as virtual meetings or inspections where you don't have to risk your life in a tunnel or similar because you can visit it digitally thanks to drones taking images.

"But then there are the empty digital calories – people trying to sell you dresses and candies, continuous notifications, numerous other distractions – and when you eat all those empty digital calories, it is unhealthy. Before the smart phone, we didn't have these problems and we could focus. It is so important to be able to focus and remove all the distractors – and that means you are responsible for yourself. We need to consume these digital calories in a smarter way." 🍓



Collaboration, mindfulness, sustainability- the IMC perspective

Ryan Chan

Group Managing Director,
IMC Industrial Group



What makes for a great partnership?

“The success of any business partnership depends largely on addressing the needs and expectations of all the partners, identifying and utilising their strengths to earn trust, and supporting each other’s limitations through good and bad times,” said new Board Member, Ryan Chan, Group Managing Director, IMC Industrial Group.

A unique culture

Chan who joined IMC four years ago said “one of the factors that attracted me to IMC was its unique core values – Collaboration, Mindfulness, Strategic Mindset, Add Value, Creativity and Stewardship. It isn’t just about leadership but Stewardship as our mission is to serve human well-being and create wealth at the same time.”

In this rapidly changing world, the philosophy behind IMC’s business approach is simple. Firm in the belief that businesses have the capability and responsibility to contribute to the community and society, IMC is set on achieving stable and sustainable development in the environment it operates in.

By valuing long-term relationships with business partners, IMC hopes to create

a strategic alliance and a harmonious co-existence with all parties concerned for a better future together.

A close relationship

Chan added “We value all our partnerships. With The Swedish Club our relationship goes back to the 1980s - we were based in Hong Kong where the Club opened its first Asia office.”

“It isn’t just about leadership but Stewardship as our mission is to serve human well-being and create wealth at the same time.”

“With The Swedish Club our relationship goes back to the 1980s - we were based in Hong Kong where the Club opened its first Asia office.”

Being on the Board will enable IMC to constantly refresh and further strengthen this relationship, he said.

Chan firmly believes that The Swedish Club is heading in the right direction, with digitalisation to assist in seamless processes and provide prompt information to members to make informed decisions.

“The Swedish Club is proactive and that is a very important value,” Chan said. He added: “Shipping is all about people and that should never change.”

As Group Managing Director of IMC Industrial Group, Chan manages the Group’s corporate and business strategic relationships. He is responsible for leading, developing and implementing long-term strategic business plans. Underpinned by its sustainability mandate, IMC Industrial Group has global-focused and diversified interests in dry bulk shipping, industrial logistics, chemical transportation, shipyard and marine engineering, offshore assets and services, and consumer logistics.

Evolved from a traditional asset-owning shipping company into an integrated industrial supply chain and logistic solution organisation, IMC Industrial Group is a leading integrated maritime and industrial solutions provider. The group also includes warehousing, forwarding, port management, offshore and marine engineering services.



— With you at all times —

SCOL

— The Swedish Club OnLine —

Charterer’s Online Declarations

Essential for any client or broker involved in declaring Club members’ chartered vessels for insurance, the new management tool efficiently advances a declared vessel through the process of initial declaration to final delivery.

- Automation - providing you with notifications at key points in the process
- Communication - instant contact with the Club’s underwriting staff
- Efficiency - all vessel data is available at the click of a button
- Analysis - download reports of declared vessels

The Swedish Club Board of Directors 2019



Photo: Jenny Christenson



Back row from left:
Lars Höglund, Anders Leissner (Secretary), Gustaf Grönberg, Jude Correa, Elisabeth Rydén, Lu Jian, Michael Vinnen,
Peter Claesson, Rob Groot
Front row from left:
Zou Yingying, Ryan Chan, Karoline Rydelid, Anders Källsson, Lennart Simonsson, Lars Rhodin, Khalid Hashim,
Twinchok Tanthuwanit, Demetri Dragazis
Not present:
Thanasis C. Beis, Michael Bodouroglou, John Coustas, Gu Zhongdong, Andonis Lemos, Mikael Livijn, Weng Yi



Team Sweden wins The Mutual Cup

The AGM events started, as always, with an exciting football game on the Heden football field in the centre of Gothenburg.

Photos: The Swedish Club





Many spectators gathered to watch the thrilling competition between Team International, with players from the Club's international members and associates, and Team Sweden, made up from players from all the Club's offices. In an exciting conclusion Team Sweden finally won after penalties 5-4. Well done to all the players!

Find more photos in Out and About at www.swedishclub.com





Dinner for Early Arrivals 12 June 2019

The traditional seafood buffet was served this year at Dockyard, located in the southern part of Gothenburg overlooking the water. During the evening the guests were entertained by Swedish singer and entertainer Daniel Alleved, and the Club's guests demonstrated many hidden talents on the stage.

Find more photos in Out and About at www.swedishclub.com



From left: Nina Johansson (The Swedish Club), Alexander Goumas (RKH Specialty) and Chris Goumas (Arion Enterprises Inc)



From left: Johan Kahlmeter (The Swedish Club), Thomas Kühl (Pandi Marine Insurance Vermittlungs), Ulf Lixfeld (OWL Marine Insurance-Brokers) and Daniel Kilgren (The Swedish Club)



From left: Kleo Georgantzi (The Swedish Club) and Patrik Friberg (Capital Insurance Services)



From left: Zou Yingying, (China Merchants Energy Shipping HK) and Karoline Rydelid (The Swedish Club)



From left: Moritz Sandkuhler, (Georg Duncker GmbH & Co), Stefan Boldt (Nordic Hamburg Shipping), Rolf Riemann (Georg Duncker GmbH & Co)



From left: Pablo Ibanez (Munoz & Montanes Abogados/Lawyers), Maria del Pilar Garrido and Mauricio Garrido (T&T Salvage L.L.C)



Khalid Hashim (Precious Shipping Public Company Ltd) with wife Viji Hashim

Partners' Programme: A day of culture, cuisine and fun in the heart of Gothenburg

The Partners' Programme started with a visit to the Textile Heritage Centre, Göteborgs Remfabrik, where the group travelled back in time to experience a typical textile mill from the beginning of the last century.

The best-preserved mill from this period in all Scandinavia, you can read more at <http://remfabriken.se/en>

Following lunch the programme ended with a guided tour of the Liseberg amusement park. The park opened in 1923 and is one of the most popular tourist destinations in Scandinavia.

<https://www.liseberg.com>

Find more photos in Out and About at www.swedishclub.com



Photos: Jenny Christenson

The Club's AGM Dinner 2019 - a special occasion

The AGM Dinner was this year held in the Clarion Hotel Post. The traditional menu of salmon, asparagus and fresh strawberries, with a modern interpretation, disappointed no one. The dinner was followed with entertainment by the show group Appearance reinforced by the aerialist duo Jimmy and Anna.

Find more photos in Out and About at www.swedishclub.com



Kjell & Sonja Blixt (Eclair Rederi) and Buster Hultman (former Chairman of The Swedish Club Board) Kjell attending his 59th consecutive AGM dinner.



Michael Steemers (Albatross Adjuster Ltd), Kimberley and David Smith (Independent Maritime Consulting IMC) and Pablo Ibanez (Munoz & Montanes Abogados).



Christopher Goumas (Arion Enterprises), Marialena Melachrinou (Seamax Marine Inc), Aimilia Tomasevski, Laura Agass (Gen RE London Branch), Tina Tzortis (TSC), Michael Vinnen (F.A. Vinnen & Co.), Maria Yiassa (TSC), George Panayides (NS Lemos & Co), Paul Tingley (Arthur J. Gallagher (UK).



From left: Maria Källsson, Lena Göthberg (GIGS by Lena G), Lena Höglund and Therese Engström.



Asian guests gathered for a drink before the AGM dinner.



Hans Filipsson (The Swedish Club), Dan Raveh (Ramon International Insurance Brokers), Shimrit Hanein (Zim Intergrated Shipping Services), Lars Rhodin (The Swedish Club) and Nick Andrews (Ramon International Insurance Brokers).



Martyn Hughes (The Swedish Club) and Alicia Montañéz (Muñoz & Montañés Lawyers).



Michael Vinnen (F.A. Vinnen & Co), Jan Risinger (Fairwater Marine AB), Cilla Rhodin and Anna Risinger.



Appearance (<https://www.appearance.nu/>)
Jimmy & Anna (<http://www.jimmyanna.se/about/>)



Andrew Bardot Guest of honour

Andrew Bardot, retiring CEO of the International Group of P&I Clubs, was the evening's guest of honour and gave the after-dinner speech.

During his address Andrew said: "The Swedish Club is really unique and a real family and this is a unique event.

"I hope your growth and strength and great financial results continue. Keep it up - you are doing it right and I am sure this club has a great future."

Photos: The Swedish Club

Friday Tour: Networking in the sunny Gothenburg archipelago

The AGM events ended with a trip to the island of Åstol in the boat 'Drott' where the guests enjoyed the beautiful scenery of the archipelago. At Åstol, the guests had the opportunity to visit the busy natural harbour, the white wooden houses, the boathouses and the dramatic rocks.

After a delicious lunch at Åstols Rökeri outside in the sun, all returned to Gothenburg by bus.

Find more photos in Out and About at www.swedishclub.com



Zelika Kourousia (J.P. Samartzis) enjoying lunch in the sun with Tarsi Giannouli



From left: Brian Png (The Swedish Club Hong Kong), Maria Yiassa (The Swedish Club Greece), Phil Parry (Spinnaker Global Ltd) and Jude Correa (Seaspan Ship Management Ltd.)



Zheng Xiaozhe (COSCO Captive) and Jason Wu (The Swedish Club Hong Kong)



From left: Capt. George Skinitis (J.P. Samartzis), George Caramanos (Fortius Risks Solutions Ltd) and Tarsi Giannouli



Michael and Elizabeth Breton (General Re) enjoying the boat trip on deck



Yana Liu and Xiufang Wang taking a walk around the island of Åstol

Safety scenario

Stowaways in the steering gear trunk



By Joakim Enström, Loss Prevention Officer

Each month the Club's Loss Prevention team issues a new safety scenario to assist members in their efforts to comply with international safety regulations and to follow best practice. Visit Swedish Club OnLine (SCOL) for more examples.

CASE STUDY

A container vessel had departed from Lagos and the next port of call was in Malaysia.

Before departure, the crew performed a stowaway search as per the Ship Security Plan (SSP). No stowaways were found.

The vessel departed and after disembarkation another search was carried out. Still no stowaways were found.

Knocking sounds

The following day the Bosun heard knocking sounds coming from the hull in the steering gear room. He informed the Master straight away. The crew started to investigate the sounds and could hear knocking coming from what they believed was the rudder trunk.

No internal access

There was no access to the rudder trunk as it is space taken up by the rudder stock. The rudder trunk is only accessible from the outside of the vessel. This was a so-called unbalanced rudder, which means that the rudder stock is attached aft of the rudder hinges. The hinges are at the forward end of the rudder.

Three stowaways

The vessel was in open sea and the Master brought the vessel to a stop. The

crew lowered a camera on the stern to see if they could see anything by the rudder. When they recovered the camera and watched what they had filmed they could see three people sitting on the rudder.

Diversion to Cape Town

The crew lowered the rescue boat and picked up the three men. The stowaways had used a small rowing boat to reach the vessel and had then managed to climb up the rudder and then into the rudder trunk. In order for the stowaways to disembark, the vessel had to divert to Cape Town.

The stowaways had used a small rowing boat to reach the vessel and had then managed to climb up the rudder and then into the rudder trunk.



A dangerous void

There is never access to the rudder trunk from the inside of the vessel as it is just an open void considered part of the hull.

It is extremely unlikely that a person would be able to sit on the rudder and not be washed out of the rudder trunk during a sea passage. If people in the rudder trunk are not found before departure or shortly after departure, they will most likely be lost at sea. 🚢

If the vessel is in a port with a high risk of stowaways it is important to prevent stowaways achieving access in the first place. Consider the following:

- Inspect the rudder and if possible the rudder trunk with the rescue boat before departure if the rudder is above the waterline.
- Install protective grating or steel bars onto the steering gear trunk to prevent access from the rudder.

Questions

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

- What were the immediate causes?
- Is there a risk of this happening on our vessel?
- What could we have done to prevent this?
- Do we search the outside of the vessel when we are in a port with a high risk of stowaways?
- Do we lower the rescue boat to inspect the rudder and steering gear trunk before departure?
- If we have a void space for the steering gear trunk, do we have steel bars to prevent access?
- What sections of our Safety Management System (SMS) and Ship Security Plan (SSP) would have been breached, if any?
- Do our SMS and SSP address these risks?
- How could we improve our SMS and SSP to address these issues?
- Is there any kind of training that we could take to address these issues?

Step into a virtual world

Imagine that you have a manager, a safety supervisor, an engineer and a maintenance officer. You have a tunnel, tower, hold or other hazardous place that needs checking and discussing, with expert input required from the whole team. The four people are in four scattered locations – or are they?



Greg Roach
Chief Technology Officer, Spinview

VR (virtual reality) technology can gather all four together to carry out a virtual inspection of the area as a team, without any of them ever leaving their desks. Each person's avatar can simply drop into the virtual space, where they can see each other's movements, expressions and gestures as they communicate and work together. Sounds futuristic? It isn't – the technology is here already.

Tell a person that VR will make their job easier, safer or more efficient and the reaction will often be – "I don't know how that would be", says VR evangelist Greg Roach. "Then, boom! You put them inside a visualisation and immediately they understand."

He considers that the application and acceptance of VR in the world of work is like the progress from pencil-and-paper instructions to the power of other media forms.

"Take training. If I write down a series of steps and instructions for a complex task, the chances are that the communication will be problematic. Then, if I add pictures, probably the person will have an easier time figuring out what needs to be done. Video adds a whole other dimension. But if you make it immersive, so it replicates the experience of actually being in that place, then you can watch the person

progress, as they are followed through, with the benefit of being behind their back to guide them.

"Immersive media is very new. These days you don't even think about video. This is one more step along the way."

Greg Roach is Chief Technology Officer at Spinview, a US-based specialist in immersive media; Katarina Gospic, who captivated the Club's AGM audience with her session on brain power, is Spinview's Director of Neuroscience.

The company, created three-and-a-half years ago, has teams in Belgium, Sweden, the UK, California and Texas, as well as developers in

“As human beings, we have visual intelligence but there is a dimension beyond that – spatial intelligence.”

India. “Yes, we are a young company but everything in this field is very new,” says Roach. “But we have been on a pretty serious growth path and are at the beginnings of a big global reach.”

Spatial intelligence

Getting people to experience VR is important because as soon as they do, “they grasp it”, he says. “That is at the core of our mission. As human beings, we have visual intelligence but there is a dimension beyond that – spatial intelligence. This allows people to comprehend a situation in its totality in a way that is very fast and intuitive and comprehensive. That is one of the great values of immersive media. There is recognition that there is a tremendous potential in this technology – but people also tend to think of difficulties and friction points, believing it is technically complex and not accessible. Our mission is to remove all of that concern and make it easy for people to use this new medium.”

Heading for the mainstream

He says that already VR and AR have achieved a greater level of cultural awareness and are seen as ‘less exotic’ than a couple of years ago. “But part of that is explaining to people what it means practically.”

For example, Spinview is currently providing a simulation programme for a transportation company which is installing some new infrastructure for its subway depot. “They need to know what the clearances are, for example. You can figure out that with a tape measure but what we are doing is simulating what all the new infrastructure is going to be like inside the existing depot, with visualisation of the trains and what it will be like to be a human standing there at that stop in the depot. So it’s a human-centric way to experience what will be the impact of the new addition.”

Spinview is working with a number of clients – immersive media is an important part of that but not the only piece, says Roach.

Multispectral imaging

Multi spectral imaging can allow extraction of additional information the human eye fails to capture. This technology can take images of roadways, vessel hulls, cell phone towers, subway tunnels, mines, caves, etc and can reveal structural defects long before they would be obviously visible to a human inspection. “We can measure the difference between one data snapshot and another data snapshot, whether that’s a year, a week or an hour apart, so that we can monitor movements and make predictions on areas that will need to be addressed,” says Roach.



VR in shipping

In addition to VR offering obvious benefits for safety and warranty inspections, design visualisation and engineering processes, it can also be used in the shipping industry as ‘distraction therapy’, says Greg Roach. “Normally we use the term in a clinical context – but it could also be used in shipping, or the offshore industries. Imagine after weeks at sea being able to put on a VR headset and be virtually immersed in a forest, the mountains, etc. It’s far removed from some of the safety and planning scenarios that immediately come to mind, but offers a unique platform to support individuals in challenging working environments.”

“Hidden faults can be detected and trends can be tracked; all of this delivers increased safety, productivity and efficiency.”

A virtual future

Agority is Spinview’s multiuser social VR platform which enables colleagues to ‘meet’ in a virtual space. A question, then: what is reality? Katarina Gospic says that the physical and digital are slowly fusing. “If I look at my own life, in many areas I

am an avatar. My colleagues can go into a meeting somewhere else and I can jump in with them via VR. In a VR meeting you can’t be distracted and you learn better because you see and experience it.”

Greg Roach is recognised as a ground-breaking innovator in the world of VR, but actually started his career as a live theatre director, before launching an interactive magazine in the early 1990s. He set up HyperBolt Studios, one of the earliest developers of interactive games, film, video and storytelling, and

VirtualCinema, a system for the creation and distribution of immersive stories, films and games.

Normalising VR

He believes that VR will have a profound impact on society and culture that could be compared to the impact of the iPhone. “In the first couple of years there was so much excitement around VR and a lot of speculation. As is typical for technology, I think people overestimated the short-term impact and completely underestimated the long-term.

“I think in the next couple of generations VR and AR will be easier to use and more powerful. Within five years I think these technologies will no longer be seen as exotic or a big deal. We are going to stop thinking about the technology and just be able to focus on what we can do with it and the value it does provide. In short, VR is in the process of being normalised.”

“Immersive media is very new. These days you don’t even think about video. This is one more step along the way.”



Hamburg Port Authority: Using VR to make smart infrastructure decisions

Photo: Hamburg Port Authority



Dr Phanthian Zuesongdham
Head of Digital and Business
Transformation, Hamburg Port
Authority.

The Port of Hamburg, recognised as a 'smartport' pioneer, is already using virtual reality (VR) and augmented reality (AR) in its planning and development.

"We focus a lot on how we apply and deploy new technology into our production processes – for example, VR and AR in combination with Building Information Modelling (BIM)," says Dr Phanthian Zuesongdham, Head of Digital and Business Transformation at Hamburg Port Authority (HPA).

"Visualising a proposed project or new infrastructure in 3D is extremely valuable for cost and time planning."

"Our core business is infrastructure and traffic management and we aim to leverage our capability and planning in a more efficient way – using technology to make better use of our resources, be more energy-efficient, ensure better production of maintenance operations, and so on."

New projects

HPA is already applying this strategy in its construction processes. "Visualising a proposed project or new infrastructure in 3D is extremely valuable for cost and time planning," says Dr Zuesongdham. "This enables us to 'view' construction options, including the metadata, characteristics and components, in order to deliver the most efficient solution."

"You can build a digital twin so that, through VR and AR, people can really imagine a project that has not been built and see how it will fit into its geographical location and the current scenery."

Other benefits


This approach has other benefits too, she says. "Firstly, for financial purposes – if you are going to build a new project, you need a lot of finance sources and have to convince those involved, such as the city of Hamburg, how the infrastructure will look in ten years or 20 years."

"Secondly, for communication along the construction process. People doing engineering and technical work, communication and marketing and even politicians are interested in information along these kinds of projects. A big project may take ten years but then the lifecycle of the construction would probably last 30 to 50 years or more."

"Preventative maintenance enablers can be built in – for example, sensors can be embedded into cement at the construction phase."

Digital twin

Sensors can provide a wealth of data through which engineers can recognise patterns and decide the best next steps in maintenance of infrastructure, she explains. "The digital twin can be used to predict the impact of new infrastructure, in combination with traffic management. The drive is always to see how to make our core business more resilient." 🇸🇪



By Anders Leissner,
Director, Corporate Legal & FD&D

Legal update

The Strait of Hormuz and the law

This past summer has regrettably not offered much rest for marine insurers and their members, given Iran's seizures of several vessels in the vicinity of the Strait of Hormuz through which a quarter of the world's total oil consumption passes. The most notable incident is the seizure of the Swedish owned and UK flagged tanker *Stena Impero*. At the time of publishing the vessel is still under detention. Although it does not take many legal skills to conclude the seizure is unlawful it may be instructive to mention something about the legal regime for the Strait of Hormuz.

A strait shared by two states

The strait has a narrowest point of 21 miles between Iranian and Omani territory. As both Iran and Oman have declared that their territorial waters extend to 12 nautical miles, the maritime border in the strait is defined by a treaty from 1974 between the two states. This means that no part of the strait lies outside of Iranian or Omani territorial waters. To reduce the risk of collision, vessels passing through the Strait follow a Traffic Separation Scheme (TSS), with inbound vessels using the northern lane and outbound vessels using the southern lane. According to the charts I have seen, the entire TSS – including the northern lane – lies solely within Omani waters. States' territorial waters are recognised

as the sovereign territory of a state. Iran therefore has no territorial jurisdiction within the TSS.

Mare liberum

There is one further important factor to consider. The Strait of Hormuz is a strait used for international navigation as defined in Article 37 of United Nations Convention on the Law of the Sea (UNCLOS). As such, vessels passing through the strait benefit from the right of transit passage, which provides for unimpeded access through the entire strait pursuant to Article 38 of UNCLOS. As a result, transit passage cannot be suspended and vessels in transit must be permitted to pass through the territorial waters of the coastal state.

The principle of free transit stems from the ancient *Mare Liberum* doctrine pursuant to which the high seas (i.e. the ocean area outside states' Exclusive Economic Zones) is international territory and all nations are free to use it. The doctrine is codified in Article 87 of UNCLOS. This means that even if the Iranians would have argued that *Stena Impero* was within Iranian territorial waters the seizure would still be a clear infringement of international law.

Contractual aspects

One central question for vessels involved in trade in the Persian Gulf is to what extent a Master can refuse such an order, in the light of the risk for seizure on the inbound and outbound leg. Assuming the charter party incorporates the CONWARTIME clause, the risk for seizure is considered a war risk. Pursuant to that clause, the Master must make a

reasonable judgment as to whether any given order from charterers or any situation the vessel is in will result in a war risk occurring (i.e. seizure or detention by the Iranian authorities).

English case law suggests that for a decision of the Master to be reasonable, it must be made honestly and in good faith, and not arbitrarily or capriciously. In addition, there must be a real likelihood of a danger occurring, meaning that a concern based only on speculation or something being a bare possibility would be insufficient. If there is a bona fide war risk, then Masters are entitled to take various steps as outlined, regardless as to whether charterers consent or not.

Always seek legal advice

Whether a Master is entitled to refuse an order depends on the circumstances prevailing at the relevant time. At the time of writing this article the general perception is that there is a high risk for vessels having a connection with the UK – in particular a UK flag – being seized and/or attacked by the Iranian government.

A fair assessment (again at the time of writing) is therefore that it is more likely that a court or tribunal would allow a Master of a UK flagged vessel to refuse an order to call at the Persian Gulf under the CONWARTIME clause than a vessel not having a connection with UK. However, legal advice should always be retained for any specific situation. The Club's FD&D lawyers are well equipped to assist to this end.

In the meantime we should all hope that political tensions will ease so that world trade can go back to normal. 🙏

Step away from the comfort zone ... you'll learn a lot

Employer's view

The Swedish Club has been running its Marine Insurance Course since 2001, and among its biggest fans is **Demetri Dragazis**, Chairman at Latsco. The company, which operates a fleet of 31 product carriers and very large LPG carriers, sent a member of its team to the very first course all those years ago – and has sent another six people since then.



"Insurance isn't like buying fuel for your engine and that is the end of it. With insurance you may have claims that go back years, so the relationship with your insurer has to be very close," he says. "If there are claims and problems to be ironed out you cannot have Chinese walls with your insurer. The tendency with insurance is to sign the contract and forget about it and get on with the business. But once you need it then you will find that having established relationships and lines of communications with your insurer will help you deal with things more quickly and effectively."

"So over the years we have continued to send our people on the Marine Insurance Course. They come back enthusiastic – they meet other people, they network and they see the other side of things. By going on this course, they know what will happen in the event of a casualty and there won't be any surprises."

Dragazis says those attending the course have included some with direct contact with insurance matters, but also 'up and coming' junior staff and others: "As a company we want to promote people through our training programme and that means having a good general knowledge of all aspects of our business. Later on, when they come to senior positions, they will also have to deal with insurance matters. It is therefore necessary to have developed the contacts and the experience to deal with all aspects of insurance"

Delegate's view

In April this year, Latsco sent Chartering Officer **Stefanos Donikian** on the course. He joined Latsco after studying marine engineering in Newcastle and ship finance at Cass Business School. He spent two years in Latsco's operations, and has been in the chartering department for about three years.



"Whether you are in operations or chartering, you do really need to have at least a basic knowledge of insurance – but it was always something I avoided," he says. "Being from an engineering background, I was reluctant to get into this topic but the course really changed my attitude entirely. It was really interesting, informative, and well organised. I learned more in a week than I have in a long time."

He praises the breadth of the course, which takes in underwriting, loss prevention, an introduction to the range of insurance categories, salvage, general average, loss of hire, claims handling, cargo liabilities, pollution, injuries ... and so on.

"We learned so much and everything made sense in a way it didn't before," says Donikian. "We learned the terminology and we learned how issues or claims would be handled, at what point we should call The Swedish Club, what advice we would need, and what procedures to follow – and why. The course put things into perspective and made things clear."

"On top of that, I met interesting people and made some great friends, people I am still talking to. We were from very different backgrounds but had one thing in common – we didn't know much about insurance when the course started!"

Out and about



The Swedish Club team runs Gothenburg Half Marathon

The Swedish Club team gathered on Saturday 18 May to once again run one of the most popular races in the world. With more than 60,000 registered runners and 200,000 dedicated supporters along the race course, the Gothenburg Half Marathon is always an amazing experience.

The team consisted of staff, members and business partners and we would like to congratulate all members of the team for a well-run race.

More than 1.5 million runners have registered for the race since it the first half marathon in 1980. The next race will take in Gothenburg on Saturday 16 May 2020 – are you ready? <https://www.goteborgsvarvet.se/en/>

We would like to take this opportunity to thank all members of The Swedish Club Team who made a donation to The Swedish Sea Rescue Society (<https://www.sjoraddning.se/information-english>)

Members' Lunch in Piraeus, 15 May

In the warm and friendly atmosphere of the Piraeus Marine Club, yet another popular Members' Lunch came to an end.

With more than 45 members in attendance, the event was preceded by a short introduction from Hans Filipsson, Area Manager Team Piraeus, delivering an update on the business conducted through the local office. The Club's Managing Director Lars Rhodin then provided a global perspective on the Club's business activities and its position going forward.

A warm thank you to all participants of the event.



Well-attended Club Evening in Istanbul, 16 May

Almost 100 members, brokers and friends of The Swedish Club met up at the Club Evening in Istanbul on 16 May. A sunny, friendly and relaxed atmosphere with scenic views over the city framed the event.

Johan Kahlmeter, Area Manager Team Gothenburg welcomed the guests with a few words about TELP, the Club's new Trade Enabling Loss Prevention initiative. He was followed by the Club's Managing Director Lars Rhodin who shared a global picture of steady growth. A warm thank you to all participants.



From left: Deniz Buyuksahin (Medlog Shipping), Nihan Kalender (Medlog Shipping) and Gizem Ulamisli (MSC Turkey)



From left: Tanalp Tokgöz (OMNI), Cem Bilginin (VITSAN) and Ozan Güler (OMNI)

Entertaining Club basketball in Piraeus

For the second time, The Swedish Club's basketball tournament was held in Piraeus on 4 June. Nine teams including shipowners, brokers and associates, participated in some tough games before the finals.

The teams and the audience enjoyed the event, which was held at Votsalakia Beach in Piraeus. This warm sunny evening also offered music, souvlaki and ice cream.



From left: Nick Pelecanos, H.W. Wood International Limited; George Margaritopoulos, Richards Hogg Lindley (RHL) Ltd; Nick Gkiouzelakis, Arion Enterprises Inc; Panos Orfanos, H.W. Wood International Limited.



The Winning Team
From left: Ioannis Caloghiros, Z & G Halcoussis; Manos Mariakis, Mentor Marine Consultants; George Caloghiros, Z & G Halcoussis; Dimitris Exadaktylos, Fortius Risk Solutions Ltd.

Staff news

GOTHENBURG



Annie Nilsson

Annie Nilsson joined the Club's Finance department in May 2019 as Finance Systems Controller.

LONDON



Lansee Man

Lansee Man joined Team London in July 2019 as Claims Manager, FD&D and P&I. She previously worked in the Club's Team Asia office in Hong Kong.

HONG KONG



Michelle Liu

Michelle Liu joined Team Asia in June 2019 as Team Assistant.

IN MEMORIAM

Suay Umut

It is our sad duty to announce that our former Board Member Suay Umut, founder and president of Dunya Denezcilik ve Ticaret A.S., passed away on 5 May 2019.

Suay was a devoted member of the Club's Board between 2002 and 2012 having entered his first ship with us in 1993. He was an authentic gentleman and respected businessman in the world of tanker shipping and in Turkish shipping circles.

He was an ambassador for The Swedish Club and a keen promoter of the Club's values. Suay will be missed by the whole Swedish Club community.



Club Quiz

1 – When did the collision between the passenger ships ‘Stockholm’ and ‘Andrea Doria’ occur?

- 1 1956
- X 1959
- 2 1962

What is the current P&I club retention in the International Group’s pooling system?

- 1 USD 8 million
- X USD 5 million
- 2 USD 10 million

When did Rod Stewart release the song ‘Sailing’?

- 1 1975
- X 1980
- 2 1985

Mail your answer to quiz@swedishclub.com

The first correct answer pulled out of the hat will win a prize.

Winner of Club Quiz 1 – 2019



Congratulations to winner of Club Quiz No 1-2019, Sean Moloney of Elaborate Communications, who has been awarded a Club giveaway.

The right answers to Club Quiz No 1-2019 are:

- X **USD 1 billion**
(What is the limit for pollution liability under the P&I rules?)
- 2 **Jolly Roger**
(What’s the name of Captain Hook’s ship in the novel "Peter Pan" by James Barrie?)
- 2 **A type of knot**
(What is a monkey’s fist?)

Club Calendar



3 October	Board Meeting and Cocktail Reception, Piraeus
5-8 November	Marine Insurance Seminar (MIS), Zhuhai
11-13 November	Marine Insurance Seminar (MIS), Piraeus
25 November	Winter Lunch Gothenburg
5 December	Board meeting London
12 December	Lucia Dinner Piraeus
16 December	Christmas Dinner Donsö

For further upcoming events, please refer to www.swedishclub.com

The Swedish Club

Virtue rewarded

Global ratings agency Standard & Poor's has upgraded the financial strength rating of The Swedish Club to A- with stable outlook

www.swedishclub.com



The Swedish Club is a mutual marine insurance company, owned and controlled by its members. The Club writes Protection & Indemnity, Freight, Demurrage & Defence, Charterers' Liability, Hull & Machinery, War Risks, Loss of Hire insurance and any additional insurance required by shipowners. The Club also writes Hull & Machinery, War Risks and Loss of Hire for Mobile Offshore Units and FPSOs.

Follow us



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