



Charterers Liability Insurance Application

After completing this form, please email to:
Angus Galbraith, WIS Chief Underwriting Officer - Liability,
angus@worldinsuranceagency.com

Name of Insured:

Main Trading Name:

Address:

City:

State:

Zip Code/Post Code:

Country:

Contact Name:

Phone Number:

Email:

WCA Network Member ID Number:

How many years of Chartering experience do you have?

Up to 2 years

Between 2 and 5 years

Between 5 and 10 years

Over 10 years

Do you have current Charterers Liability insurance in place? Yes No

If yes, from which provider?



Types of Vessels Chartered:

- General Cargo
- Bulk Carrier
- Tanker
- Reefer
- Container Vessel
- Chemical Tanker
- Reefer
- RoRo
- Car Carrier
- Heavy Lift
- Tug
- Liquefied Gas
- Barge
- Non-Cargo Carrying (Type)

Number of Vessels Chartered:

- 1 to 5
- 6 to 15
- 16 to 25
- 26 to 50
- 51 to 100
- 100+

Size of Vessels Chartered:

- 1 to 5,000 GT
- 5,000 to 20,000 GT
- 20,000 to 35,000 GT
- 35,000 to 60,000 GT
- 60,000 to 100,000 GT
- 100,000 + GT



Average Age of Vessels Chartered:

- Up to 10 YoA
- Between 10 and 20 YoA
- Between 21 and 25 YoA
- Between 26 and 30 YoA
- Between 31 and 35 YoA
- Over 35 YoA

Name of Vessels to be Chartered:

Ship Managers/Ship Operators of Vessels to be Chartered:

TRADING AREA

Trading Area:

- Europe
- Middle East
- Far East
- Pacific
- US (North)
- US (South)

Will there be trading outside Institute Warranty Limits/International Navigation Limits?
(Whichever is applicable) Yes No

Are the vessels ice-classed? Yes No

Is breaching IWL / INC allowed under the CP? Yes No

Is the H&M in place when the vessels are calling in ice? Yes No

Percent of Total U.S. Trade:

- 0%
- Up to 25%
- Between 26% and 50%
- Between 51% and 75%
- Between 76% and 99%
- 100%



VOYAGE AND TIME CHARTERS

Voyage Charters	Trip Time Charters	Period Time Charters
0%	0%	0%
Up to 25%	Up to 25%	Up to 25%
Between 26 and 50%	Between 26 and 50%	Between 26 and 50%
Between 51 and 75%	Between 51 and 75%	Between 51 and 75%
Between 75 and 100%	Between 75 and 100%	Between 75 and 100%
100%	100%	100%

TYPES OF CHARTER PARTIES USED

Time Charter Parties	Voyage Charter Parties
NYPE	GENCON
Supplytime	HeavyConVoy
Balttime	ShellVoy
Bovertime	TankVoy
Ropax	Booking Note
HeavyCon	CoA
ShellTime	BIMCO specialized form for cargo shipped
BIMCO specialized form for cargo shipped	Other:
Other:	

CONTRACTS

Duration of charter period:

- Up to 30 days
- Between 30 and 60 days
- Between 60 and 120 days
- Between 120 and 365 days
- Over 365 days

Bills of Lading (Owners/Charterers):

- Owners Bills of Lading
- Charterers Bills of Lading
- Port to Port Bill of Lading
- Multimodal or Combined Bill of Lading
- Through Bill of Lading
- Liner Bill of Lading



CARGO

Type of Cargo:

- New General Merchandise in Containers
- Bulk hard commodities e.g. iron ore, coal, etc.
- Bulk soft commodities e.g. wheat, barley, etc.
- Chemicals
- Persistent oils (e.g., crude)
- Non persistent oils (e.g., petrol)
- Refrigerated cargoes
- Breakbulk cargoes
- Breakbulk cargoes exceeding 50 MT or 20 M any one piece
- Project Cargo
- Nickel Ore
- Bauxite
- Bagged Rice
- Deck Cargo
- Non-Cargo Carrying
- Other, provide details:

Annual Volume of Cargo:

- Up to 500,000 MT
- Between 500,000 and 1,000,000 MT
- Between 1,000,000 and 2,500,000 MT
- Between 2,500,000 and 5,000,000 MT
- Over 5,000,000 MT



OPERATION

Does the Charterer issue Letters of Indemnity? Yes No

If Yes, what type?

Does the trading activity involve Ship-To-Ship operations? Yes No

If Yes, in how many percentages of the cases?

Is blending/commingling/additives operations of the cargo on board of the vessel part of the activity? Yes No

If Yes, in how many percentages of the cases?

Cargo types?

Will there be blending of bunkers by the Charterer? Yes No

If Yes, in how many percentages of the cases?

Applicable contract provisions:

On-board Ashore

Will stability and compatibility be tested prior to blending? (Please describe)

Will heavy fuel oil be blended? Yes No

Does the Charterer own or operated marine terminals? Yes No

If Yes, which ones and in which countries?

In case of non-cargo carrying vessels, please describe:

Activities that will be performed:

Area:

Project:

COVER

Level of Deductibles:

The level of deductibles will influence the premium. (If you have the ability to increase these deductibles, this will result in a lower base premium.)

Hull USD

Cargo USD

Protection & Indemnity (P&I) USD

Freight Demurrage & Defence USD



Costs under Liability coverage to be included under deductible:

There is a possibility to exclude costs and fees made under the Charterers’ Liability policy from the deductible. This will have an impact on the costs made for lawyers, surveyors, etc., but it will also have an impact on the premium level.

Would you like the quotation to be “costs excluded” or “costs included” under the deductible?
Please check one: Costs excluded Costs included

NON-CARGO CARRYING VESSELS

Will the chartered vessel be involved in so called “Specialist Operations”? (Such activities will require an extension on coverage.) Yes No

If Yes, please describe the activities as precisely as possible.

ADDITIONAL DOCUMENTS TO BE PROVIDED

Charterers Vessels	Names, Type Cargo Loaded, VC/TC/TCT, Period of Charter, Loading/Discharging Ports, Volume Cargo Loaded over the past 12 to 24 months
Loss Records	Over the past 5 Underwriting Years (Inc. current year)
Charter Parties Used	Including riders
Letter of Indemnities	In case applicable
STS, terminal or other agreements used	
In case of non-cargo carrying vessels	Copies of all available contracts (CP, project contract/ contract of works, possible sub charter parties)

Please provide any further information that may be material to this insurance.

By signing this application, you confirm that your company/applicant do not trade in any of the sanctioned countries.

SIGNATURE:

Company:

Position:

Date:

Important Note: *The questions contained in this form are designed to give insurers information regarding your business. It may not address every aspect, and it is your duty to disclose all material information to insurers that may affect the premium or conditions.*