

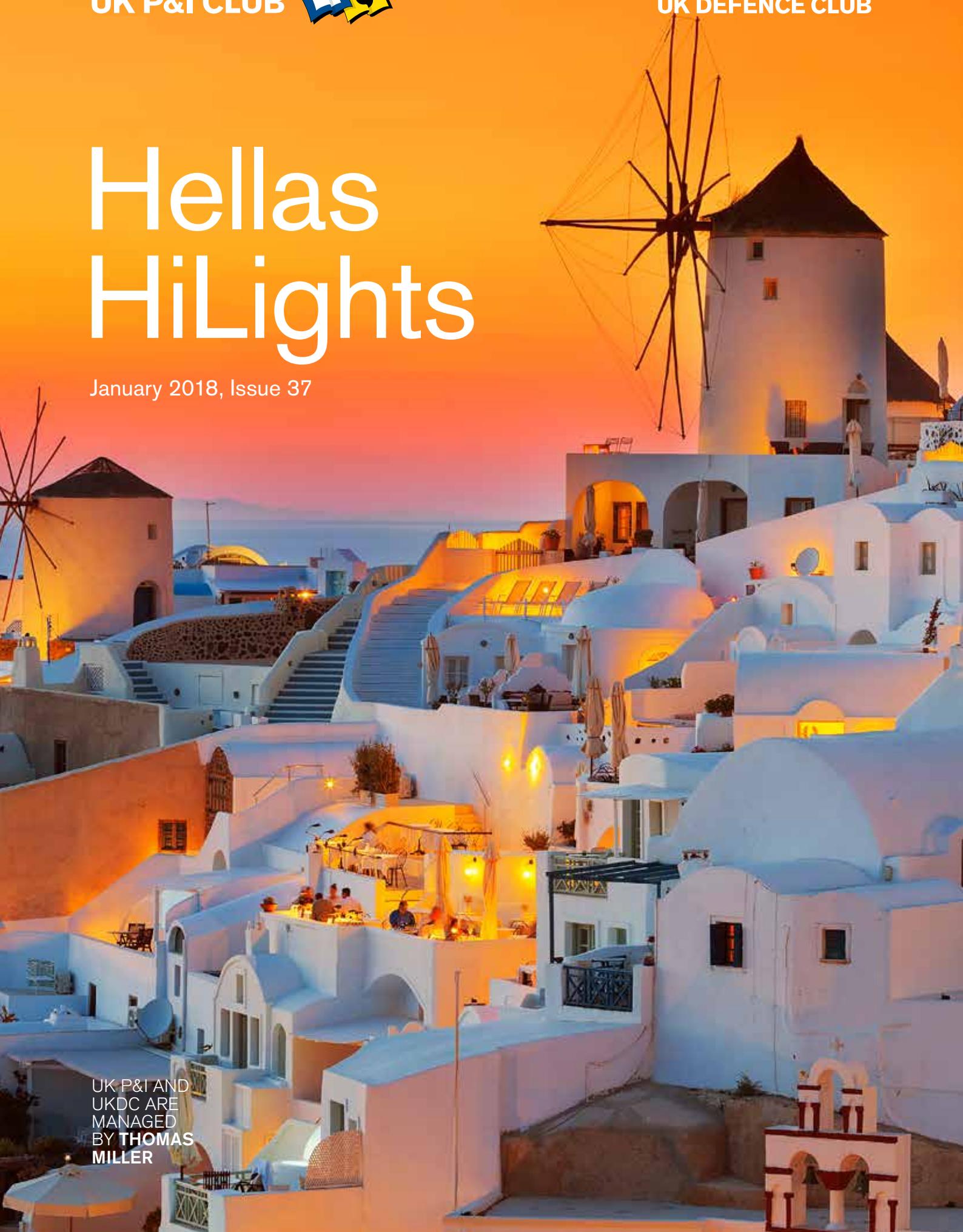
UK P&I CLUB



UKDC
UK DEFENCE CLUB

Hellas HiLights

January 2018, Issue 37



UK P&I AND
UKDC ARE
MANAGED
BY THOMAS
MILLER

In this issue

Welcome	3
Stevedore damage	4
Stowaway matters in South Africa	8
Andros Cup 2017	10
Bulk cargo claims in Vietnam	12
Capital Link Forum – Athens	14
Crisis Management workshop	15
Karting Challenge Cup	16
Cyprus Seminar	18
Hellas Liberty visit	20

Contributors



Efcharis Rocanas

Editor

Article: Bulk cargo
claims in Vietnam



David Nichol

Senior Loss

Prevention Executive
Article: Stevedore Damage



Eleni Nomikou

Claims Executive

Article: Update on stowaway
matters in South Africa



Michael Chanouzas

Senior Claims Executive

Article: Andros Cup race



Daniel Evans

Regional Director

and Club Manager

Article: Welcome



Hilights is a periodical newsletter from the Thomas Miller Hellas Team.

It covers the latest news and events from the region as well as topical issues affecting our Members. If you have any suggestions for future issues, please send your comments and ideas to Efcharis Rocanas at:
efcharis.rocanas@thomasmiller.com

Welcome

ευτυχισμένο το νέο έτος

As we move forward into 2018, It is hard to believe that another year has drawn to a close. It is pleasing to note that, in certain sectors, freight rates appear to have held up well. Let's hope that continues for the foreseeable future.

In terms of this office, we have seen some change, with Eleni Nomikou having moved to our London office. Alec Kyrle Pope has also returned to the London office having been with us for the past 4 years. Alec will be taking up a new role in the Club. Alex Gray from our London office will be joining us this month. Alex is legally qualified having worked for a firm of solicitors in London and in Monaco.

In this issue of Hellas Hilights you can view all the recent activity from the Greek team including photos from the 2017 Andros Cup race and various workshops and visits.

In addition, our experienced Claims Executives provide advice on topical issues such as stowaways and stevedore damage (pages 4 and 8).

Wishing all our Members a happy and prosperous 2018.

Daniel Evans

Regional Director and Club Manager

Stevedore damage

Senior Loss Prevention Executive David Nichol looks at the most common causes of stevedore damage claims and advises Members what to do in the event of a claim.

When a ship is loading or discharging cargo, the operation is usually performed by port workers or "stevedores" over whom the Master may have very limited practical control. The efficiency and safety of cargo operations are very much dependent upon the skill and experience of the stevedores, who may be employed by the state, the port organisation or by private contractors. They may range from highly trained and well-equipped professionals to unskilled casual labour.

The cargo handling equipment used by stevedores varies widely and may be specialised or quite rudimentary, depending upon the type of ship, the sophistication of the port organisation, type of cargo and whether or not ship or shore equipment is being used. Whatever the arrangements in place, accidents do happen with potentially very serious consequences, including personal injury, damage to structure, equipment and sometimes disproportionately costly and protracted disputes. For the purpose of this article, emphasis is given to the material damage aspect to stevedore damage claims.

Types of stevedore damage

The most common types of incident may involve one or more of the following:

- Damage to ship cranes
- Damage to hold, hatch cover and deck structures
- Damage to hull due to contact by barges/lighters
- Damage to shore equipment
- Damage to cargo

Incidents involving damage to ship cranes are one of the most common type of stevedore damage claim and often difficult to resolve. The failure of the lifting gear may also result in consequential damage to ship structures, cargo and stevedore equipment. When an incident of this nature occurs, there can be competing allegations between the ship owners, stevedores, charterers and cargo interests as to the where fault for the damage actually lies.

A good example is the failure of a crane wire during cargo discharge operations while lifting a loaded grab. The grab falls down onto the tank top, puncturing a hole in a ballast tank and damaging both the grab and a bulldozer located in the hold. The flooding of the hold from the leaking ballast tank then results in cargo wetting damage.

The Master protests that the stevedore crane operator has been mis-handling the crane whereas the stevedores/charterers allege that the failure of the wire was caused by a defect in the crane wire. In this case, there are potentially very costly claims for loss or damage arising on the part of the ship owner, stevedores and cargo interests.

Establishing liability is not necessarily straight forward and very much dependent upon the quality of the available evidence. If an allegation of stevedore mis-handling is to be advanced by the ship interests, it is helpful if the claim can be supported with contemporary

evidence of this in the form of written protests presented to stevedores/charterers before the incident, ideally supplemented with photographic and video imagery.

Abuse of cranes

Mishandling of cranes may be attributable to negligence on the part of the operator. It may be that the controls are being roughly handled or that the crane is being operated in a manner outside of design limits and tolerances. Common examples are:

- Using the crane to drag loads laterally across the tank top from the wings of the cargo hold, rather than exercising a vertical lift of the load, which may impart excessive strain on the crane components
- Allowing the crane wires to chafe repeatedly against hatch coamings
- Handling lifts in excess of the Safe Working Load (SWL)
- Tampering with the crane boom (jib) luffing limit switches

With regard to the latter item, it is most important that crane boom upper and lower luffing angle limits,

Incidents involving damage to ship cranes are probably the most common type of stevedore damage claim and often difficult to resolve.

within which the SWL applies, are not exceeded during operations. It is for this reason that limit switches are fitted to prevent the operator exceeding the design angles of operation but which can be over-ridden for boom stowage, inspection and maintenance purposes. For security, the over-ride function is usually provided with a key to prevent unauthorised use. Operators have been known to tamper with the over-ride switches (and sometimes damaging them in the process) in order to gain additional reach when handling cargo, which may contribute to failure of the gear. Some switches are additionally provided with lockable covers to further restrict access.

Should the crew become aware that the cargo gear is being mis-handled or abused, the Master must issue a protest and if necessary, suspend the operation until the issue is resolved.

Maintenance

The burden of proving that the crane was not defective will usually fall upon the ship owner in the event of a claim. All cranes, derricks and associated loose gear require to be inspected and proof load tested by a competent

authority at periodic intervals. It is therefore essential that these inspections and tests are not allowed to become overdue and are properly recorded in the ship's Register of Lifting Appliances and Cargo Handling Gear and related test certificates are preserved.

All ships must have on board the manufacturers' manuals and instructions for the correct and maintenance of the cargo gear. The proper procedures for routine inspection, care and maintenance of the gear must also be incorporated into the vessel Planned Maintenance System (PMS).

The hoist and luffing wires are probably the most vulnerable components at risk of failure either due to mis-handling or inadequate maintenance. The wires are of special design and construction as specified by the crane manufacturer and during their operating life may be subject to a number of potential defects including corrosion, crushing, fatigue and abrasion. The PMS should specify set intervals at which the wires are inspected and lubricated and in this respect, it is most important that the correct recommended type of grease is applied. There is no time limit whereby wires should be replaced as the degree of wear and tear will depend upon a number of factors, including how hard the cranes are worked and quality of maintenance. However, wires must not be worked to the point of failure and must be renewed as their condition requires. Certificates for the wires should be readily available and the date of fitting recorded.

The PMS should also incorporate appropriate checking and maintenance schedules for the crane structures, bearings, sleeves, swivels, hooks, machinery and electrical controls. Special attention should be paid to the wear and lubrication of the crane housing slewing ring and boom heel bearings. Winch machinery and hydraulic components should be free of oil leaks and preferably professionally inspected and overhauled as required by approved technicians. Samples of the gearbox and hydraulic oil should also be sent ashore for periodic analysis to check its condition and presence of particles to assess internal wear. Electrical fittings, limit switches and controls are to be routinely checked and tested as required and instruction notices/direction of movement labels in the cab complete and legible.

The view of the operator should not be impaired by dirty or damaged cab windows and the SWL is to be conspicuously marked on the crane boom.

Barge and lightering operations

Cargo loading or discharging operations from or to barges alongside the ship should be performed having regard to the practice of good seamanship and be subject to a risk assessment to ensure the safety of ship and personnel. Accidents frequently occur when barges are manoeuvred to come alongside or cast off due to poor handling of the barges by their attendant tugs and/or poor arrangement of fenders, causing indentation and

All ships must have on board the manufacturers' manuals and instructions for the correct and maintenance of the cargo gear.



even puncturing of the side shell plating. Impact damage between barge and ship's hull may also occur if the barge remains alongside in poor weather conditions. Damage of this nature can result in unseaworthiness, requiring repairs to be carried out prior to departure or even risking the continuation of the voyage if loading cargo. Furthermore, these operations are sometimes performed in very remote or poorly serviced parts of the world where access for inspections and repairs can be difficult.

To reduce the risk of contact damage, the Master should be satisfied that weather conditions are suitable for accepting cargo barges alongside and that weather forecasts are closely monitored so that barges may be cast off in good time before conditions deteriorate.

Good communications between the barge/tugs and the ship should be established. Fenders between the ship and barge need to be effective, particularly at the corners of the barge. If the Master considers the barge fenders to be inadequate in size or number, he should raise a protest and demand the fenders are supplemented as necessary.

Cargo damage

As seen from the example above, cargo damage may occur as a consequence of cargo handling gear failure. However, cargo damage is often attributable to the direct action of stevedores in not properly handling cargo units either on board or ashore. This may be due to a lack of

skill, negligence, inadequate/defective cargo handling equipment or a combination thereof. Ship's crew should be vigilant in reporting any observed mishandling or damage to cargo caused by stevedores.

This is particularly important at the load port to give the opportunity of preventing that cargo unit being loaded or otherwise clause the cargo documents accordingly. At the discharge port, any stevedore damage, including pilferage must be protested immediately as this will likely have an effect on the condition or quantity of the cargo upon delivery to Receivers.

Claims

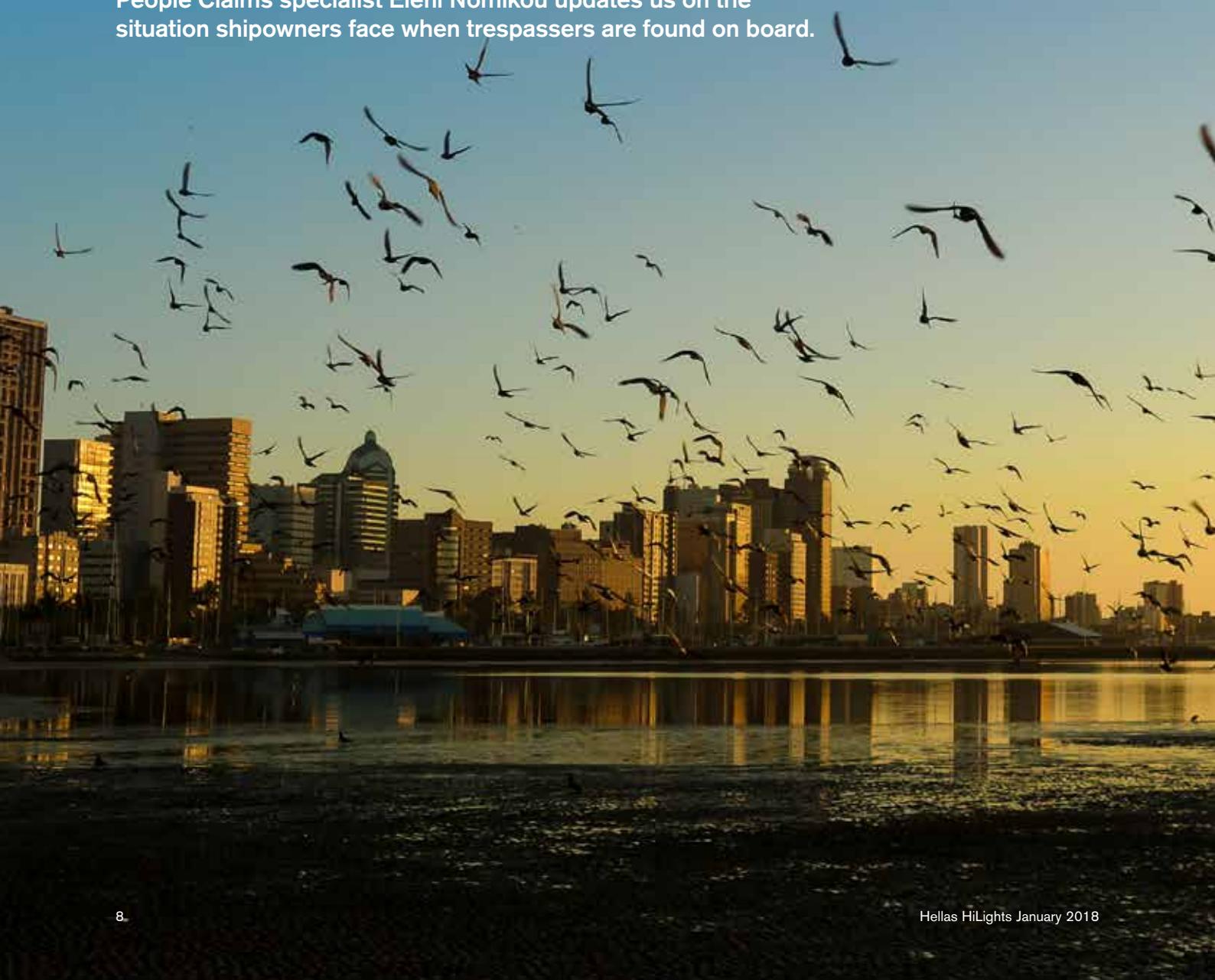
In the event of an incident, the Master must promptly issue a written protest to the stevedores and notify the charterers. It is essential that this is done in strict compliance with the applicable clause(s) in the governing charter party dealing with stevedore damage, as failure to do so may prejudice Owners ability to claim an indemnity from the charterers for damage.

It is recommended that Owners contact their P&I Club and Defence Club as appropriate in order that local correspondents and surveyors may be appointed to provide support to the Master and investigate the cause, nature and extent of damage. A surveyor will also be of assistance in collecting evidence for use in protecting Owners interests.



Stowaway matters in South Africa

People Claims specialist Eleni Nomikou updates us on the situation shipowners face when trespassers are found on board.



Durban Immigration Authorities' present position

Unauthorised individuals found on board ships in the ports of South Africa were considered "trespassers", until 2014, meaning that it was the local Port Authorities' responsibility to deal with them and, of course, to bear the relevant costs.

However, due to the increasing numbers of stowaways, the Durban Immigration Authorities issued a notice on the change of their approach in 2014. Going forward such individuals would be automatically categorised as "stowaways" when found on board, unless concrete evidence to the contrary is produced on the basis of the Immigration Directive No. 9 of 2012 and the Merchant Shipping Act 57 of 1951.

As a result of the change of the Immigration Authorities' stance, the Owners of the ship on which the individuals are discovered, are now responsible to undertake the task of removing and repatriating the "stowaways" and also to bear the considerable expenses incurred in this respect. By extension, Owners' P&I Club cover the related stowaways' costs.

The provisions of the Immigration Directive No. 9 of 2012 and the Merchant Shipping Act 57 of 1951.

The Directive provides that: "A stowaway is a person who, without permission, unlawfully boards a vessel at port of entry with the intention of travelling to a destination within or outside the Republic". Also that: "A stowaway refused admission shall remain the sole responsibility of and in the custody of the Owner or person in charge of the ship. The stowaway shall remain detained on the ship that brought him or her to a port of entry until repatriated to a destination outside of the Republic. Alternatively, the ship shall depart with such a stowaway to a destination outside the Republic."

Nowhere in the provisions of the Merchant Shipping Act does it mention that the Shipowners must repatriate the stowaways and also bear the relevant costs. Further, the Directive in question does not, in reality, have any legal applicability, as it is intended for "official internal use only", i.e. it constitutes internal guidelines for the officials.

The case

The Immigration Authorities' approach had not been challenged for a few reasons. Firstly, costs, involved in both legal action and the actual repatriation and, secondly, and more importantly, due to the fact that the ships would be required to remain in Durban at least during the initial stages of such proceedings.

In this instance, in late January 2016 three individuals were allegedly seen disembarking the vessel via the gangway by the Port security at the Terminal. The vessel, which called at Durban in December 2015, was berthed undergoing major repairs.

Further, evidence was found to prove the individuals were indeed hiding on the vessels. They were also able to point out to the Immigration officers their hiding spot on the vessel. Despite this, the evidence was not sufficient to prove that the individuals boarded the ship prior to her entering South Africa.

Notwithstanding the above, the Immigration officials disregarded the facts of this case and immediately deemed the individuals to be "stowaways". Therefore the owners were ordered to bear the repatriation costs or, alternatively, to keep them on the ship until her departure from South Africa together with the "stowaways" on board.

Mindful of the fact that the ship's repairs in Durban were anticipated to last for at least one more month, the Owners, with the Association's support, and the assistance of Messrs. Shepstone & Wylie Attorneys, decided to challenge the Immigration Authorities' common practice.

The Owners applied for interim relief requesting the Minister of Home Affairs to remove the individuals from the ship and also accept a Club Letter of Undertaking as security, covering the trespassers' reasonable repatriation costs pending the final decision on the main application lodged with the High Court. Both the interim relief and the acceptance of the Club Letter of Undertaking were granted and there is now a precedent that governmental departments in South Africa are able to accept Club Letters of Undertaking.

The main application was heard by the High Court that affirmed the "rule nisi" and ordered the Minister of Home Affairs to return the Club Letter of Undertaking. Specifically, it has been determined that the Minister of Home Affairs could not order the Owners or the Master to arrange and pay for the repatriation of the trespassers on the basis of the Merchant Shipping Act provisions. An order for the legal costs has also been made against the Respondent.

The matter was summarily determined as such there is not any written judgment available to be used as a reference. The Durban High Court decision, which is in line with the existing law's clear provisions, is a precedent for the proposition that the State is responsible for the trespassers' repatriation costs rather than the Owners or Master. It must be noted however, that due to the fact that a single Judge delivered the said decision, a further Judge is not obliged to follow this decision. Notwithstanding the fact that this decision was not a binding legal precedent, other judges are likely to follow it.

Therefore, in case of an incident with similar facts, whereby trespassers are involved and there is firm evidence to support this, the shipowners ordered by the Immigration Authorities to repatriate the trespassers and bear the relevant costs can now apply to the competent Court and obtain relief.



Andros Cup 2017

Following an invitation, the UK P&I and UK Defence Club were proud to enter a team in the 50th Andros International Yacht Race.



The team sailed on the yacht MELX II, which was skippered by Olympic sailor Panagiotis Kambouridis together with her Owner Stavros Papagiannopoulos and included Thomas Miller (Hellas) Senior Executives Michael Chanouzas and Alec Kyrle-Pope.

Due to light wind conditions, the start line was moved from Faliro to Vouliagmeni where the fleet, comprising 13 yachts in the ORCi Class, began racing under the local sea breeze. However, soon after passing Patroklos, the wind dropped and each yacht tried to take advantage of any light puffs to gain a few boat lengths over the competition. The continuing light wind conditions prevailed during the evening and throughout the night.

With first light, the northerly wind started to pick up and the divergence in the fleet's strategies became more apparent. The majority of the yachts chose to sail closer to land after rounding the northern tip of Andros. However, the crew of MELX II opted for the open waters north of

Andros. It was that ingenuity and skill of the crew which ensured a second place finish in the opening leg from the Saronic Gulf to the island of Andros, a distance of approximately 80 nautical miles. This was no small feat when one considers only 4 of the 13 vessels in the ORCi Class managed to finish within the time allotted. There were no fewer than 40 changes of the yacht's sail plan during the course of the race, which lasted just over 22 hours.

After a day's respite, during which various informal races were held off the town of Chora, the second and return leg took place. Given that light winds persisted, the return leg was shortened to a finish line between Dysvato (Tinos lighthouse) and the southern tip of Andros rather than Sounio, as originally planned. This was by far the more frantic of the two legs and after falling behind initially, a late and highly audacious tactical change as the competition entered the final furlong – the Dysvato strait – brought home a 1st place finish and victory overall.

Despite Vietnam's growth, some ports suffer from poor infrastructure, which, among other issues, can render a ship's stay in Vietnam difficult.



Bulk cargo claims in Vietnam

Claims Executive Efcharis Rocanas highlights issues regarding bulk cargo claims in Vietnam and recommends precautions to ameliorate carriers' negative experiences on various ports

Vietnam has experienced noteworthy economic growth since the major economic reforms of 1986. The country is projected to be one of the fastest growing economies in the next few decades. GDP is currently USD \$170.6 billion and an average of 6% growth a year is forecast from 2015 to 2017. Outbound shipments in 2017 have exceeded Bloomberg forecasting for growth.

Vietnam's principal exports are crude oil, textiles and garments, fisheries products and electronics, whilst the country's principal imports are machinery, refined petroleum, steel, material for the textile industry and agricultural products. Vietnam imports most of its domestic consumption of wheat, cotton, wood, cattle and dairy products. Investment in transport infrastructure is set to increase from USD 7 billion to USD 120 billion by 2020, with plans to upgrade existing airports, to build new international standard airports and developing metro operations in Hanoi and Ho Chi Minh City.

Vietnam's wheat import for 2016-2017 is estimated to increase by 67.4% year on year to 5 million MT. This is reportedly largely due to strong feed demand, particularly from the aquaculture industry. These cargoes are mainly transported in bulk in 2017, the Association has witnessed an increase in shortage claims.

Despite Vietnam's growth, some ports suffer from poor infrastructure, which, among other issues, can render a ship's stay in Vietnam difficult. Problems usually arise due to the lack or limited number of storage for cargo. This leads to cargo being immediately trucked or barged to its final destination and may result in further damage or shortages being claimed for, if draft surveys are conducted and reliance is placed on grab scales or shore weigh-bridge.

While all ports in Vietnam are hot spots for cargo claims and threats of ship arrests, there are ports where problems arise more frequently than others. The two most prominent ports that stand out are Phu My (Cai Mep) in the South and Cai Lan in the North. The frequency of claims in Cai Lan is generally greater, since this port is often the second or final discharge port in a voyage. It is common practice for shortages found at preceding ports to be reported to the cargo underwriters and receivers at the port of Cai Lan.

Paper shortages are customary, with receivers' surveyors manipulating draft readings to claim for larger shortages than in reality. When trying to resolve such discrepancies, the receivers' surveyors usually leave the vessel and do not return. Another tactic that is usually seen in Vietnam is that receivers' surveyors insist that the Master signs their draft survey records without remark threatening to delay discharge if the master refuses to do so.

Like in many other difficult jurisdictions, appointing a surveyor to protect ship's interests may not guarantee the

avoidance of a paper claim. However, these preventative measures do go some way in minimising the carrier's exposure. Appointing surveyors on a precautionary basis arms us with counter arguments that assist the vessels interests. Without any independent reports, carriers would be left with no real room to negotiate a claim.

Negotiations will vary on a case-to-case basis. In our experience, the "on the spot" handling of a cargo claim, whether paper or real, will largely depend on the receiver, with some parties' underwriters opting for immediate arrest and others opting for more amicable requests for security after the vessel has already sailed.

Local courts readily comply with arrest orders when these are requested and are quite flexible in demanding and agreeing on the appropriate documents proving a claim, i.e., scanned copies of bills of lading, not always including reverse endorsed backsides where appropriate, are generally accepted. Courts have the authority to act and issue such an arrest as an action in rem, irrespective of the governing jurisdiction.

While approved local insurers accept LOU's, acceptance of such security is at the discretion of the claimant. If this is refused and one applies to the courts to have them accept security, this can only be accepted by the courts if the claimants advise they themselves are in agreement, otherwise such security is routinely rejected. If a bank guarantee is agreed, there are additional problems that ensue over wording. Banks demand closed wording, i.e., a time limit of 1 year – renewable whereas claimants and the courts will insist on no such time limit or on open-ended guarantees.

This of course is ignoring the time that it takes to actually issue a bank guarantee, which would mean that the vessel would face additional off-hire claims, etc., for a minimum of 7 working days. While any arrest can be appealed, this usually has to be done within 48 hours of it having been received by the Master. It is therefore difficult to have such a appeal heard within this time frame but it can be done, if correspondents and lawyers are alerted early enough. This doesn't mean the claim goes away but gives a more level playing field during negotiations.

As a consequence of the above, in practice, most claims are dealt with straightaway. Claimants who arrest a vessel – usually on a Friday afternoon to exercise maximum pressure for a fast settlement - often issue release papers at the same time, with a view to submit these papers to port authorities even during the weekend. This means that an arrest on a Friday afternoon will not necessarily translate into the ship remaining in the port until Monday morning, awaiting Courts' opening. The only way that claimants will agree to release a ship is if they receive a "promise to pay" from the local correspondents on behalf of the Owner and the Association.



Capital Link Forum – Athens

UK P&I Club Senior Loss Prevention Executive David Nichol spoke at a high profile shipping industry forum in Athens in November.

The event was organised by Capital Link at the Divani Caravel hotel and was entitled "Best industry practices – A competitive advantage". It was a full day programme consisting of a succession of discussion panels and individual presentations with a focus on topics of current interest and concern to the global shipping industry.

David was included in a panel entitled "The impact of telemedicine on seafarers and shipping", during which he was able to discuss the issue from the perspective of both seafarers and P&I Clubs.



Crisis Management workshop

The Piraeus office recently hosted a Crisis Management workshop for local Members in cooperation with Ince & Co.

The interactive workshop challenged the attendees to managing a fictional collision between the MV "HAPLESS BULKER" and the MT "LUCKLESS TANKER" in the Mediterranean Sea, from first notification from the respective vessels through to the critical early decision-making process, crisis management and claims handling. The scenario also included personal injury, pollution and salvage elements. The workshop was organised and run by Cedric Chatteley of Thomas Miller (Hellas) and Stuart Francis and Jamila Khan of Ince & Co.

This well attended event promoted thorough examination and discussion of the issues that arise following a collision.



Karting Challenge Cup

The well-established annual Thomas Miller (Hellas) Karting Challenge Cup race event was held earlier this year at the Speed Force racetrack in Vari.

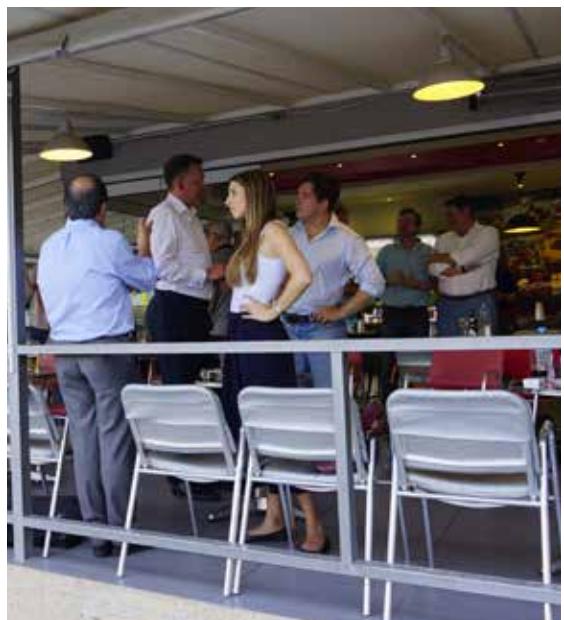
The evening started with the participants divided into 4 groups of 10 drivers, each driving the usual familiarisation laps, followed by another seven laps that served to indicate the poll positions at the final ten-lap race.

After a competitive and enjoyable race, the driver who saw the black and white squared flag first was Mr. Leonidas Fotinopoulos of Stealth Maritime Corporation S.A., with second and third places taken by our own Mark Beare and Mr. Harry Vafias (last year's winner) of Stealth Maritime Corporation S.A, respectively. As this was a warm evening, Mr. Fotinopoulos ensured that we got cooled down by spraying us with champagne!

The women's competition saw Miss Zio Petridi of Empire Navigation on the highest step of the podium, with our own Miss Efcharis Rocanas and Mrs Natalia Athanassiou of Empire Navigation, taking second and third places respectively.

Following tradition, prizes were also awarded for "dressed to impress" (ladies' winner Miss Efcharis Rocanas for her unbelievable quick change from business attire to sports gear and men's winner Mr Gregory Dossopoulos of Common Progress Cia Navigation S.A. for his colourful shirt). Also, "safest driver" was awarded to Miss Ionela Pacaleanu and Mr Alkiviades Sficas of Dalnave Navigation Inc.

An enjoyable time was had by all and we look forward to welcoming you to our next rendezvous on the racetrack.





Cyprus Seminar

The Club recently hosted a well-attended Loss Prevention seminar in Limassol for local Members and the wider Cyprus shipping community.

Senior Loss Prevention Executive David Nichol provided guests with an overview of our current Loss Prevention initiatives followed by a presentation on Crew Mental Health. The Club was also represented by Marc Jackson and Costas Zoidis.

After the seminar, a buffet and drinks reception provided an excellent opportunity for further discussion and social interaction.





Hellas Liberty Ship visit



The Thomas Miller (Hellas) team visited Hellas Liberty earlier this year and enjoyed a guided tour around the deck as well as many compartments of the restored ship. It is a well-known fact that the maritime industry benefitted greatly from this special class of steam-powered cargo ship constructed during World War II.

A educational documentary about the Liberty Ships history and reconstruction was presented to the team in the main reception hall, which was situated in one of the main holds, decorated

with photos of every Greek shipowner that has owned or used Liberty ships. The team also visited the engine room, which boasted a well-preserved steam main engine. Navigational instruments were laid out with explanations of their purpose alongside the photographs.

Captain Konstantakopoulos, the initiator of the Hellas Liberty reconstruction, succeeded in transforming the Hellas Liberty into a floating museum dedicated to the history of the Greek merchant marine.

Wishing all our Members a
happy and prosperous 2018!



Contact Details

Senior Management and Underwriting			
Hugo Wynn-Williams	Chairman & CEO	+44 20 7204 2144	hugo.wynn-williams@thomasmiller.com
Daniel Evans	Regional Director / Club Manager	+30 6944 791 623	daniel.evans@thomasmiller.com
Paul Collier	Senior Underwriting Director	+44 20 7204 2063	paul.collier@thomasmiller.com
James Petrie	Underwriting Director	+44 20 7204 2467	james.petrie@thomasmiller.com
Tania Bourla	Junior Underwriter	+44 20 7204 2087	tania.bourla@thomasmiller.com
Hellas 1			
Marc Jackson	Syndicate Manager	+30 210 458 5228	marc.jackson@thomasmiller.com
Alexandra Couvadelli	Senior Claims Director	+30 210 458 5215	alexandra.couvadelli@thomasmiller.com
Mark Beare		+30 210 458 5226	mark.beare@thomasmiller.com
Panagiotis Alikaris		+30 210 458 5220	takis.alikaris@thomasmiller.com
Christos Aporellis		+30 210 458 5217	christos.aporellis@thomasmiller.com
Michael Chanouzas		+30 210 458 5238	michael.chanouzas@thomasmiller.com
Cedric Chatteley		+30 210 458 5225	cedric.chatteley@thomasmiller.com
Evangelia Ioannidou		+30 210 458 5226	eva.ioannidou@thomasmiller.com
Evangelos Nomikos		+30 210 458 5213	vangelis.nomikos@thomasmiller.com
Efcharis Rocanas		+30 210 458 4212	efcharis.rocanas@thomasmiller.com
Costas Zoidis		+30 210 458 5229	costas.zoidis@thomasmiller.com
London Syndicate L2			
Nick Milner	Syndicate Manager	+44 20 7204 2128	nick.milner@thomasmiller.com
Richard Case	Senior Claims Director	+44 20 7204 2402	richard.case@thomasmiller.com
Lyall Hickson	Senior Claims Executive	+44 20 7204 2404	lyall.hickson@thomasmiller.com
Stephen Michaels	Senior Claims Executive	+44 20 7204 2518	stephen.michaels@thomasmiller.com
George Huxley		+44 20 7204 2718	george.huxley@thomasmiller.com
Christopher Karageorgis		+44 20 7204 2217	christopher.karageorgis@thomasmiller.com



Thomas Miller P&I Ltd –London
Tel: +44 20 7283 4646 Fax: +44 20 7283 5614

Thomas Miller (Hellas) Ltd –Piraeus H1
Tel: +30 210 42 91 200 Fax: +30 210 42 91 207/8

Thomas Miller (Americas) Inc –New Jersey
Tel: +1 201 557 7300 Fax: +1 201 946 0167

Thomas Miller (Hong Kong) Ltd –Hong Kong
Tel: + 852 2832 9301 Fax: + 852 2574 9954
ukpandi.com / ukdefence.com