

Strike & Delay Insurance  
Are you covered for:

# Weather delay?



NorthStandard

We specialise in helping companies plan voyages, protect their profit margin and open up new trading routes.

Whether you're an owner or charterer, your ship is at risk of unexpected delays. Strike & Delay cover provides protection against financial losses caused by 30 different risks. **Are you covered?**



Adverse weather conditions are a key risk for shipowners and charterers in many parts of the world. Weather delays can leave vessels sitting idle and unable to leave a port, or force them to stay at sea or navigate a different route. These scenarios can cause long delays and significant financial loss.

Although weather routing services support members when planning a voyage, they're little help if a vessel is already trapped in or outside a port, or the onset of weather is sudden and unpredictable.

Strike & Delay's Weather insurance is a groundbreaking product covering the cost of delays caused by adverse weather conditions – a risk currently seen as unavoidable.

### What is the Strike & Delay cover for delays caused by adverse weather?

Our policy provides cover for the cost of delays caused by adverse weather conditions. For shipowners, this is the extra operational costs, or the time charter equivalent of lost hire, during a delay. For a charterer, it is the hire payable during, or the demurrage consequent of, the weather delay.

### What risks can I protect myself from?

The first of its kind in the shipping industry, the cover protects members against delays to ships in any port, berth, sea-lane or navigable waterway caused by the following weather conditions:



**Named storms**  
such as typhoons  
and hurricanes



**Wind, swell  
or fog**



**Rain**  
(excluding  
customary rain)



**Ice**  
(excluding  
customary ice)

Cover is available up to eight days with a minimum deductible of one day.

## How does it work?



To receive a quotation for this cover, you need to provide the following information:

- A selection of five risks from the **extensive range** available, including weather.
- The IMO numbers, together with the on/off risk dates, of all vessels for the last three years.

We will then provide a quotation, projecting the premium for the forthcoming year, which will be adjusted at policy year end.

With the cover in place, you will then have access to our claims team across Europe, Asia-Pacific and the Americas, to help manage your delays and indemnify you swiftly for losses covered under your policy.

## Scenarios

To help understand the range of situations in which the new Strike & Delay cover could help ship operators, these are some illustrative claim scenarios:



**Named Storm:** A Hurricane warning is issued, and vessels are ordered to seek a place of shelter until it passes. On making landfall the hurricane causes severe damage to port infrastructure before moving inland and disrupting the supply chain. A tanker waiting to load cargo is delayed six days in consequence. The claim is for five days excess one day deductible, at US\$ 50,000 per day, or total indemnity of US\$ 250,000.



**Wind & Swell:** Strong wind and swell lead to the closure of a port for five days, whilst causing significant congestion. A bulk carrier is delayed for the duration of the port closure and an additional three days because of consequential congestion. The claim is for seven days excess one day deductible, at US\$ 20,000 per day, or total indemnity of US\$ 140,000.



**Ice:** A port in North America becomes inaccessible due to ice at an uncustomary time of the year. An ice breaker is required to open up the port, which takes two days to arrive and three days to break a channel in. The vessel sustains a five day delay from this and a further two days waiting to load due to congestion that has built up in consequence of the ice. The claim is for six days excess one day deductible, at US\$ 30,000 per day, or total indemnity of US\$ 180,000.



**Rain:** A bulk carrier is loading a cargo of grain in Brazil when an uncustomary downpour of rain occurs in the run up to a wider storm in the area. Loading must cease in order to avoid damaging the cargo until the storm passes. Loading recommences three days later. The claim is for two days excess one day deductible, at US\$ 30,000 per day, or total indemnity of US\$ 60,000.



**Fog:** Fog descends along a large stretch of the Mississippi river and traffic is slowed in consequence. A vessel is delayed three days on route to the port of loading and a further three days going back down the river because of congestion resulting from the fog. The claim is for five days excess one day deductible, at US\$ 45,000 per day, or total indemnity of US\$ 225,000.

**To contact our Strike & Delay Class underwriting team or to access other publications [click here](#).**



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