



Certificate of Entry

The undermentioned ship is entered in NorthStandard EU DAC on the terms and conditions set out below, and in accordance with the articles and the rules from time to time in force and the terms of any circulars which have been or may be issued pursuant to the rules, for the period of insurance stated below unless lost, sold or withdrawn in accordance with the rules. Attention is drawn to rule 1.5.2 of the P&I class rules concerning excluded provisions of the Insurance Act 2015

Ship	IMO No.	GT	Flag
ARKLOW BREEZE	9638812	5,065	Netherlands

MEMBER:	ARKLOW SHIPPING ULC as Disponent Owners
INTEREST:	P&I
POLICY YEAR:	2024
PERIOD OF INSURANCE:	noon GMT 20 February 2024 to noon GMT 20 February 2025
PORT OF REGISTRY:	ROTTERDAM
NAME AND FULL ADDRESS OF THE PRINCIPAL PLACE OF BUSINESS OF THE REGISTERED OWNER:	Glenthorne Shipping Ltd Hoofdweg 18 3067 GH Rotterdam The Netherlands

EVIDENCE OF INSURANCE

This certificate of entry is evidence only of the contract of indemnity insurance between the above-named member and the club and shall not be construed as evidence of any undertaking on the part of the club to any other party.

In the event that the member tenders this certificate as evidence of insurance under any applicable law relating to financial responsibility, or otherwise shows or offers it to any other party as evidence of insurance, this is not to be taken as any indication that the club thereby consents to act as guarantor or to be sued directly in any jurisdiction whatsoever. The club does not so consent.



CLASS	PROTECTION AND INDEMNITY
INSURED PARTIES	<p>JOINT ENTRANTS</p> <p>In accordance with rule 13 the following are registered as joint entrants: Glenthorne Shipping Ltd as Owners</p>
	<p>CO-ASSUREDS</p> <p>In accordance with rule 13 the following are registered as co-assureds: Refer to Co-Assured(s) Clause</p>
	<p>GROUP PRINCIPAL</p> <p>This ship is entered under a group agreement and, for the purposes of P&I rules 13.14 to 13.16, Arklow Shipping ULC is designated as group principal.</p>
MORTGAGEES	<p>Pursuant to rule 14, it is hereby noted that the following have an interest in the ship as mortgagees:</p> <p>ING Bank N.V.</p>
STANDARD RISKS COVERED	<p>P&I risks in accordance with the rules</p> <p>Pollution liabilities in accordance with rule 3.8</p> <p>Wreck liabilities in accordance with rule 3.11</p>
SPECIAL RISKS AND ADDITIONAL TERMS	<p>OIL POLLUTION - LIMITATION OF COVER CLAUSE</p> <p>The liability of the club for claims in respect of oil pollution is limited to US\$1,000,000,000 for each owner's entry arising out of any one event and as provided for in rule 6.5. Subject otherwise to the rules and the terms of this certificate of entry.</p>

LIMITATION OF LIABILITY

The club's liability is limited in accordance with the rules unless limited to a lesser amount in this certificate of entry. Such limit(s) shall apply in the aggregate in respect of the member and any other person entitled to claim under the rules, any one event, including legal and survey fees and expenses. In relation to recovery by a charterer, whether under a charterer's entry or where a charterer is an insured party, where any limit stated in this certificate exceeds the charterers' limit set out in rule 6.9, the latter limit shall always apply.

MARITIME LABOUR CONVENTION

In accordance with rule 1.3, cover includes liabilities in accordance with the terms of the club's Maritime Labour Convention extension clause 2024.

P&I WAR RISKS

In accordance with rule 1.3, cover includes P&I war risks in accordance with the terms of the club's P&I war risks clause 2024.

Notwithstanding clause 6, but subject always to clause 1.2, of the club's P&I war risks clause 2024, cover also includes liability for bio-chemical risks in accordance with the terms of the club's bio-chemical risks inclusion clause 2024.

COLLISIONS AND DAMAGE TO FIXED AND FLOATING OBJECTS

EXCLUDING: claims arising under rule 3.6 and rule 3.9, to the extent such risks are covered by vessel's Hull and Machinery policies which include cover for four-fourths R.D.C. and damage to fixed and floating objects.

LOSS PAYABLE CLAUSE

Payment of any recovery the Owner is entitled to make out of the funds of the club in respect of any liability, costs or expenses incurred by him shall be made to the Owner or to his order unless and until the club receives notice from ING Bank N.V., that the Owner is in default under the mortgage in which event all recoveries shall thereafter be paid to ING Bank N.V., or their order; Provided always that no liability whatsoever shall attach to the club, its managers or their agents for failure to comply with the latter obligation until after the expiry of two clear business days from the receipt of such notice.

The club undertakes:-

- (a) to inform the mortgagees if the managers give the member for the above ship notice under rule 16.4(2) that his insurance in the club in respect of such ship is to cease at the end of the then current policy year;
- (b) to give the mortgagees 14 days notice of the club's intention to cancel the insurance of the member by reason of his failure to pay when due and demanded any sum due from him to the club.

CO-ASSURED CLAUSE

Newstar Shipping Ltd as Crew Agents.
Chiltern Maritime as Crew Agents.
Safe Ships Training Group as Crew Agents.
Arklow Shipping (Overseas) Ltd as Crew Agents.
Gretimybe (Lithuania) as Crew Agents.
Nordvegr (Russia) as Crew Agents.
Arklow Shipping Nederland BV as Crew Agents.
Skyline Shipping Ltd as Crew Agents.
Clyde Marine Training Ltd as Crew Agents.
Morska Agencja Gdynia Ltd as Crew Agents.
National Maritime College of Ireland as Crew Agents.
PSIL (Guernsey) PCC Ltd. Cell Newstar as Crew Agents.
PSIL (Guernsey) PCC Ltd. Cell Skyline as Crew Agents.
Sealanes Marine Services, Inc as Crew Agents.
Sokur Ltd. Delta Marine Crewing B.V. Altas Services Group Merchant B.V. Sharp Crewing Services Pte Ltd as Crew Agents.
C.F. Sharp Crew Management, Inc as Crew Agents.
The Black Sea Crewing Company Oscar as Crew Agents.
SORS Crew Management as Crew Agents
C-Crew Management as Crew Agents
Memeco Recruitment Pte Ltd as Crew Agents
is/are co-assured(s) for the purpose of P&I Class rule 13.

MARITIME LABOUR CONVENTION

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P&I WAR RISKS

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2024/10939/QS



NorthStandard

NorthStandard EU DAC

A handwritten signature in black ink, appearing to read 'William Robinson'. The signature is fluid and cursive, with a horizontal line extending to the right.

William Robinson



SUMMARY OF COVER
CERTIFICATE OF ENTRY – OWNER'S ENTRY

Ship **ARKLOW BREEZE**

Club: NorthStandard EU DAC**Member:** **ARKLOW SHIPPING ULC**
as Disponent Owners

This document confirms that the following risks are included in the cover provided by the contract of insurance evidenced by the certificate of entry numbered above and that they are covered in accordance with the terms set out in that contract.

Risks covered:Oil Pollution
Wreck Removal

This document is intended purely as a summary of some of the principal risks covered and does not constitute a contract of insurance and shall not be construed as evidence of any undertaking, financial or otherwise, on the part of the club to any other party.

In the event that a member tenders this summary as evidence of insurance under any applicable law relating to financial responsibility, or otherwise shows or offers it to any other party as evidence of insurance, such use of this summary by the member is not to be taken as any indication that the club thereby consents to act as guarantor or to be sued directly in any jurisdiction whatsoever. The club does not so consent.