

policy of Hull & Machinery Insurance shuts out the insurance protecting of shipowner from the damages accused by a ship to the third persons. Decision of the British court, caused the animated discussion among shipowners, as they realized that such precedents would often take place in the future, not having here, as appeared, the reliable protective insurance [4, p. 30 – 34].

Shipowners afterwards organized meeting with the representatives of insurance companies, where a compromise agreement was attained: insurance companies extend the given insurance defence in case of ship collision by introduction of the special clause “responsibility for a collision” (RDC – “running down clause” or “collision liability clause”), but had limited the responsibility to 75%, leaving to 25% on responsibility of the risk on shipowners as original franchise. However, shipowners mentioned that the 25% responsibility of the ship collision is a very high for the “theory of authenticity” of collision, to leave her on an own risk. In the search of way out of situation that happened, shipowners decided to appeal to the clubs of mutual insurance with a request to organize insurance defence, the aim of that would be reimbursement of similar losses on collective basis, necessary to them on the own stake of responsibility on a collision. Clubs found out a willingness to insure to the 25% risk on mutual basis [3, p. 35 – 36].

With the increase of emigration to America and Australia courts began to make decision against shipowners fault in death of people, that found a reflection in accepted in 1846 by English parliament document that became afterwards known as the Fatal Accident Act or Lord Cambell’s Act [5, p. 23]. Some insurance companies began to engage in insurance of death and injury of people.

In 1847 was passed another act, that put onto shipowners the responsibility for damages accused to the piers, weirs and any other port property [6, p. 18].

In these terms of strengthening of requirements to the shipowners it was necessary to find an exit from a situation that was folded, and he was found. Shipowners came to the conclusion, that they will be able better to control similar risks, if will appeal to the clubs of mutual insurance of Hull & Machinery Insurance; and those, in turn, were ready to accept on insurance the risks related to exploitation of courts and defence of interests of shipowners of “protecting risks” – “risks of defence” [6, p. 19-20]. Accordingly the clubs of mutual insurance, that accepted these risks on insurance, got the name of Clubs of defence.

Character of Hull & Machinery Insurance clubs had changed. In 1855 the first club – “Ship’s of

Owners Mutual Protection Society” was regenerate from Society on Hull & Machinery Insurance of “Peter Tindall, Riley & Co”.. He gave to the shipowners insurance coverage of responsibility at a collision (to 1/4 responsibilities over 3/4, that is given on the policy of Hull & Machinery Insurance) and responsibility before passengers for death and severe injury. At first, as follows from the name of society, the basic idea of their services and of other clubs that have arisen up later was defence of interests of insured shipowners by means of skilled lawyers, but not compensation of losses, that shipowners could bear as a result of collision with other ships or as a result of death (severe injury) of passengers [5, p. 23 – 24].

Until 1870 these was no need in insurance of responsibility for a load that, as there was no practice of bringing regress claims to the shipowners of from the side of insurers of load. The English legislation gave complete freedom in entering into contracts to the interested persons. Shipowners, using such advantage, plugged in the agreements on the bills of lading certain warning, that released them from responsibility for death or damage of loads that is transported. If a shipper wanted, that his load was accepted to transportation, he was forced to agree to such terms of bill of lading.

This practice changed after death of freight ship of “Westernhope”. This case became an important turning point in history of insurance of P&I. Ship, directed for unloading in, in order to take an additional load in other port, deviated from a course and went by port of entry. After it ship has sunken in the district of Cape of Good Hope on the way to Capetown. The bills of lading on a load contained usual terms about release of shipowner from responsibility for death or damage of load that is transported. The owner of load has bought a claim against a shipowner and won a case. A court decided that, if a ship did not deviate from the course set by agreement without visible reasons, then a load should be delivered to the port of entry. Thus, a shipowner was confessed by accountable for loss of load, as, deviating from a course, he breached Contract of freight. Thus, he could not refer to the terms of bill of lading about the exception of responsibility for a load that is transported. A shipowner, paying indemnification to the owner of goods, appealed to the “Club of defence” with a request to pay to him an insurance compensation on this claim. However Club refused in insurance compensation, explaining such refuse that shipowner’s responsibility in relation to a shipper was not insured in Club [4, p. 40 – 41].

After a case with the ship of “Westernhope” the necessity in insurance coverage of the

shipowners' risks, related to death or damage of loads that is transported, became obvious. First club of compensation of "Steamship Owners Mutual Protection and Indemnity Association" was created in 1874 in city Newcastle [5, p. 22].

At first to the covered risks belonged only risks of shipowners' responsibility for maintenance of the loads accepted to transportation. Later to them responsibility was included also on fines, that was laid on a shipowner as a result of error or oversight of captain and members of crew by custom, emigrant, sanitary authorities according to part of general average charges that levy from a ship or load, when a gross average is caused by an error or negligence of ferryman. The "clubs of protection" and "clubs of indemnity" existed long time in parallel in the same cities, practically uniting the same shipowners. In the long run shipowners came to the conclusion, that the risks related to protection and indemnity, more expedient to insure after one policy, the anymore, that amount of risks that is insured broadened considerably. In 1886 году the clubmen of defence of "North of England Protection Association" and club "Steamship Owners Mutual Protection and Indemnity Association" made decision about joining up. The

first incorporated club of responsibility of shipowners (P&I Club) got the name "North of England Protection and Indemnity Association".

Most of P&I clubs, that exist now arose up at the beginning of XXth century. A growing requirement in ships appeared the consequence of distribution of trade operations and carrying passengers. It pulled at to the increase to the amount and capacity of clubs of mutual insurance. Further development of transportations of loads stipulated to convocation in 1924 of international conference in Brussels, the acceptance of international Convention about the bill of lading and the Hague rules that limited responsibility of shipowners [7, p. 3 – 5]. After bringing some changes and additions by so-called Hague Visby Rules 1968 and Hamburg rules 1978 [8, p. 91] these norms entered the legislation of these norms of many marine countries and are the leading documents that regulate the relations of marine insurance and insurance of shipowners' liability insurance.

Thus, passing the difficult way enough of becoming, insurance of shipowners' liability insurance found the independent place in the system of insurance relations.

LITERATURE

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АНОТАЦІЯ

Адамова О.С. Походження інституту страхування відповідальності судновласника. – Стаття.

В статті досліджується походження інституту страхування відповідальності судновласника та Клубів взаємного страхування. Аналізуються потреба та актуальність страхування відповідальності судновласників як гарантії спокою та економічної безпеки судновласників і вантажовласників, а також стабільності ринкових відносин.

Ключові слова: морське страхування, судновласник, вантаж, судно, ушкодження, ризик, клуб, відповідальність, поліс, страхове покриття.

АННОТАЦИЯ

Адамова Е.С. Происхождение института страхования ответственности судовладельца. – Статья.

В статье исследуется происхождение института страхования ответственности судовладельца и Клубов взаимного страхования. Анализируются необходимость и актуальность страхования ответственности судовладельцев как гарантии спокойствия и экономической безопасности судовладельцев и грузовладельцев, а также стабильности рыночных отношений.

Ключевые слова: морское страхование, судовладелец, груз, судно, повреждение, риск, клуб, ответственность, полис, страховое покрытие.

SUMMARY

Adamova O.S. Forming of the institute of Shipowners' Liability Insurance. – Article.

The origin of the institute of Shipowners' Liability Insurance and Protection and Indemnity clubs are investigated. A necessity and actuality of Shipowners' Liability Insurance are analysed as to the guarantee of calmness and economic security of the shipowner and owner of load and also stability of market relations.

Keywords: marine insurance, shipowner, load, ship, damage, risk, club, liability, policy, coverage