



Certificate of Entry

The undermentioned ship is entered in NorthStandard Limited 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which have been or may be issued pursuant to the rules, for the period of insurance stated below unless lost, sold or withdrawn in accordance with the rules.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 concerning excluded provisions of the Insurance Act 2015.

Ship	IMO Number	GT	Flag
AKSON MEISA	9446192	32,983	Republic of Panama

MEMBER: FEBRERUS MARINE S.A.
as Registered Owner

INTEREST: P&I

POLICY YEAR: 2025

PERIOD OF INSURANCE: noon GMT 20 February 2025 to noon GMT 20 February 2026

PORT OF REGISTRY: PANAMA

**NAME AND FULL ADDRESS OF THE
PRINCIPAL PLACE OF BUSINESS OF THE
REGISTERED OWNER:** Febrerus Marine S.A.
The Trust Company Complex
Ajeltake Road
Ajeltake Island
Majuro
MH 96960
Republic of the Marshall Islands

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 & INDEMNITY
INSURED PARTIES	<p>JOINT ENTRANTS</p> <p>In accordance with rule 13 the following are registered as joint entrants:</p> <p>Akson Denizcilik Tic Ltd Sti (Manager)</p> <p>Febrerus Marine S.A. (Registered owner)</p> <p>GROUP PRINCIPAL</p> <p>This ship is entered under a group agreement and, for the purposes of rules 13.14 to 13.16, Akson Denizcilik Tic Ltd Sti is designated as group principal.</p>
STANDARD RISKS COVERED	<p>P&I risks in accordance with the rules.</p> <p>Four-fourths collision liability in accordance with rule 3.6.1.</p> <p>Wreck liabilities in accordance with rule 3.11.</p>
SPECIAL RISKS & ADDITIONAL TERMS	<p>In accordance with rule 1.3, cover includes:</p> <p>MARITIME LABOUR CONVENTION</p> <p>Liabilities in accordance with the terms of the club's Maritime Labour Convention extension clause 2025.</p> <p>P&I WAR RISKS</p> <p>P&I war risks in accordance with the terms of the club's P&I war risks clause 2025, subject to the limits set out therein.</p> <p>Notwithstanding clause 6, but subject always to clause 1.2, of the club's P&I war risks clause 2025, cover also includes liability for bio-chemical risks in accordance with the terms, and subject to the limit, of the club's bio-chemical risks inclusion clause 2025.</p>
WARRANTIES AND RESTRICTIONS	<p>TRADING WARRANTY</p> <p>The member warrants that the ship does not trade to Yemen.</p> <p>In the event of any breach of this warranty the club shall not be liable for any loss, damage or liabilities arising out of or resulting from an incident during the period of that breach.</p> <p>SPIRE WARRANTY</p> <p>The member warrants that for voyages to or from the Russian Federation, SPIRE forms and all supporting documentation will be provided to the Club within 30 days of the first call in the Russian Federation of any such voyage.</p> <p>In the event of any breach of this warranty, the club will not be liable for any loss, damage or liabilities arising from an incident during the period of the breach.</p>

DEDUCTIBLES

The member is to bear the following deductibles:

US\$ 15,000, per port, in respect of crew illness claims arising under rule 3.1.

US\$ 15,000, any one event, in respect of crew injury and death claims arising under rule 3.1.

US\$ 45,000, any one event, in respect of collision and damage to property claims arising under rules 3.6 and 3.9;

US\$ 40,000, any one event, in respect of all cargo and stowaway claims in African ports and waters except for North Africa;

US\$ 20,000, each single voyage, in respect of all other cargo claims arising under rules 3.13 and 3.14;

US\$ 15,000, any one event, in respect of all other claims.

These deductibles shall also apply to fees, costs and expenses.

LIMITS OF COVER

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.

Oil pollution claims arising under rule 3.8: US\$ 1bn

NorthStandard Limited



Jeremy Grose



Paul Jennings

2025/422513

SUMMARY OF COVER

CERTIFICATE OF ENTRY - OWNER'S ENTRY



Ship: **AKSON MEISA**

Club: NorthStandard Limited

Member: **FEBRERUS MARINE S.A.**
as Registered Owner

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.