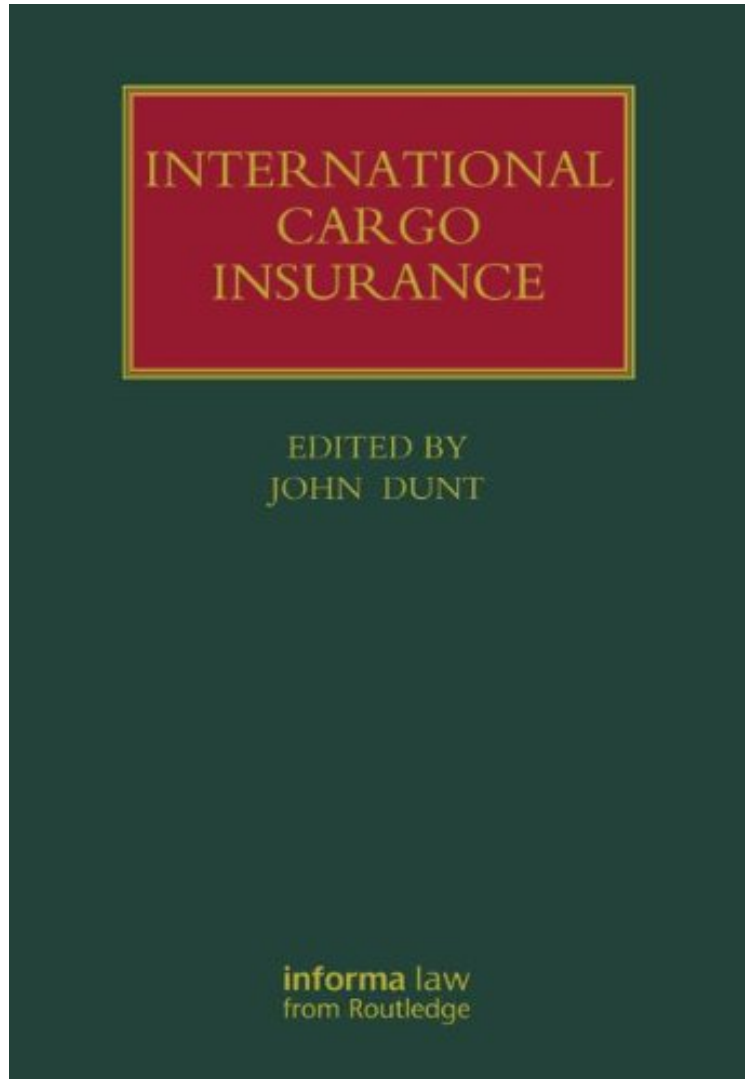


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From Informa Law from Routledge : International Cargo Insurance (Lloyd's Shipping Law Library) before purchasing it in order to gage whether or not it would be worth my time, and all praised International Cargo Insurance (Lloyd's Shipping Law Library):

International Cargo Insurance examines the law and practice of marine cargo insurance on a worldwide basis, and provides the busy practitioner the information needed to quickly and accurately resolve cargo insurance coverage issues, wherever they may arise. The book concentrates on the law in the United States and England. It then examines

other countries with a common law tradition including Hong Kong, Singapore, Japan and Australia. The civil law systems are highlighted in a number of key trading nations: Italy, Germany, France and Norway. The book includes chapters on South Africa as well as the Peoples Republic of China. It concludes with a comparative law chapter concentrating on issues that arise in practice in cargo coverage cases. This chapter also examines how the Institute Cargo Clauses have been construed by Courts worldwide. The appendices include the standard cargo policy insurance terms used in each jurisdiction, some translated for the first time for this volume, as well as translations of the relevant statutes and commercial codes, many not available elsewhere.

International Cargo Insurance will naturally be consulted by marine insurance lawyers seeking an introduction to the relevant principles and practices prevailing and the relevant sources governing or setting out the position in one of the jurisdictions covered. It will further serve as an indispensable point of departure for those engaged in further attempts at regional or international harmonisation. But it will also be of more than passing interest to lawyers seeking an introduction to the general principles of insurance law in the different jurisdictions. After all, the comparative approach is relevant not only when seeking to harmonise different legal systems, but also when grappling with the reform and the improvement or modernisation of a particular municipal system of law. Congratulations are due, then, to John Dunt and his team of contributors for a project innovatively conceived and splendidly realised. JP van Niekerk, Professor of Law, Department of Mercantile Law, School of Law, University of South Africa. This fascinating work sets out with remarkable clarity, the often misunderstood differences that can exist between jurisdictions, and in turn, their application of law in the interpretation of marine cargo insurance contracts. A work such as this is long overdue, considering as it does the reasons why such alternate positions have developed, despite a publicly voiced desire in many circles for harmonization. The authors who have contributed to this new publication, including John Dunt who also edited this impressive work are all, as the clarity of their advice ably demonstrates, leading marine insurance law luminaries in their own countries. The book discusses how cargo insurance law has developed alongside international trade, and how the difference between common and civil law regimes has impacted the evolution of the law in many important respects. Marine cargo insurance law continues to evolve and this book provides an up to date refresher that will be welcomed by all in need of an accurate understanding of current thinking. An example of this is the recent decision in *The Cendor MOPU* case. Here the Supreme Court has now seemingly harmonised English Law on inherent vice with the position previously adopted in other regimes. This case rightly receives the careful scrutiny and the concise commentary one has come to expect from John Dunt. With the challenging piracy for ransom situation still prevailing in the Gulf of Aden/Indian Ocean, similar treatment is given to the recent Court of Appeal determination of a number of fundamental issues in *Masefield AG v Amlin*. For anyone involved in international cargo insurance, the United States remains a vital but sometimes uncertain jurisdiction for cargo interests, with tensions evident between federal maritime law and state law. This issue is helpfully discussed in detail with analysis of *Wilburn Boat Co v Firemans Fund Insurance Co.* and the impact this has had on important decisions since. Following the clear format used throughout this book, Stephen Rible gives a compelling account of the diverse jurisdiction that the United States can be, and brings considerable authority to the topics under review, with commentary supported by comprehensive case and statute referencing. This is a feature that all contributing authors have mirrored with commendable success. The "adventure", as a concept in marine insurance receives consideration and although not in the same context, "adventure" appropriately sums up the captivating journey awaiting the reader of this seminal work, as we are guided through a variety of legal landscapes and decisions. English law and practice is covered in detail first. This is followed by the positions applying in Hong Kong, Singapore, Japan, Australia, The United States of America, Italy, Germany, France, Norway, The Peoples Republic of China, and South Africa. A final chapter provides the all important comparison analysis summarizing the differences between these jurisdictions as dealt with in detail in earlier chapters. Comprehensive appendices ensure the importance of this book as an essential standalone reference source under John Dunt's able editorship. A failure to understand the different approaches to contract formation and interpretation of coverage can have serious consequences for the uninformed. The difficulty facing anyone involved with marine cargo insurance though is just how to become acquainted with the many international regimes and the sometimes contradictory positions adopted. Without this understanding, contract certainty is readily undone with the scope for attendant uncertainty, poor decisions and unnecessary disputes. This book goes a long way to remedy that difficulty and will equip the reader with the wherewithal to make informed and appropriate decisions. Peter de Boissiere Global Marine Claims Leader - Cargo About the Author JOHN DUNT is a Consultant with Clyde Co and also a Senior Research Fellow at the Institute of Maritime Law, University of Southampton. He qualified as a solicitor in 1972 and joined Clyde Co in 1975. He was a partner for 30 years from 1977 to 2007 specialising in marine insurance, with particular reference to cargo insurance. JOACHIM F. BARTELS is a partner at Blaum Dettmers Rabstein. He studied law at the University of Hamburg where he also obtained his doctorate in law. After being admitted to the bar he was head of the legal department of a shipping and trading company for some years focusing on chartering and Gafta matters. In 1977 he joined the law firm of Blaum Dettmers Rabstein in Bremen and became a partner in 1979. From 1979 to 1996 he was also a notary public. 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Dettmers Rabstein. His main legal work concentrates on chartering, cargo and cargo insurance matters. He is the author of a commentary of the Gencon-C/P clauses in an article in *Mnchener Vertragshandbuch*, vol. III, 7th edn, 2012. PROFESSOR HANS JACOB BULL was Professor of Law 1989-2011 at the Scandinavian Institute of Maritime and Energy Law, University of Oslo. He has written several books and articles in Norwegian and English on insurance, marine insurance, maritime law, road transport and petroleum, including *Forsikringsrett* (Insurance Law, 2008), *Scandinavian Maritime Law* (3rd edn, 2011, together with T. Falkanger and L. Brautaset) and *Handbook in Hull Insurance* (2007, together with T.-L. Wilhelmsen). He was chairman of the committees drafting the Norwegian Marine Insurance Plan 1996 (last version 2010) and the Norwegian Cargo Clauses 1995/2004. He also chaired the committee preparing a new Ship Safety Act (2007) and is presently chairman of the committee preparing a new Seamen Act. MARIE BUZULIER is a French lawyer in the Paris office of Clyde Co LLP where she has worked since 2009. Marie holds a Masters degree in law (Master in Maritime law: Nantes University) and specialises in maritime law, transport law and insurance. CAI DONGDONG is an associate with GL Co Law Firm, Shanghai, which he joined in 2008. Before that, he spent about six months doing an internship in a regional maritime court of China. He has a bachelors degree in law at Hangzhou Normal University and a masters degree in maritime law at the University of Southampton. His main practice areas include insurance, reinsurance, maritime, ship financing, international trade and related dispute resolution. LIANG JIAN is a senior associate with GL Co Law Firm, Shanghai, which he joined in October 2006, becoming the head of the insurance department of the firm. 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Before he founded GL Co Law Firm, he joined Wang Jing Co Law Firm, Guangzhou, in early 1999 and then founded and worked for its Shanghai branch office for about seven years during which he acted as paralegal, associate, senior associate and local superintendent. From 1995 to 1999, he was employed by the Guangzhou Maritime Rescue and Salvage Bureau of the Ministry of Communications (Guangzhou Salvage) to handle chartering, salvage, towage, offshore projects, insurance and claims matters, and gained seafaring experience on board a bulk carrier and tugs over a total period of one year. He has a bachelors degree in maritime law at Shanghai Maritime University and has passed the masters degree course in insurance and banking law at Shanghai University of Finance Economics. DEREK LUXFORD is a partner at Sydney law firm, Hicksons, where he heads the Transport Trade Energy Group. 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Derek contributes to many industry and professional publications in Australia and abroad and is a frequent speaker at international conferences on shipping, trade and marine insurance. MAXIME DE LA MORINERIE is a French lawyer in the Paris office of Clyde Co LLP. He holds a degree in law (Master in English law: Paris II Pantho-Assas and University College London; and Master in business law - post graduate, Paris I Pantho-Sorbonne) and in corporate finance (Master of science in Management, EM Lyon). Maxime specialises in maritime law, insurance and reinsurance as well as international trade, energy and corporate law. STEPHEN V. RIBLE is a partner at Mendes Mount, LLP in New York City. He is a senior insurance coverage attorney concerning various lines of marine and energy insurance and is an experienced federal and state trial lawyer handling complex litigation involving insurance coverage and defence of assureds. He is a frequent lecturer on issues regarding insurance coverage, litigation procedures, centralized management of mass litigation, and risk management. Mr Rible is an instructor at the American Institute of Marine Insurance and St. Johns University School of Risk Management, Insurance and Actuarial Science. He is admitted to the New York, New Jersey and Pennsylvania State Bars. ANDREW ROBINSON is a director with Norton Rose of South Africa and is the regional head of transport. He read law at UCT and completed a masters in maritime law at the University of Wales, Institute of Science and Technology. He joined Deneys Reitz in 1998 and qualified as an attorney of the High Court of South Africa in 1991. He specialises in admiralty, marine insurance and general transport law and is a past president of the Maritime Law Association of South Africa. He is a member of the International Working Group that is preparing a draft instrument on the recognition and enforcement of judicial sales, and he has written many articles on marine insurance and transport related topics and has prepared and presented papers on marine insurance in many different fora. GILDAS ROSTAIN

is Senior Partner of Clyde Co LLP, Paris office, which he opened in 1992. He has been a member of the Paris Bar since that time and is a member of the Association Française de Droit Maritime (French Association of Maritime Law). He deals mainly with insurance litigation including, marine, non-marine, product liability, energy, shipbuilding and builders all risks liabilities. He has extensive experience of litigating disputes before all levels and types of Courts in France as well as ICC Arbitration. He is also involved in all the major casualties involving the French market. Avv. FRANCESCO SICCARDI is senior partner of the firm Studio Legale Siccardi Bregante C. He obtained his degree in law (hons) at the University of Genoa in 1964, with a dissertation on Marine Insurance, and started to practice in 1965 qualifying as a lawyer in 1966. 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She was the secretary of the Committee drafting the Norwegian Marine Insurance Plan 1996 and is now chairman of the Standing Revision Committee for the Plan. This Committee is now making a draft of a Nordic Marine Insurance Plan 2013. She has written numerous books and articles on insurance and marine insurance law, tort law, maritime law, contract law and law and economics. These include several books and articles written in English: "The Norwegian Marine Insurance Plan and Substandard Ships", Marine Insurance at the turn of the Millennium, edited by M. Huybrechts (1999, Intersentia); "Issues of marine insurance, duty of disclosure, duty of good faith, alteration of risk and warranties", SIMPLY, Scandinavian Institute Maritime Law Yearbook 2001, CMI Yearbook 2000 Singapore I; "Hull insurance of latent defects i.e. error in design, material or workmanship", Scandinavian Studies in Law, No. 46 (2001, Stockholm University); "Developments of Norwegian and Scandinavian Maritime Law", Il Diritto Marittimo Fasc I-2007; Handbook in Hull Insurance, co-author with H.J. Bull (2007, Gyldendal Akademisk), "Marine insurance regimes and their impact on shipping competition", Competition and Regulation in Shipping and Shipping Related Industries, ed by Antapassis/Athanassiou/Rosaeg (2009, Martinus Nijhoff). "When pirates capture the cargo ... CIGC 35 in the light of Masefield AG v. Amlin Corporate Member Ltd", SIMPLY, Scandinavian Institute Maritime Law Yearbook 2010. "Harmonization of marine insurance current development in the light of past experience", Il Diritto Marittimo 2010 (1) and "Transport liability regimes and economic efficiency", Law and Economics. Essays in honour of Erling Eide (Oslo 2010). COLIN WRIGHT is a barrister practicing in Hong Kong and England. Colin was called to the Bar of England and Wales in 1987 and to the Bar of Hong Kong in 1999. He is a member of Stone Chambers in London and Gilt Chambers in Hong Kong. Colin is an elected member of the Hong Kong Bar Association and is a member of the Executive Committee of the Hong Kong Maritime Law Association. He has been a Fellow of the Chartered Institute of Arbitrators since 1988. SHUJI YAMAGUCHI is a partner of Okabe Yamaguchi, a firm of specialised shipping and marine insurance lawyers based in Tokyo, which he founded in 1990, becoming a partner at the same time. He studied law at Kyoto University where he was awarded the degree of Bachelor of Law before qualifying as an attorney-at-law in 1982. He specialises in shipping and marine insurance and was chair of the Maritime Law Committee of the Inter-Pacific Bar Association from 2009 to 2011. He is an arbitrator of the Tokyo Maritime Arbitration Commission and has written extensively on

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