

You have been kind enough, Mr. Chairman, to introduce me. I am a partner in the firm of Thomas R. Miller & Son, the managers of the United Kingdom Mutual Steamship Assurances Association, Ltd., 14/20, St. Mary Axe, London, E.C. 3. England.

I have been engaged in the management of that association for 16 years. This statement is made on behalf of all of the mutual Ship-owners' Protection & Indemnity Associations herein designated, and I would like to thank you on behalf of those associations for being given the opportunity to appear before you.

ASSOCIATIONS REPRESENTED AND THEIR FUNCTION

The United Kingdom P. & I. Association is the largest of a number of mutual protection and indemnity associations, which are often collectively referred to as the London Group of P. & I. Associations. The other associations which comprise the London Group are:

The Britannia S.S. Insurance Association Ltd.;
 The London S.S. Owners Mutual Insurance Association Ltd.;
 The Newcastle Protection & Indemnity Association.
 The North of England Protecting & Indemnity Association;
 The Standard S.S. Owners Protection & Indemnity Association, Ltd.;
 The Steamship Mutual Underwriting Association Ltd.;
 The Sunderland Protecting and Indemnity Association;
 The West of England Steam Shipowners Protection & Indemnity Association Ltd.

Apart from the London group, I am also authorized to represent the Liverpool and London Steamship Protection & Indemnity Association of Liverpool and the Scandinavian P. & I. Associations, namely Assurance Foreign Gard, of Avendal, Arendal, Norway; Assurance Foreninger Skuld, with a head office in Oslo, Norway, and Sveriges Angfartys Assurans Forening, of Gothenburg, Sweden.

These associations virtually insure shipowners of various nationalities, owning tonnage approximating 130 million gross registered tons, about two-thirds of the world's tonnage, including over 4 million tons of U.S.-flag shipping. For example, the United Kingdom P. & I. Association consists of 15 percent British-flag tonnage and 85-percent tonnage of other flags. The board of directors of this association is composed of 32 members, of many nationalities. Included are vessels flying the flags of more than 60 maritime nations.

I should explain here, albeit briefly, the main function of the P. & I. Associations. In each association, shipowners and charterers band together for a common purpose: to share mutually in the payment of claims brought by third parties for which they are legally liable as a result of their common commercial purpose, the operation of ships.

What, then, are the liabilities in respect of which the associations afford coverage? The more important are as follows:

(a) Liability for loss of life and personal injury to passengers and crews;

(b) One-quarter of the shipowner's liability for collision damage, the remaining three-quarters being customarily covered by the hull underwriters, who insure the owner against loss of, or damage to his vessel;