

ARE SOME INSURERS ALLERGIC TO CATS?

As many will no doubt testify, the mere mention of the word multihull to insurers can induce a sharp intake of breath or worse!



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The reason for this response may be down to an insurer's immediate vision of extreme racing trimarans plunging through waves at 20 knots, or due to a particular claim that has coloured the underwriter's view of multihulls in general.

Unlike motor insurance, there is rarely a sufficient number of any particular class or type of boat for detailed statistical analysis by marine insurers and so a lot depends on the underwriter's personal experience and knowledge when assessing a particular risk.

Of course statistics are a fundamental tool for underwriters and it may well be possible to show that the overall frequency and cost of claims for multi hulls is higher than the average for yachts. However, the multihull data could well include a higher proportion of high performance and racing craft distorting the general picture.

There will always be some multihulls that insurers are reluctant to accept, just as more extreme or complex monohull yachts can be

difficult or costly to insure. However, developments in technology and multihull design along with increasing numbers of cruising catamarans produced by respected UK builders and the large French manufacturers in particular has helped dispel many of the prejudices from an insurance perspective.

But the type of craft is not the only factor that determines your insurance premium. Others include where the vessel is moored (expect to pay around 10% less if marina based), cruising area, age of the vessel (surveys will almost certainly be required if over 20 years old), use, and not least, the owners experience along with details of any previous claims. Many claims are avoidable by taking basic precautions and making thorough pre-season checks. Something as simple as a missing clevis pin can cause major rig failure and drive up premiums!

Though obviously important, price shouldn't be the only consideration when choosing your insurance. Make sure the policy provided meets

your requirements and includes Third Party cover of at least £3m. Check the summary of cover or specimen policy to see what's covered and what's excluded.

Choose a specialist insurance company as they are more likely to have the expertise and contacts necessary to get you back on the water quickly if you are unlucky enough to need their help. It's also worth checking that they are members of the Financial Ombudsman Scheme in case of any dispute.

Marine insurance is now widely available via the internet, usually at a discount. [Craftinsure.com](http://craftinsure.com) is the UK's leading on line specialist.

Quotations for most multihulls can be obtained within a couple of minutes by visiting their website at www.craftinsure.com