

# TT Club warns of volatile hurricane season

The Through Transport Club has reminded ports, terminals, and warehouses to ensure that they have appropriate preparations and suitable insurance cover in place ahead of this year's Atlantic hurricane season.

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The mutual insurer cites a forecast from the Colorado State University (CSU), issued last month, that predicts 17 named storms across the Atlantic Ocean through this year's hurricane season between June 1 and November 30.

This is three more storms than the 1997-2020 average and they are likely to last for a total of 85 days, 15 more than the average. Nine of them are likely to develop into hurricanes, two more than average, and four are expected to become major hurricanes.

The Club, which works in tandem with P&I Clubs but covers a broader range of logistics-related risks, has emphasised the importance of a robust storm preparation checklist. The insurer highlights CSU data that reveals sea surface temperatures across the eastern and central Atlantic are warmer than normal, but not as warm as the conditions that triggered last year's destructive storms.

It reveals that hurricanes Helene and Milton, which made landfall in September and October 2024 respectively, generated losses of close to \$50 billion between them. The Club also notes that 2024 was the fifth consecutive year in which natural catastrophic losses relating to storms worldwide exceeded \$100 billion. The above-average season that is likely this year reflects the increasing volatility of global weather systems due to climate change, it said.

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The dramatic increase in container ship sizes may not be a direct concern for the TT Club but it certainly is for P&I Clubs. Higher stacks of containers on deck pose a greater risk of cargo loss and the dangers of parametric and synchronous rolling are far greater.

Both types of rolling are caused by wave interactions, particularly during hurricanes. Synchronous rolling occurs when a ship's rolling period coincides with the wave encounter period, causing greater roll angles. Parametric rolling affects ship stability, particularly in head or following seas, also causing large roll angles.

In both instances, container stacks on deck are vulnerable and in worst cases, boxes are lost overboard.