



The Shipowners' Protection Limited
St Clare House, 30-33 Minories
London EC3N 1BP

Managers of
**The Shipowners' Mutual Protection and
Indemnity Association (Luxembourg)**

TO ALL MEMBERS

January 2006

Dear Sirs,

ADDITIONAL PREMIUMS FOR TANKER VOYAGES TO THE USA, 2006 POLICY YEAR

Members are reminded that the International Group of P & I Clubs has made special arrangements to cover oil pollution liabilities arising under the United States Oil Pollution Act 1990. Cover for tankers and tank barges is only available upon payment of an additional premium based upon the number of voyages and type of cargo carried to US waters.

Prior to 2005 details of the arrangements for declaring voyages and paying the premiums were set out in the Oil Pollution Clause which was added to every tanker's certificate of entry. This requires Members to send quarterly declarations to the Club setting out details of all voyages to the USA. The Club would then advise of the appropriate premium which had to be paid by the due date. The terms of this cover requires that declarations have to be submitted to the Club even if no voyages to the USA were undertaken. If a declaration is not made the Member will not be covered for any claims to which OPA 90 might apply.

Since February 2005 we have been able to reduce the administrative burden on Members who are not exposed to US risks by simply excluding cover for all claims arising under the US OPA 90.

For those Members who need or may need to trade to US or ports within US controlled waters, the full oil pollution clause must remain on their terms of entry. Those Members are reminded that in order to maintain their cover for OPA 90 claims they must promptly submit quarterly declarations to the managers. The declarations must cover the period from 20th February to 20th May, 20th May to 20th August, 20th August to 20th November and 20th November to 20th February.

The additional premiums applying to US voyages in the 2006 policy year are as follows:

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Registered in England No 2067444
At the above address



	Non-SBT Tankers US\$	SBT Tankers US\$	
(A) Tankers of more than 1,000 gt carrying persistent oil in bulk	0.119	0.105	per entered ton each US voyage
LOOP or lightening	0.060	0.052	per entered ton, each US voyage
(B) Tankers of 1,000 gt or less carrying persistent oil in bulk	<i>Either</i> 120 <i>or</i> 2,389	<i>Either</i> 105 <i>or</i> 2,108	each US voyage per annum
(C) Parcel tankers carrying 5,000 m/t or less of persistent oil as cargo	357	315	each US voyage
(D) Parcel tankers carrying between 5,001 and 10,000 m/t of persistent oil as cargo	899	787	each US voyage

Tankers carrying persistent oil on any voyage will be regarded as carrying persistent oil for any such quarter. Persistent oil is defined as any hydro carbon mineral oil other than the non-persistent oil. A non-persistent oil is oil which consists of hydro carbon fractions of which at least 50% by volume distils at a temperature of 340 degrees centigrade and at least 95% of which distils at a temperature of 370 degrees centigrade when tested by the ASTM method E86/87 or any revision thereof.

Yours faithfully

For THE SHIPOWNERS' PROTECTION LIMITED

(As Managers)

For and on behalf of

The Shipowners' Mutual Protection and Indemnity Association (Luxembourg)

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