



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

February 2006

Dear Sirs,

CLUB SHIP INSPECTION PROGRAMME

Members will be aware that the International Group P&I Clubs have been discussing a number of new initiatives which are designed to contribute to the general drive within the marine industry to eliminate sub-standard shipping.

As a member of the International Group, we will also be revising our Ship Inspection programme to include the agreed initiatives.

These initiatives include P&I Inspections to be carried out on:-

1. Vessels over 12 years of age on entry in the Club, excluding:-
 - a. vessels which only operate within port limits and inland waterways,
 - b. any non tank vessels under 500gt
2. All vessels over 10 years of age which have carried heavy fuel oil as cargo in the previous 12 months, except:-
 - a. vessels only operating within port limits and inland waterways
 - b. a vessel which has undergone a condition survey within the previous 12 months
 - c. a vessel which has undergone a class Special Survey during the previous six months
 - d. a vessel has achieved a CAP1 or CAP2 status with any IACS classification society.

The definition of HFO for the purpose of this requirement is as follows:-

"A residual fuel with a kinematic viscosity of 380 centipose or greater when measured at 50 degrees Celcius by Test Method ISO 3104". This definition is intended to exclude Intermediate Fuel Oils or Heavy Crudes, as well as bitumen or tar.

Members will be asked to make a declaration following the 2006 renewal as to which tankers aged 10 years or more in their fleet have carried HFO as cargo during the previous 12 months between 20th February 2005 and 20th February 2006. A similar declaration will be requested annually.

If a vessel continues to carry HFO as cargo over a period of successive years, we will not carry out an inspection every year but an inspection will need to be held at least every three years after the first inspection has taken place.

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These requirements are over and above our existing inspection triggers which are assessed on a vessel by vessel basis when the Managers will take into consideration the vessel type, age, classification and trading area amongst others.

The Managers will decide whether to undertake any inspections on a more frequent basis than detailed above.

Please contact the Loss Prevention Department if you require further information or clarification on these inspection initiatives.

Yours faithfully

For THE SHIOWNERS' PROTECTION LIMITED

(As Managers)

For and on behalf of

The Shipowners' Mutual Protection and Indemnity Association (Luxembourg)

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