

**CIRCULAR REF: 2009/014**

**CIRCULATED TO ALL TANKER MEMBERS  
ATTENTION INSURANCE DEPARTMENT**

**07 SEPTEMBER 2009  
JHH/KC**

**UNITED STATES OIL POLLUTION COVER 2009/2010 POLICY YEAR**

We refer to our circular dated February 2009 ([click here to view](#)) and enclose a declaration in Microsoft Excel format to be completed for the period 20 August 2009 to 20 November 2009.

Please note the spreadsheet should be completed for all ships, whether or not trading to the United States and returned by email to Kim Coles ([kim.coles@nepia.com](mailto:kim.coles@nepia.com)) no later than 20 January 2010 respectively.

**NOTES FOR COMPLETION OF US VOYAGE DECLARATIONS FORM**

1. A US voyage is any voyage involving loading or discharging cargo at any port or place in the USA or within the Exclusive Economic Zone (EEZ) as defined in the Oil Pollution Act of 1990. USA includes District of Colombia, Puerto Rico, Guam, American Samoa, US Virgin Islands and Northern Marianas. Loading or discharging a cargo at more than one US port or place within the EEZ shall be regarded as a single voyage. Please note number of consecutive US voyages per vessel.  
**PLEASE ENTER Y OR N IN THE US VOY CELL.**
2. Enter only date of first US loading (L) or discharging (D).  
**PLEASE ENTER THE DATE IN THE FORMAT dd/mm/yy**
3. Enter US port name. Please indicate if loading/discharging **solely** at LOOP or **solely** ship-to-ship transfer at location approved by USCG.  
**PLEASE ENTER Y IF LOOP OR STS OR N IF NEITHER IN THE LOOP OR STS CELL.**
4. **Parcel Tanker (PT):** A ship constructed or adapted primarily to carry cargoes of noxious liquid substances in bulk, and capable of carrying at least ten grades simultaneously, having been issued with an international certificate of fitness for the carriage of dangerous chemicals in bulk.  
**PLEASE ENTER Y OR N IN THE PARCEL TANKER CELL.**

If a Parcel Tanker, please indicate in metric tons (MT) the quantity of persistent cargo carried. **PLEASE ENTER A NUMBER IN THE QUANTITY CELL.**

**CIRCULAR**

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5. **Segregated ballast tanks (SBT):** A ship will be deemed to have segregated ballast tanks if it is equipped in accordance with the requirements of Regulation 18 of Annex I to MARPOL 73/78 as amended.  
**PLEASE ENTER Y OR N IN THE RELEVANT CELL.**
6. Specify whether cargo is Persistent Oil (P) or Non-Persistent Oil (NP)  
**PLEASE ENTER P OR NP IN THE RELEVANT CELL.**

For the purposes of this declaration “Non-Persistent” oils shall be defined as follows:-

“Oil which consists of hydro-carbon fractions:-

- (a) at least 50% of which, by volume, distils at a temperature of 340°C and
- (b) at least 95% of which distils at a temperature of 370°

When tested by the ASTM Method D 86/78 or any subsequent revision thereof.”

All other hydro-carbon mineral oils are Persistent Oils.  
For guidance, the following oils are Non-Persistent:-

LNG  
LPG  
Gasolines (AVGAS/MOGAS)  
White Spirit  
Kerosenes (domestic, tractor, aviation, No.1 fuel)  
Distillates (gas oil, heating oil, auto diesel, No.2 fuel)  
Gasoline blending components (naphthas)

This list is not exhaustive.

Please insert extra rows if more than 4 US voyages carried out in this period and for vessels attaching after receipt of this circular.

There is an example form attached to this email for your guidance.

If you have any further questions, please contact Kim Coles or John Howe in the Underwriting department.

JOHN HOWE  
DIRECTOR - North Insurance Management Limited  
As Managers on behalf of the North of England P&I Association Limited