

CIRCULAR REF: 2010/018

**CIRCULATED TO ALL MEMBERS, BROKERS AND DIRECTORS
ATTENTION INSURANCE DEPARTMENT**

23 JULY 2010

UNITED STATES OIL POLLUTION COVER 2010/2011 POLICY YEAR

We refer to our circular dated February 2010 ([click here to view](#)) and enclose a declaration in Microsoft Excel format to be completed for the period 20 May 2010 to 20 August 2010.

Please note the spreadsheet should be completed for all ships, whether or not trading to the United States and returned by email to Paul Nicklin (paul.nicklin@nepia.com) or Kate Wilson (kate.wilson@nepia.com) no later than 20 October 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 13 of Annex I to MARPOL 73/78.
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 Paul Nicklin 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