



TO ALL MEMBERS

30 January 2009

Dear Sirs

RENEWAL 2009/10 POLICY YEAR

We are now able to update members on various renewal matters:

1. Changes to the P&I and Defence class rules

The changes set out in our circular dated 23 December 2008 were approved at the meetings of members held on 27 January 2009. As mentioned in the circular dated 11 November, revised certificates of entry will be issued for the 2009/10 policy year. They have been redesigned not only to reflect the new rules, but also to set out the cover in a more logical way. The new wordings and format will apply to all business underwritten by the club for the 2009/10 policy year.

2. Limits of cover

For owners' entries, cover remains as before with all risks, other than pollution, passengers and crew, limited in accordance with the overspill claims rules.

Cover for oil pollution risks is limited to \$1bn any one event. Cover for passenger and crew claims is limited to \$3bn, in the aggregate any one event, and there is a sub-limit of \$2bn for passenger claims, any one event, any one ship. Members are referred to the rules for the precise wording of these limits.

Cover for additional non-standard risks remains limited to the amounts agreed by the managers and set out in the certificate of entry.

Cover for charterers' entries, cover for charterers named as joint entrants and co-assureds, and cover for members' liabilities arising under consortium arrangements, is limited to \$350m.

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3. Deductibles

The board has approved standard deductibles which apply in the absence of any other agreement.

P&I class: \$10,000, all claims, any one event.

Defence class: 25% of each claim, with a minimum deductible of \$7,500, and a maximum of \$50,000.

4. US voyage surcharges for tankers carrying persistent oil to the USA

The US voyage surcharges system will continue for the 2009/10 policy year. All terms and conditions remain unchanged and are set out in the US Oil Pollution Inclusion Clause 2009 (available from our web site), except that the rates of surcharge are reduced and are as follows:

		Non SBT	SBT
(A)	Tankers of more than 1,000 gt	\$0.093 per gt per voyage	\$0.077 per gt per voyage
	LOOP/Lightening	\$0.0465 per gt per voyage	\$0.0385 per gt per voyage
(B)	Tankers of 1,000 gt or less either or	\$93 per voyage \$1,860 per annum	\$77 per voyage \$1,540 per annum
(C)	Parcel tankers carrying less than 5,000 metric tons of persistent oil as cargo	\$279 per voyage	\$231 per voyage
(D)	Parcel tankers carrying 5,000 – 9,999 metric tons of persistent oil as cargo	\$698 per voyage	\$578 per voyage

5. War risks

Cover for excess war and terrorism risks in respect of standard cover continues, as before, with a limit of \$500m. Cover for war and terrorism risks in respect of additional covers continues to be limited to the amounts specifically agreed by the club and set out in the certificate of entry, or \$100m, whichever is the lesser. Cover for bio-chem risks continues to be limited to \$30m.

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6. US terrorism risks

The board has resolved that cover for acts of terrorism as defined in the *US Terrorism Risk Insurance Program Reauthorization Act 2007* will be made available on the same terms with the same limit as currently apply. The Act applies to very few ships entered in the club but, for those that are eligible, a premium of US cents 0.25 per gt will be deemed attributable to these risks and will be included within the overall premium. Under the terms of the Act, the US government pays a proportion of covered terrorism losses exceeding the statutory established deductible paid by the insurance company providing the cover.

The Act, as amended, also imposes a program trigger on the government's compensation, i.e. insurers cannot have the benefit of the government's compensation, unless the aggregate industry insured losses from a certified act of terrorism exceed a certain insured loss or 'trigger' amount (currently \$100m). In addition, if the aggregate insured losses exceed \$100bn during any program year, the government shall not make any payment for any portion of the amount of such losses that exceeds \$100bn and no insurer that has met its insurer deductible shall be liable for the payment of any portion of that amount that exceeds \$100bn.'

7. Blue cards

The club will provide blue cards in respect of the CLC and Bunkers Convention for ships entered in the club for the forthcoming policy year. Blue cards will also be issued prior to agreement of renewal terms provided the member gives a written undertaking to the club to renew with the club or another International Group P&I club.

8. Calls and releases

The board reviewed the club's financial position at its meeting on 27 January 2009. No supplementary premiums are expected to be necessary for any open policy year, and the P&I class release call margins were confirmed unchanged at 5% for the 2006/07 policy year and 20% for the 2007/08 and 2008/09 policy years.

9. Outstanding premiums

Members are reminded that all renewals are subject to there being no outstanding sums owing to the club at 20 February 2009. In the event that any sums are outstanding, cover will be suspended from 20 February 2009, without further notice, until such sums are paid.

Yours faithfully

Alistair Groom
Chief Executive
Charles Taylor & Co Limited