



Circular

TO ALL MEMBERS

18 January 2010

Dear Sirs

2010/2011 POLICY YEAR RENEWAL

1. Advance contribution rates

We wish to advise that the club's rates of advance contribution will increase with effect from 20 February 2010. The 2010/11 rates will be:

British ships, eligible for government reinsurance:	Rule 2 – 0.0066%
	Rule 3 - 0.0033%
British cruise ships, eligible for government reinsurance:	Rule 2 - 0.0291%
	Rule 3 - 0.0146%
Flagged-out ships, not eligible for government reinsurance:	Rule 2 - 0.0074%
	Rule 3 - 0.0037%
Flagged-out cruise ships, not eligible for government reinsurance:	Rule 2 - 0.0324%
	Rule 3 - 0.0162%

The advance contribution will be payable in full.

A 50% reduction will be granted for ships trading exclusively in one of the following areas:-

- (a) Europe (not south of Gibraltar and excluding Mediterranean and Black Sea);
- (b) USA and Canada (excluding Panama Canal transits);
- (c) Australasia.

Extensions to trading outside any of these areas will be covered on the basis of a minimum period of 3 months.

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The Standard Steamship Owners' Mutual War Risks Association Limited

www.standard-club.com

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2. Additional Premium Areas

Subject to any unforeseen developments in the meantime, in accordance with the circular dated 8 December 2009 the additional premium areas with effect from noon 20 February 2010 will be:

1.	Africa
a.	Djibouti
b.	Ivory Coast
c.	Nigeria including Terminals
d.	Somalia, including waters out to 250 nautical miles from the eastern Somalia coast south of latitude 10°N.
e.	Indian Ocean, the area beyond the eastern Somalia and Gulf of Aden areas out to 65°E, south of latitude 15°N with the southern boundary being 11°S but at 49°E, the boundary shall extend due south then east along the latitude 12°S, but excluding coastal waters of Mozambique, Kenya and Tanzania up to 12 nautical miles offshore.
2.	Asia
a.	Thailand, southern Gulf coast of, between and including Songkhla and Narathiwat
b.	Sri Lanka
3.	Indonesia/Malaysia
a.	Ambon (Seram)
b.	Balikpapan (South East Borneo)
c.	Borneo, north east coast of, between and including Kudat and Tarakan
d.	Jakarta
e.	Sumatera (Sumatra), but only the North Eastern coast between 5°40'N and 0°48'N
f.	Poso (Sulawesi)
4.	Middle East
a.	Saudi Arabia
b.	Iraq
c.	Israel
d.	Lebanon
e.	Yemen
f.	Gulf of Aden Transit: The area enclosed by the Bab-el-Mandeb Strait, latitude 15°N, longitude 57°E and latitude 10°N.
5.	Philippines
a.	Mindanao, southern coast of, between and including Polloc Harbour and Mati
b.	Sulu Archipelago including Jolo (see page 3)
6.	Europe
a.	Georgia
7.	South America
a.	Venezuela

The ports, places, countries, zones and areas listed shall include all harbours, offshore installations and terminals unless otherwise stated.

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Sulu Archipelago

From Tanjung Bidadari (5°49'.6N, 118°21'.0E) along the east coast of Sabah to Tanjung Bagahak Light (4°56'.5N, 118°38'.3E); thence south-eastwards to Pulau Matakang Light (4°34'.6N, 118°57'.0E); thence southwards to position 3°32'.0N, 118°57'.0E; thence north-eastwards to position 5°50'.0N, 122°31'.0E; thence northwards to position 7°06'.6N, 122°31'.0E; thence westwards to Batorampon Point Light (7°06'.6N, 121°53'.8E); thence west-south-westwards to Tanjung Bidadari.

3. Gulf of Aden/Somali basin – Indian Ocean – Nigeria – Far East

In order to combat piracy, the Standard Club strongly recommends that all owners implement and adopt the Best Management Practice. This should not only be for ships transiting the Gulf of Aden and Somali basin sea areas, but also in other parts of the Indian Ocean – certainly as far east as 65 deg E.

Best Management Practice remains the best advice available to combat piracy when a ship transits a high risk area.

The guidelines have been developed by industry and naval forces. Using these guidelines, and with the guidance available from the MSC(HOA) web site, a ship should be better prepared to transit these sea areas.

The Best Management Practice document is available on the Standard Club web site <http://www.standard-club.com/docs/BMPAugust2009.pdf>, from the MSC(HOA) web site and from many industry bodies. A copy should be available on board all ships and form part of ships' anti- piracy contingency plans.

4. Insured values and sums insured

The maximum amount for which any one ship or the interests therein may be insured under rules 2 and 3 will be as expiry, namely £390m or US\$630m or C\$780m or €510m. Please remember that you must advise us of any changes in marine insured values.

5. Protection and Indemnity cover

The limit of liability for claims under rule 2 part D will be as expiry, namely £325m or US\$500m or C\$650m or €425m each ship any one accident or series of accidents arising out of any one event. Those limits are inclusive of any claims for sue and labour. If you consider that this limit provides insufficient cover, additional cover is available from your P&I club.

6. Rules

The club rules for the 2010/11 policy year will remain unchanged from those of 2009/10 policy year and are available on the club's website www.standard-club.com.

Yours faithfully

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