

Policy year: 

 Date: 

We (the Member) request a Group reinsurance premium adjustment in accordance with the Rules as per this declaration:

Name of ship: \_\_\_\_\_

Member: \_\_\_\_\_

 Signed: \_\_\_\_\_  
 (on behalf of the member)

1. Ship was declared/debited as carrying the following cargoes from the start of policy year:

CLEAN	
DIRTY	
DRY	

2. If different to point 1), the ship has carried the following cargoes exclusively for one or more periods of at least 30 consecutive days:

START DATE	END DATE	CARGO (CLEAN / DIRTY/ DRY)

Unless declared for the year as a clean tanker, with the usual warranty to that effect, a ship will be rated on the basis of the dirty tanker reinsurance rate. However, if a ship carries only clean products for one or more periods each of at least 30 consecutive days, she can be rated as a clean tanker for the periods of clean trading. If a ship carries clean products for a period of less than 30 consecutive days then the ship will continue to be rated as a dirty tanker. Clean means actually clean, e.g. it does include a period in ballast between dirty voyages, and a clean tanker is defined as: *a tanker which is not carrying persistent oil or its residues (other than slops)*. The same principles will apply to wet/ dry trading for OBOs. **Notification to the club that a ship has changed status during a policy year, with the relevant dates, must be made within three months of the end of a policy year, failing which no return of premium can be given.**

Please return the completed form to your usual club contact or the following:-

For Standard UK	pandi.london@standardclub.com
For Standard Ireland	pandi.dublin@standardclub.com
For Standard Asia	pandi.singapore@standardclub.com