



**THE STEAMSHIP MUTUAL
UNDERWRITING ASSOCIATION (BERMUDA) LIMITED**

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To the Members

January 2000

Dear Sirs,

CALIFORNIAN OIL SPILL CONTINGENCY PLANNING REGULATIONS FOR NON-TANK VESSELS.

Members are referred to the Club's earlier circulars of August 1999.

The Californian authorities have now finalised their new non-tanker pollution regulations which will become effective on 3rd February 2000.

Accordingly, from that date, all non-tank vessels of 300 gross tons or more trading in Californian waters must have in place a certificate of financial responsibility and an oil spill contingency plan as described in the Club circular B.328 dated August 1999. The arrangements described in that circular are available to non-tanker Members who wish to submit their applications and plans in order to achieve compliance with these regulations.

Due to the large number of COFR applications being received by the State of California, the authorities will continue to issue interim certificates of financial responsibility for the time being. Vessels will be permitted to trade in Californian waters under these interim COFR's pending issuance of final COFR's later in the year. However, in February 2000, the Department of Fish and Game will contact all shipowners holding interim COFR's and will be requesting copies of copies of their P&I Club certificates of entry for the coming year.

Members are reminded that the new regulations also provide that vessels conducting bunkering operations in Californian waters must carry on board a seven-barrel spill kit to deal with on-deck spills including the following equipment:

- Sorbents sufficient to absorb seven barrels of oil;
- Non-sparking hand scoops, shovels, buckets and portable pumps with appropriate hoses;
- Portable containers suitable for holding seven barrels of recovered solid waste and seven barrels of recovered liquid waste;
- A minimum of 15 gallons of emulsifiers for deck cleaning;
- Appropriate protective clothing.

Yours faithfully,

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