

AGENCY COMMUNICATIONS

AGENCY	CAPABILITY: PRIMARY SECONDARY	COMMUNICATIONS
Canadian Coast Guard (CCG) (Tofino Traffic)	Traffic Management Search and Rescue Vessel difficulties & Casualties	VHF channel 74, 16, 22A (Channel 70 DSC only MMSI# 003160012) HF Distress on 2.182 MhZ or 4.125 MhZ Upper Side Band
CCG Radio Victoria	Search and Rescue Vessel difficulties & Casualties	VHF 16, 22A, 84, 26 (Channel 70 DSC only MMSI# 003160011)
CCG Victoria Traffic	Traffic Management Search and Rescue Vessel difficulties & Casualties	VHF channel 11, 77, 16, 22A, 26 Channel 70 DSC monitor only
Transport Canada Marine Safety	Vessel difficulties & Casualties	604-666-5300
USCG Captain of the Port (COTP) Puget Sound	Vessel Casualties, Equipment Failures, Transit requests, Oil & Hazardous Material Spills	206-217-6001
Puget Sound Vessel Traffic Service (Seattle Traffic) (Works for COTP)	Traffic Management Search and Rescue Vessel difficulties & Casualties	VHF 5A and 14 (switch at Bush Point)
USCG Sector Seattle	Search and Rescue	VHF channel 16, 22A
USCG Group Port Angeles	Search and Rescue	VHF channel 16, 81A

VHF CHANNELS

- Channel 16 – International Distress and Calling. For Distress, Urgency and Safety traffic and general calling. (Vessels subject to Bridge to Bridge and VTS are not required to maintain a watch on Channel 16.)
- Channel 20 (international) – Marine Exchange channel. Use for communications with Marine Exchange, West Seattle Buoys and Washington State Maritime Cooperative.
- VTS Channels 5A, 11, 14 and 74 (See Puget Sound-VTS Users Manual for designated areas - <http://www.uscg.mil/d13/psvts/>.) For VTS traffic, reporting of casualties,

oil/hazardous material spill reports and any condition related to a vessels ability to navigate safely.

- Channel 22A -- US Mode) Coast Guard Liaison. The US Coast Guard does not normally monitor channel 22A so you must first establish contact on channel 16.
- Channel 13 -- Bridge to Bridge. For passing and safety communications between vessels. (Passing communications may be done on VHF channel 5A when operating in a VTS area where 5A is the working frequency.)

REDUCE INTERFERENCE
ALWAYS USE LOW POWER WHEN PRACTICABLE

HELPFUL TELEPHONE NUMBERS

- | | |
|---|--------------|
| • COTP Puget Sound Joint Harbor Operations Center | 206-217-6001 |
| • Coast Guard Sector Seattle Inspection Division | 206-217-6180 |
| • Coast Guard Group Port Angeles | 360-417-5840 |
| • Marine Exchange | 206-443-3830 |
| • Washington State Maritime Cooperative | 206-448-7557 |

OIL/HAZARDOUS MATERIAL SPILL REPORTING (This is not an all-inclusive list- operators should follow their Facility/Vessel Response plan as per applicable laws and regulations):

- | | |
|--|--------------|
| • National Response Center | 800-424-8802 |
| • Coast Guard Sector Seattle | 206-217-6001 |
| • Washington State Emergency Management Division | 800-258-5990 |
| • Canadian Coast Guard | 604-666-6011 |

FISHING NET CONFLICT RESOLUTION

Action Items:

- Vessels engaged in fishing must comply with the 72 COLREGS and should not obstruct navigable channels.
- Deep draft vessels should proactively verify in advance that channels are clear before transiting.
- Parties shall work together to solve conflicts prior to calling the Coast Guard.
- Using a non-fishing vessel to move obstructing nets is a last resort and is not always a timely process.

OBJECTIVE

Public safety is one of the Coast Guard's primary missions and safety of navigation will always be of paramount concern. This guidance is applicable to all waters of Puget Sound, but has a focus on the Duwamish waterway as it has been the primary source of conflicts in the past.

For specific guidance on the Duwamish waterways, the following information applies:

- Vessel operators should coordinate ahead of time with tribal fishermen by calling them directly to ensure they are aware of planned vessel moves/shifts. They can reach the tribe landing building POC, Mike Mahovlich, at 206-767-9455 or the enforcement officer, Chief Potts, at 206-660-6492.
- If a net is blocking passage of the waterway, operators should contact the tribal POCs above, or if not available, the Port of Seattle. Reports should include where net is located and whether it is marked and how.
- If neither the tribal POC nor the Port of Seattle are available, vessel operators may contact the Coast Guard Captain of the Port.
- If tribal, Port of Seattle Police, or Coast Guard resources are unavailable, vessel operators must still maintain safe and positive control of their vessels in accordance with International Regulations (72 COLREGS – Navigation Rules) until the obstruction can be mitigated. Inbound vessels may be directed by the VTS to proceed to anchorages or perform race-track turns or other evolutions. Operators should contact the VTS on CH 14.

COAST GUARD POLICY

1. The CG has the legal authority to order movement of barges, fishing nets, and other hazards to navigation when they actually prevent passage of vessels or create a significant safety hazard. It is the Coast Guard's Policy that fishing nets, moored or fleeted barges, or any other obstruction shall not prevent the safe passage of vessels on a navigable channel.

2. Vessels engaged in fishing shall adhere to the requirements of 72 COLREGS, in particular, rules 9 and 10.
3. It is the responsibility of the Master of a vessel to ensure the safe navigation of their vessel in narrow channels. Masters of vessels that are constrained by the draft, length, width, or maneuverability of their vessel should use any available resources, including VTS, the vessel's owner or agent, the appropriate port, and the COTP's office, to ensure that the channel is safe to navigate prior to entering a channel.
4. It is the responsibility of the fishermen and barge owners/operators to ensure that reasonable measures are taken to maintain the safe navigability of a channel. The fishermen must deploy their nets in accordance with all applicable regulations. Barge owners must limit the width of multiple moored/fleeted barges, as practicable, to minimize the impact on the available channel.
5. When an obstruction has been identified, the Coast Guard will expect that responsibility to alleviate the problem lies with the parties involved and they shall act in a timely fashion to clear the navigational obstruction(s) them-selves. Early and proactive communication between concerned parties will greatly increase safety and promote efficient commerce.
6. If the matter cannot be resolved between the affected parties, the COTP may assist in clearing an obstruction, or direct parties to take action to remove it.

DERELICT FISHING NETS

If fishing nets are observed drifting or are lost, they should be reported to the Washington Department of Fish and Wildlife (WDFW) under the no-fault reporting process at http://wdfw.wa.gov/fish/derelict/derelict_gear.htm. WDFW maintains a database of reported derelict fishing gear. Derelict nets are eligible for recovery in coordination with the Northwest Straits marine conservation initiative. They can be contacted at: broadhurst@nwstraits.org.

NAVAL VESSEL OPERATIONS -- NAVAL VESSEL PROTECTION ZONES (NVPZ)

Puget Sound is home to numerous U.S. Navy vessels, including submarines and aircraft carriers. Mariners should be aware that they may come upon such vessels when transiting the waters of Puget Sound and know that certain security zones apply.

A **Naval vessel protection zone (NVPZ)** is a 500-yard regulated area of water surrounding large U.S. naval vessels (greater than 100 feet in length overall) that is necessary to provide for the safety or security of these U.S. naval vessels. A NVPZ exists around all such U.S. naval vessels at all times in the navigable waters of the United States, whether the large U.S. naval vessel is underway, anchored, moored, or within a floating dry dock, except when the large naval vessel is moored or anchored within a restricted area or within a naval defensive sea area.

When within a NVPZ, **all vessels shall operate at the minimum speed necessary to maintain a safe course**, unless required to maintain speed by the Navigation Rules, and **shall proceed as directed** by the Coast Guard, the senior naval officer present in command, or the official patrol.

When within a NVPZ, **no vessel or person is allowed within 100 yards** of a large U.S. naval vessel unless authorized by the Coast Guard, the senior naval officer present in command, or official patrol.

Nothing shall relieve any vessel, including U.S. naval vessels, from the observance of the Navigation Rules. The rules and regulations concerning NVPZs supplement, but do not replace or supersede, any other regulation pertaining to the safety or security of U.S. naval vessels.

To request authorization to operate within 100 yards of a large U.S. naval vessel, contact the Coast Guard, the senior naval officer present in command, or the official patrol on VHF-FM channel 16.

When conditions permit, the Coast Guard, senior naval officer present in command, or the official patrol generally will:

- Give advance notice on VHF-FM channel 16 of all large U.S. naval vessel movements;
- Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large U.S. naval vessel in order to ensure a safe passage in accordance with the Navigation Rules;
- Permit commercial vessels anchored in a designated anchorage area to remain at anchor when within 100 yards of passing large U.S. naval vessels; and
- Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of a moored or anchored large U.S. naval vessel with minimal delay consistent with security.

OLYMPIC COAST NATIONAL MARINE SANCTUARY

AND

AREA TO BE AVOIDED

The **Olympic Coast National Marine Sanctuary** was designated in July 1994. The Sanctuary lies along 135 miles of northern Washington coastline and encompasses an area of approximately 2,500 square nautical miles. Sanctuary habitats include beautiful rocky reefs, lush kelp forests, whale migrations corridors, spectacular deep-sea canyons, and underwater archaeological sites. They provide safe habitat for species close to extinction and/or protect historically significant shipwrecks.

The goals of the Olympic Coast National Marine Sanctuary include: (1) enhance resource protection through comprehensive and coordinated conservation and management tailored to specific resources, in a manner that complements existing regulatory authorities; (2) support, promote, and coordinate scientific research on, and monitoring of, Sanctuary resources to improve management and decision-making in the Sanctuary; (3) enhance public awareness, understanding, and wise use of the marine environment; and (4) facilitate to the extent compatible with the primary objective of resource protection, multiple uses of the Sanctuary not prohibited pursuant to other authorities.

Incorporating much of the Olympic Coast National Marine Sanctuary, an **Area to be Avoided (ATBA)** was designated by the International Maritime Organization (IMO) first in 1995 and then expanded in 2002. Effective December 1, 2002, this ATBA applies to all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit. These vessels should avoid the area bound by a line connecting the following coordinates:

This ATBA was established to reduce the risk of a marine casualty and resulting pollution and environmental damage with the Olympic Coast National Marine Sanctuary.



For more details see: <http://olympiccoast.noaa.gov/protection/atba/atbamap.html>.

PILOTAGE

Action Items:

- Pilotage should be arranged 24 hours in advance.
- Radio communication can be made by calling Port Angeles Pilot Station or the Victoria Pilot station on the appropriate VHF-FM frequency.
- Inbound vessels are requested to reaffirm their estimated time of arrival at the pilot boarding station when they are passing Cape Flattery, and again when they are one (1) hour away.
- A pilot ladder is to be rigged in compliance with SOLAS regulations on the leeward side about one (1) meter above the water.
- When approaching the Port Angeles pilot station boarding area, vessels are requested to monitor VHF-FM channel 13, and maintain a steady course and speed of around 8-10 knots when the pilot boat comes alongside, unless otherwise directed by the pilot boat.

For vessels bound to U.S. ports, the following pilot requirements apply:

- Pilotage is compulsory under Washington State law for all foreign vessels and U.S. vessels engaged in foreign trade.
- Coastwise seagoing vessels propelled by machinery and subject to inspection under 46 U.S. Code Chapter 33, and coastwise seagoing tank barges subject to inspection under 46 U.S. Code Chapter 37, must be under the direction and control of a federally licensed pilot.
- Vessels that are not authorized by their Certificate of Inspection to proceed beyond the Boundary Line which are in excess of 1,600 gross tons, propelled by machinery, and subject to inspection under 46 U.S. Code Chapter 33, must be under the direction and control of a federally licensed pilot.

Pilotage service for all U.S. ports and places E of 123° 24'W longitude in the Strait of Juan de Fuca, including Puget Sound and adjacent inland waters is provided by the Puget Sound Pilots.

Pilotage should be arranged between 0800 and 1700, and at least 24 hours in advance of inbound estimated time of arrival (ETA), through the vessel's agent, by direct telephone communication with the Puget Sound Pilots at (206) 448-4455 or through the Marine Exchange of Puget Sound at (206) 443-3830 - (206) 443-3839 FAX - Telex 6734358 MAREX. If subsequent conditions make it necessary, an amended ETA should be made. Inbound vessels are also requested to reaffirm their ETA at the pilot boarding station through the Cooperative Vessel Traffic Service (CVTS) and directly with Puget Sound Pilots via VHF Channel 13 when they are passing Cape Flattery, and again when they are one (1) hour from the pilot station.

Port Angeles has been designated as the pilotage station for all vessels en route to U.S. ports from the sea or departing U.S. ports to sea. Vessels desiring a pilot should proceed with caution to a point at least 1.0 mile NNE (1.5 mile NNE if a loaded petroleum tanker) of the east end of Ediz Hook where the pilot will board the vessel. A pilot ladder is to be rigged in compliance with SOLAS regulations on the leeward side about one (1) meter above the water. Radio communication can be made by calling Port Angeles Pilot Station on VHF-FM channel 13. When approaching the boarding area, vessels should monitor VHF-FM channel 13, and maintain a steady course and a speed of about 8-10 knots when the pilot boat comes alongside.

There are two pilot boats, each 22 meters in length with white hulls and red deckhouses. The pilot station and pilot boats are equipped with radar and AIS to locate and track vessels. Pilot boats have their own lights to illuminate the pilot ladder, but a standby light should be ready in the event of an emergency. If illumination by the vessel is required, the pilot ladder and ship's deck should be lit by a forward shining overside light.

Vessels calling on British Columbia ports will bypass the Port Angeles pilot station and proceed to the British Columbia pilots' boarding station at Victoria, British Columbia. Masters shall take note of the Precautionary Area that must be transited on the way to Victoria and ensure proper situational awareness and appropriate communications with other vessels and CVTS to ensure a safe transit.

For more information about those who provide the pilotage services, see:

- For the U.S., Puget Sound Pilots at <http://www.pspilots.org/>;
- For Canada, Pacific Pilotage Authority at see <http://www.ppa.gc.ca/> and British Columbia Coast Pilots at see <http://www.bccoastpilots.com/>.

SMALL VESSELS AND MARINE EVENT MANAGEMENT

Action Items:

- Be alert for marine events in progress, especially during the summer months when boating is popular.
- Check with VTS Puget Sound on events that might impact the Traffic Separation Scheme (TSS.)
- Make arrangements with VTS for passage near events in progress.

The Coast Guard, under the authority of 33 Code of Federal Regulations, part 100, is given the responsibility of overseeing marine events. The event sponsor has the primary responsibility of ensuring that the event is conducted in a safe and orderly fashion, so as to minimally impact other waterway users. For entities planning to stage marine events, permit applications must be submitted to either Coast Guard Group Port Angeles or Sector Seattle at least 135 days in advance. Upon consultation with the appropriate Group, the Captain of the Port may issue additional restrictions.

Small vessels, tankers, fast containerships, tugs with barges in tow, high speed ferries, and other commercial vessels share the Puget Sound waters. They frequently encounter large wakes and fog. All this creates the potential for serious marine accidents. Small vessel operators must be aware of and comply with their obligations under COLREGS 72 (Rules of the Road), specifically Rule 9, Narrow Channels, and Rule 10, Traffic Separation Schemes. Additionally, small vessel operators should realize that large commercial vessels cannot stop or alter course quickly, and therefore cannot easily avoid a collision with smaller, more maneuverable vessels. Large vessel crews also have trouble seeing small vessels because of wave patterns, a setting or rising sun, physical size of small vessels such as kayaks or outboards or jet skis, the height of eye of the observer on the larger ship, and containers or other cargo carried on deck that can cause blind spots that often extend ahead of the vessel.

The Committee supports continued local efforts to educate small vessel operators about the potential hazards to both themselves and to commercial vessels when they operate in the Puget Sound area, in the port approaches, and near large commercial vessels. The media, Coast Guard Auxiliary, U.S. Power Squadrons and Recreational Boating Association of Washington can be used to communicate these Standards of Care to the small vessel operators. Further information for small vessel operators on VTS Puget Sound participation can be found at the Puget Sound VTS website at: <http://www.uscg.mil/d13/psvts/boaters%5Fman/> in the link titled "Recreational Boating Manual."

SECTION C

STANDARDS OF CARE

What are Standards of Care?

Standards of Care are the procedures and practices, beyond regulatory requirements, that experienced and prudent maritime professionals follow to ensure safe, secure, efficient and environmentally responsible maritime operations.

Formalized Standards of Care are “good marine practices” that are developed and published to provide a guide for maritime professionals to consider and incorporate into their decision making process.

Standards of Care are not regulations and thus not enforceable. In some cases, they are not the correct action to take. Alternative procedures may be more appropriate.

Mariners should be mindful that if they are involved in a maritime incident when not following relevant “Standards of Care” they could be subject to legal action based on a rebuttable presumption of negligence.

These SOC's are clearly not all inclusive. They complement the laws and regulations and should they seem to conflict with law or regulation, the law or regulation is always superior.

ANCHORING

SOC Quick Reference

Risk	Section
General Information	A
All Puget Sound region other than Smith Cove East and West in Elliott Bay and Commencement Bay	B
All Weather Visibility	B1
Gale Warnings (sustained winds exceed 34 knots)	B2
Storm Warnings (sustained winds exceed 48 knots)	B3
Restricted Visibility	B4
Smith Cove East and West in Elliott Bay and Commencement Bay	C
All Weather Visibility	C1
Small Craft Advisories (sustained winds 21 to 33 knots)	C2
Gale Warnings (sustained winds exceed 34 knots)	C3
Storm Warnings (sustained winds exceed 48 knots)	C4
Restricted Visibility	C5
Weather Conditions for Petroleum Transfers & bunkering Activities	D
Barges, Dredges, and Floating Plants	E
Industry Awareness and notification	F
Coast Guard Actions	G
Puget Sound Anchorages -- Quick Reference Sheet	H

A. GENERAL INFORMATION

1. Vessels at anchor shall observe all Port Tariffs and Coast Guard regulations and procedures for anchoring in U.S. waters. Coast Guard regulations, 33 CFR Part 110.230, address identification of anchorage areas and authorized activities such as explosive loading and are not repeated here. This Standard of Care is not intended to replace existing company and vessel procedures, it simply institutionalizes sound marine operating practices that responsible vessel operators follow voluntarily.

2. Applicability: All vessel owners and operators are subject to lawful direction of the Captain of the Port (COTP) under 33 CFR 160 and VTS Measures if so directed under 33 Code of Federal Regulations (CFR) part 161.11. All waterborne craft shall practice safe navigation and prudent seamanship, including all necessary precautions to prepare for heavy weather. In addition, the standards of care below apply specifically to the following commercial vessels:
 - Power-driven vessels of 20 meters (approximately 66 feet) or more in length.
 - Commercial vessel of 8 meters (approximately 26 feet) or more in length while engaged in towing.

3. General Anchorages are intended for the use of commercial deep draft vessels over 200 feet in length. This includes Articulated and Integrated Tug Barge combinations, and Government vessels.
4. Heavy weather conditions in the Puget Sound region mandate that all maritime stakeholders exercise increased vigilance and implement additional and appropriate measures to ensure the safety of ships and to protect the environment. The Standards of Training, Certification and Watchkeeping (STCW) Convention and the International Safety Management (ISM) Code direct a ship's complement to effectively coordinate their activities in an emergency situation and in performing functions vital to safety or to prevent pollution.
5. At all times, monitor either VHF Channel 5A or 14 (as applicable) for U.S. Coast Guard Vessel Traffic Service Puget Sound ("Seattle Traffic") and Channel 13 for vessel-bridge-to-bridge navigation safety communications.

VHF Channels for local contacts:

Foss	Channel 7A
Crowley	Channel 10
Marine Exchange	Channel 20
(For Pilot and Agent information)	
Arrow Launch	Channel 10

6. **For additional information or to report emergencies, contact the Coast Guard Joint Harbor Operations Center on VHF Radio Channel 16 or at (206) 217-6002.**
7. Specific Standards of Care: The following is a description of what the COTP expects vessel owners and operators to do with respect to anchored vessels during various weather conditions. Vessels covered by 33 CFR 164.19 are reminded that these regulations are in effect at all times. The COTP, through the Vessel Traffic Service (VTS), may notify relevant industry members via fax, email, telephone, and or VHF Marine radio if and when any of the following preventive measures should be implemented. These measures may be advisory in nature, or may consist of a COTP Order directing certain actions to be taken. Any lack of prompt notification in no way lessens the responsibility of owners, operators, and masters to take appropriate action.

B. ALL OF PUGET SOUND REGION (OTHER THAN SMITH COVE EAST AND WEST IN ELLIOTT BAY AND ALL OF COMMENCEMENT BAY)

1. All Weather/visibility:

Action Items:

- Maintain a 24-hour bridge watch by an English speaking individual.
- Confirm vessel's position and under keel clearance at a minimum of once per hour.
- Provide proper VTS notifications as required by the VTS User Manual (see <http://www.uscg.mil/d13/psvts/>).
- Ensure a second anchor is made ready for letting go.
- During the months of October through March, a VHF-FM radio weather channel shall be monitored.

Amplifying Information:

If equipped, set ECDIS (Electronic Chart Display and Information System) and GPS anchorage alarms to alert if the vessel begins to drag anchor.

2. Gale Warnings (sustained winds or frequent gusts between exceed 34 – 47 knots):

Action Items:

- All of the actions in B.1. above plus:
- The bridge watch must be maintained by a licensed English speaking deck officer.
- Maintain a listening watch on the VTS working frequency (channel 05A or 14 as applicable).
- Put the propulsion plant on standby and be ready to provide immediate propulsion and maneuver.

Amplifying Information:

Vessels getting underway should exercise caution.

VTS will contact each anchored vessel to ensure that they are maintaining a live radio watch on the VTS working frequency: **"Gale Warnings are in effect in your area. You are directed to maintain a listening watch on the appropriate VTS working frequency, either CH 5A or CH 14. VTS will contact you on this channel every two hours and will notify you when this requirement is no longer in effect."** Vessel should be prepared to respond with on-scene winds / heavy weather conditions and any trouble with maintaining station.

3. Storm Warnings (sustained winds or frequent gusts exceed 48 knots):

Action Items:

- All of the actions in B.1. and B.2. above plus:
- Consider increasing the scope of anchor chain as appropriate (use caution due to depth of water).
- Determine the availability and locations of potential stand by tugs (with appropriate size and horsepower), which could assist the vessel in holding position.
- Assess the need for a pilot, and get one onboard if necessary.

Amplifying Information:

Evaluate weather forecast and consider getting underway.

All reasonable efforts should be made to bring a pilot on board if vessel must get underway, or must reposition after dragging anchor. However, in an emergency, safety of personnel is paramount and lack of a pilot on board does not release the master from his obligation to take all necessary and prudent actions to protect the vessel.

4. Restricted Visibility:

Action Items:

- The bridge watch must be maintained by a licensed English speaking deck officer.
- Increased assessment of radar contacts.

Amplifying Information:

Ensure all actions required in the COLREGS are complied with.

C. SMITH COVE EAST AND WEST IN ELLIOTT BAY AND ALL OF COMMENCEMENT BAY

1. All Weather/visibility:

Action Items:

- Maintain a 24-hour bridge watch by an English speaking individual.
- Confirm vessel's position and under keel clearance at a minimum of once per hour.
- Provide proper notifications as required by the VTS Users Manual (see <http://www.uscg.mil/d13/psvts/>).
- Ensure a second anchor is made ready for letting go.
- During the months of October through March, a VHF-FM radio weather channel shall be monitored.

Amplifying Information:

If equipped, set ECDIS (Electronic Chart Display and Information System) and GPS anchorage alarms to alert if the vessel begins to drag anchor.

2. Small Craft Advisories (sustained winds or frequent gusts between 21 – 33 knots):

Action Items:

- All of the actions in C.1. above plus:
- The bridge watch must be maintained by a licensed English speaking deck officer.
- Maintain a listening watch on the VTS working frequency channel 14.
- Put the propulsion plant on standby and be ready to provide immediate propulsion and maneuver.

Amplifying Information:

Vessels getting underway should exercise caution.

VTS will contact each anchored vessel to ensure that they are maintaining a live radio watch on the VTS working frequency: **"Gale Warnings are in effect in your area. You are directed to maintain a listening watch on the VTS working frequency CH 14. VTS will contact you on this channel every two hours and will notify you when this requirement is no longer in effect."** Vessel should be prepared to respond with on-scene winds / heavy weather conditions and any trouble with maintaining station.

3. Gale Warnings (sustained winds or frequent gusts between exceed 34 – 47 knots):

Action Items:

- All of the actions in C.1. and C.2. above plus:
- Consider increasing the scope of anchor chain as appropriate (use caution due to depth of water).
- Determine the availability and locations of potential stand by tugs (with appropriate size and horsepower), which could assist the vessel in holding position.
- Assess the need for a pilot, and get one onboard if necessary.

Amplifying Information:

Evaluate weather forecast and consider getting underway.

All reasonable efforts should be made to bring a pilot on board if vessel must get underway, or must reposition after dragging anchor. However, in an emergency, safety of personnel is paramount and lack of a pilot on board does not release the master from his obligation to take all necessary and prudent actions to protect the vessel.

4. Storm Warnings (sustained winds or frequent gusts exceed 48 knots):

Action Items:

- All of the actions in C.1., C.2. and C.3. above plus:
- When actual Storm Force Winds are occurring, Master to be in the wheelhouse and vessel ready to get underway.

5. Restricted Visibility:

Action Items:

- The bridge watch must be maintained by a licensed English speaking deck officer.
- Increased assessment of radar contacts.

Amplifying Information:

Ensure all actions required in the COLREGS are complied with

D. WEATHER CONDITIONS FOR PETROLEUM TRANSFERS & BUNKERING ACTIVITIES AT ANCHOR

Action Items:

- All transfer operations at anchor will be conducted in accordance with the Puget Sound Harbor Safety Committee Lightering Standard of Care (applicable to bunkering activities as well).

Amplifying Information:

All transfer operations, whether lightering or bunkering, will be conducted under the same weather conditions as outlined in the Puget Sound Harbor Safety Committee Lightering Standards of Care. The wind and sea conditions criteria have been developed with industry input and are used by operating companies in the area. These standards are based on historical observations and experience in handling these vessels under prevalent conditions.

E. BARGES, DREDGES, AND FLOATING PLANTS

A barge, dredge or floating plant should only anchor in or near a navigable waterway while engaged in operations. If not so engaged, they should be anchored or moored in a manner that will permit safe passage of other vessels through the waterway, and all COLREGS requirements should be adhered to, especially proper lighting and sound signals.

F. INDUSTRY AWARENESS AND NOTIFICATION

For vessels at anchor, report any significant changes in on-scene weather, or any problems experienced with maintaining station to the VTS. Everyone can take ownership in making the waterways safe during heavy weather, just as anyone located on the water can be effected by weather induced problems. If anything appears out of place, or if any vessels or barges in the port are tied up in a less than safe or prudent manner, a timely report to the Coast Guard could prevent such events. If the Coast Guard identifies unsafe situations, they will, if time permits, bring the situation to the attention of the party responsible for it. If the responsible party is not taking timely action, then the CG will assist them in doing so, by helping to identify and organize other resources. If the responsible party is not taking action, and does not look capable or willing to do so, then the COTP may issue directions to compel action, or take independent actions to mitigate unsafe situations for which the responsible party may be liable.

G. COAST GUARD ACTIONS

Action Items:

- Vessels may be subject to U. S. Coast Guard orders affecting vessel movements and cargo operations.
- These may include, but are not limited to, the termination of vessel operations (lightering, bunkering and cargo operations), vessel movement controls (anchoring and getting underway) and requiring a stand-by tug.

Amplifying Information:

VTS Actions: The VTS will monitor each vessel underway and at anchor, in case CG intervention is necessary to ensure safety. VTS actions may include directing vessels to anchor or raise anchor, seek sheltered areas, increase position reporting requirements, and/or control vessel movements to mitigate the threats posed by heavy weather.

Potential COTP Actions: In addition to the specific standards of care for all vessels listed above, the COTP may take the following actions with respect to individual vessels on a case by case basis:

- a. Direct bunkering and lightering operations to cease.
- b. Direct hazardous materials and explosives loading to cease.
- c. Increasing scope of anchor chain.
- d. Issue COTP orders to vessels, including but not limited to:
 - (1) Denial of permission to anchor or get underway from anchorage.
 - (2) Vessel movement controls.
 - (3) Requiring a stand-by tug, or placing a tug in attendance.
 - (4) Any other appropriate measures necessary to mitigate threats.

For more detailed guidance, refer to the following:

- Coast Guard Vessel Traffic Service Puget Sound User's Manual:
<http://www.uscg.mil/d13/psvts/docs/userman032503.pdf>.
- PS Pilots Criteria for vessels entering and departing Port Angeles Harbor which can be found at <http://www.pspilots.org/pdf/PSPGuidelines.pdf>.

H. PUGET SOUND ANCHORAGES - Quick Reference Sheet

Amplifying Information:

All Puget Sound anchorage areas are managed on behalf of the Captain of the Port by the Puget Sound Vessel Traffic Service. The number of vessels and maximum stay durations are based on policy set by the Captain of the Port.

GENERAL ANCHORAGES	ABBREVIATIONS	NUMBER OF VESSELS	MAX STAY
Elliott Bay East	EBE	1	3 days
Elliott Bay West	EBW	1	10 days
Smith Cove East	SCE	1	10 days
Smith Cove West (Apr through Sep)	SCW	3	30 days
Smith Cove West (Oct through Mar)	SCW	3	10 days
Orchard Point/Yukon Harbor	OP/YH	6	30 days
Commencement Bay	COM	2	3 days
Port Gardner	PG	2	30 days
Holmes Harbor	HH	6	30 days
Bellingham Bay	BB	6	30 days
Cherry Point	CP	4	30 days
SPECIAL ANCHORAGES			
Port Townsend Foul Weather	PTX1	1	3 days
Port Townsend Fair Weather	PTX2	1	10 days
Bellingham Bay	BBX	1	10 days
Thorndike Bay Emergency	TBX	1	3 days
Freshwater Bay Emergency	FBX	2	1 days
NON-DESIGNATED ANCHORAGES			
Port Angeles Harbor	PA	5	10 days
Port Townsend Harbor	PT	6	30 days
Anacortes West	ANW	1	6 days
Anacortes Central	ANC	1	10 days
Anacortes East	ANE	1	10 days
Vendovi Island	VI	4	10 days
Tacoma	TAC	6	30 days
Olympia Budd Inlet	BI	3	30 days

BRIDGE TEAM MANAGEMENT

Action Items:

- Have on the bridge at all times a deck watch officer capable of effectively communicating in English with the Puget Sound Vessel Traffic Center and the pilot.
- Ensure bridge resource team properly trained in BTM in accordance with the 1995 Standards for Training, Certification, and Watchkeeping for Seafarers (STCW), if applicable.
- Ensure watch officers are properly rested per STCW and U.S. laws and regulations.

A. INTRODUCTION

Bridge Team Management (BTM) prevents incidents, accidents, and oil spills by improving communication and situational awareness.

B. BASIC COMPONENTS OF BRIDGE TEAM MANAGEMENT are:

- A watch size and structure appropriate to expected operating conditions (i.e., restricted waterways, traffic concentrations, and restricted visibility);
- A watch size and structure that effectively addresses the three primary bridge functions: navigation, collision avoidance, and communication;
- Clear roles and responsibilities for each bridge team member;
- Clear guidelines for internal and external communications;
- Procedures for navigating with a Pilot on board; and
- Comprehensive berth-to-berth voyage planning.

C. EXPECTATIONS

While operating in Puget Sound and the Strait of Juan de Fuca, vessel owners, operators, and Masters are expected to ensure that bridge watchstanders:

- Are properly rested per STCW and U.S. laws and regulations, e.g.: officer in charge of the deck watch on a vessel when leaving or immediately after leaving port must have been off duty for at least 6 hours within the 12 hours immediately before the time of leaving; have not worked beyond the maximum hours in a 24 hour period. See STCW Section A-VIII, Title 46 U.S. Code Section 8104 and Title 46 Code of Federal Regulations Part 15 for details.
- Are properly trained in BTM in accordance with the 1995 Standards for Training, Certification, and Watchkeeping for Seafarers (STCW), if applicable;
- Practice effective BTM;

- Prepare a comprehensive voyage plan for transiting the Strait of Juan de Fuca and Puget Sound from entry into U.S. waters to their final berth or anchorage (and for the outbound transit);
- Have on the bridge at all times a deck watch officer capable of effectively communicating in English with the Puget Sound Vessel Traffic Center; and
- Follow the communication procedures below.

D. COMMUNICATION PROCEDURES WHEN A PILOT IS EMBARKED

- The Master should advise the Pilot, upon boarding, which members of the Bridge Team speak English, and discuss how communications between the Pilot and the Bridge Team will be handled.
- The Master should discuss the voyage plan with the Pilot, and inform bridge watch standers of the Pilot's intentions and special concerns.
- The Master or deck watch officer on duty should immediately advise the Pilot when, at any point in the transit,
 - The maneuverability of the vessel has been adversely affected,
 - When he or she has information necessary for the safety of the ship's transit, or
 - When he or she is uncertain of the Pilot's intentions regarding the ship's movements.

BUNKERING OPERATIONS WITHIN THE WATERS OF PUGET SOUND AND THE STRAIT OF JUAN DE FUCA

SOC Quick Reference

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Enclosure (1) Example Advance Notice of Transfer Operations (fax)	
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Enclosure (3) Quick Reference Guide Regarding Bunkering Container Vessels During Cargo Operations	

A. GENERAL INFORMATION

1. The waters of Puget Sound and the Strait of Juan de Fuca are environmentally sensitive and a precious environmental and economic resource. Bunkering operations, while routine in many parts of the country, do in fact pose risks different than those normally expected of standard shore to ship refueling operations. Coast Guard Sector Seattle, the State of Washington Department of Ecology and representatives of the petroleum industry have jointly developed the following guidelines to address those risks and ensure safe bunkering operations in the Puget Sound region.
2. Bunkering Operations within Washington waters are subject to both U.S. Coast Guard regulations, Title 33 Code of Federal Regulations, Parts 155 and 156, and Washington state regulations addressing oil transfer operations. These regulations are listed in paragraph 7 below. Beyond the regulations, the guidelines below represent the cooperative efforts of the Coast Guard, Washington State and industry leaders to develop the best way to further mitigate risks to the environment during bunkering operations. As such, it is expected that industry members follow them, educate and enforce them among industry groups and make recommendations to the Coast Guard and Puget Sound Harbor Safety Committee as changes are needed. Vessels intending to conduct bunkering operations while at anchor should also carefully review the guidance in the following additional standards of care included within this Harbor Safety Plan:
 - a. Heavy Weather
 - b. Anchorage Management
3. Some bunkering operations are conducted along vessels at berth and, in the case of container vessels, may be conducted simultaneously with container operations. This adds some additional risk to bunkering operation and the personnel involved for which additional precautions are necessary. The procedures associated with these bunkering operations is covered in section C below.
4. Sector Seattle and Washington State Department of Ecology inspectors frequently monitors fuel / oil transfer operations throughout Puget Sound based on the level of risk, amount of fuel / oil, familiarity with company operations, procedures and track records. Either agency may stop any bunkering operation or prohibit planned operations due to safety concerns or unacceptable risk.
5. Sector Seattle will periodically review the safety record of bunkering operations and work with the Harbor Safety Committee to determine if changes are needed to promote safety. Changes could include additional guidelines or a formal regulatory initiative.

6. **Definitions:** In addition to the terms defined in applicable federal regulations, the following definitions apply:
 - a. Bunkering: The transfer of petroleum base products from one vessel to another vessel for the purpose of replenishing fuel for vessel propulsion, hotel services or machinery lubrication while at anchor or dockside.
 - b. Receiving Vessel: The vessel receiving the fuel or lubes in a bunkering operation.
 - c. Delivering Vessel: The vessel delivering the fuel or lubes in a bunkering operation
 - d. Moderate Weather: Sustained winds from 21 to 33 knots or higher gusts (Small Craft Advisory).
 - e. Heavy Weather: Sustained winds from 34 to 47 knots or higher gusts (Gale Warnings).

7. **Regulations:** Bunkering operations must be conducted in strict accordance with the letter and intent of all regulations. If there is a conflict, real or perceived, between the regulations and the guidelines in this document, then the regulations shall take precedence. However, any such conflict should be reported to the Harbor Safety Committee. Bunkering operations fall under the following regulations:
 - a. 317-40 WAC Bunkering Operations
 - b. 33 CFR 153 Notice of Discharge and Removal of Discharged Oil
 - c. 33 CFR 155 Oil or Hazardous Material Pollution Prevention Regulations for Vessels
 - d. 33 CFR 156 Oil and Hazardous Material Transfer Operations
 - e. 46 CFR 30-40 Tank Vessels
 - f. 173-184 WAC Vessel Oil Transfer Advance Notice and Containment Requirements

8. **Other applicable Industry Standards:** The following references contain worldwide industry standards, and should also be consulted for applicability to Puget Sound bunkering operations:
 - a. Oil Companies International Marine Forum Guidelines (OCIMF) Ship to Ship Transfer Guide
 - b. Oil Spill Risks from Tank Vessel Lightering - published by the Commission on Engineering and Technical Systems (CETS)

B. STANDARD OF CARE – BUNKERING IN GENERAL

1. Heavy Weather

- a. Wind:** Vessels will not come alongside in preparation for bunkering at anchor or pier side if sustained winds are at or exceed 30 knots or wind gusts exceed 40 knots. If bunkering operations have already begun when sustained winds reach 30 knots or gusting over 40 knots personnel in charge of bunkering operations will continuously monitor environmental conditions and take any additional measures necessary to reduce risk of injury, vessel damage or pollution, and prepare for worsening weather. When sustained winds reach 40 knots bunkering operations will cease and hoses will be drained and disconnected. Personnel should consult separate guidance issued by Sector Seattle and the Puget Sound Harbor Safety Committee regarding heavy weather and anchoring procedures relevant to all vessels. Underway bunkering is not considered prudent under any conditions within Puget Sound waters.
- b. Seas:** For bunkering operations from one vessel to another vessel while at anchor, operations will cease, with hoses drained and disconnected when waves or swells reach 3 ft. The wind and sea conditions criteria have been developed with industry input and are used by operating companies in the area. These standards are based on historical observations and experience in handling these vessels under prevalent conditions.
- c. Sheltered Waterway:** The foregoing wind and sea guidelines may not be applicable when a receiving vessel is being bunkered at a wharf or pier in a sheltered waterway. The criteria for securing a bunkering operation in these types of locations would be dependant upon adverse movement of either the receiving vessel or delivering vessel caused by the prevailing wind or sea conditions.

- 2. Personnel / Safe Access Between Vessels:** The delivering vessel and receiving vessel shall each have a designated Person in Charge (PIC) that is in charge of the transfer on their respective vessels. The receiving vessel shall provide safe access in order to facilitate face to face communications between the receiving and delivering vessels for purposes of a pre-transfer conference and other required communications.

- 3. Mooring Equipment:** All parties will use fenders of sufficient size and type to prevent steel to steel contact between the two vessels. Mooring lines will be of sufficient size and type to hold the delivering vessel along side the receiving vessel during expected tidal, wave, and wind conditions.

- 4. Tug Availability:** During bunkering operations in moderate to heavy weather conditions involving vessels at anchor, at least one tug will remain on scene and ready to render assistance during the entire evolution. The attending tug(s) must have sufficient horsepower to maneuver and control at least the delivering vessel

involved in the bunkering operation under all conditions. Vessel to vessel operations may take place without direct tug assistance, once the mooring portion of the operation has been completed. The attending tug or a designated tug must be on immediate standby in the area to render assistance in less than 30 minutes. This standard does not apply to delivering vessels that are self propelled.

5. **Response Equipment:** In addition to the vessel's Vessel Response Plan requirements, the following pollution prevention and mitigation measures must be met:
 - a. When bunkering operations take place, and when it is safe and effective to do so, containment boom capable of encircling the entire operation must be in place with at least a five foot stand-off from the vessel; or
 - b. Boom must be positioned to provide for the maximum containment of any oil potentially spilled. Each vessel that delivers oil at a rate exceeding 500 gallons per minute is obligated to have developed and implemented pre-booming strategies using such thresholds under state requirements which became in full force after October 26th, 2007.
 - c. Where it is not safe and effective to pre-boom transfer operations then such length of boom will be made available on scene and ready for immediate deployment such that the boom could be completely in place within 1 hour of detection of a spill, unless the vessel has an equivalent compliance plan approved by ecology and accepted by the USCG COTP.
 - d. The standby booming requirement can be met by the equipment normally carried by barge or by a dedicated response vessel or by both.
 - e. If this requirement is met without a response vessel then a small boat capable of deploying the boom in a timely fashion must be on scene and immediately available.
 - f. If both the barge and the response vessel contribute toward this requirement, the equipment must be compatible.
 - g. Adequate personnel shall be on scene to take appropriate actions on the vessels, while simultaneously deploying boom.
 - h. Personnel shall be trained in deploying boom and the boom and response equipment shall be prepared so that it can be deployed with the absolute minimum of delay.

6. **Number of Vessels Involved:** A receiving vessel may receive bunkers and lubricating oils from two separate delivering vessels at the same time, provided:
 - a. Each transfer has a separate Person in Charge ('PIC') unless otherwise approved by the Coast Guard Captain of the Port.
 - b. That each system is completely separate from the other or is otherwise affirmatively isolated or segregated by means of blank (spectacle) flanges which may be visually verified.

7. **Flow Rate, Topping Off and Gauging Procedures:** In accordance with OCIMF Ship to Ship Transfer Guide and Washington State Transfer Rules.
8. **Watchkeeping:** A qualified Person in Charge (PIC) shall be on watch and monitor the bunkering operation on the receiving vessel and delivering vessel. A qualified deck officer shall maintain oversight over the operation and navigation/anchor watch on both the receiving vessel and any tug attending the bunkering barge/tanker. The delivering vessel must maintain constant communications with Puget Sound VTS on the appropriate working frequency, either 5A or 14, throughout the bunkering operation when operations are being done in moderate to heavy weather.
9. **Notifications:** Companies wishing to conduct bunkering operations must submit an advance notice of oil transfer (ANT) to the USCG and Washington State DOE via fax (see enclosure 1) or through the Ecology ANT website (see enclosure 2). This notice must be sent at least 4 hours prior to commencement of bunkering operations. The delivering vessel or attending tug shall also notify Puget Sound Vessel Traffic Service (PSVTS) via the appropriate working frequency immediately prior to starting and immediately after stopping transfers, using (approximately) the following language:
 - a. "Seattle Traffic, this is the T/V _____, commencing bunkering operations. On scene weather is within parameters."
 - b. "Seattle Traffic, this is the T/V _____. Bunkering operations are secured."
10. **Anchorage Management:** Vessels desiring to bunker in designated anchorages in Puget Sound are reminded to consult the Sector Seattle guidance on securing anchorage reservations.
 - a. PSVTS manages the anchorages in Puget Sound and adjacent areas for the Captain of the Port. For safety reasons, each anchorage has a restricted number of anchorage spaces available and are normally reserved on a "first come, first served" basis. To allow a more efficient and fair allocation of available space the VTS asks that:
 - (1) Reservations be made as far in advance of arrivals as possible.
 - (2) Revisions of ETA's and ETD's be made as they become known.
 - b. Anchorage reservations will not be accepted in high usage areas such as Elliott Bay or Port Angeles if there is a possibility of delay due to uncertain orders.
 - c. With these considerations, the occasions of a vessel being denied anchorage or being ordered to depart to make room for another vessel should be infrequent.
 - d. Bunkering at non-protected anchorages during heavy weather conditions is not recommended and will be allowed solely based on current or forecasted wind and sea conditions.
 - e. Bunkering operations are normally permitted in Anacortes, Port Angeles, Elliott Bay and Commencement Bay. Bunkering operations at **Vendovi Island**,

Anacortes East, and Smith Cove West anchorages will only be allowed on a case-by-case basis depending on current or forecasted weather conditions. Requests to bunker in other locations should be submitted to Sector Seattle at least 72 hours in advance. In Port Angeles, vessels receiving bunkers will be required to be well into the harbor, west of the line drawn from the ITT Rainier Dock north to the red buoy off the tip of Ediz Hook.

C. STANDARD OF CARE – BUNKERING DURING CONTAINER OPERATIONS

1. **Overview:** This section outlines the process for essential communication between the agents, bunker barge operators (tankermen) and a terminal's Marine Department to ensure a safe and productive work environment when bunkering a vessel at the same time as container operations are being conducted. An outline on understanding bunkering process is provide as Attachment 1 to this SOC.
2. **Initial Agreement:**
 - a. The agent will ensure notice of bunkering operations is given to the vessel crew, terminal operator and the bunkering company prior to the stevedoring operation.
 - b. Points of contact and contact information (e.g., phone/cell numbers) will be shared among the terminal, vessel and bunkering company personnel who will be working during that bunkering operation. Having this contact information serves as the cross check that all parties are aware of the planned bunkering operation.
3. **Essential Communications: Contact Between Tankerman and Terminal:**
 - a. The designated facility contact (as identified in C.2.b above) must be present at the pre-transfer conference between the bunker barge operator (tankerman) and the vessel's person in charge for receiving bunkers. The designated facility contact will then give notice to the stevedores that bunkering operations are about to begin and will also allow the tankerman to learn details of the planned stevedore operations that might present possible conflicts.
 - b. The designated vessel contact for cargo operations (e.g. Chief Mate) will make contact with the bunker barge representative (tankerman) prior to beginning the bunkering operation. This will allow the tankerman to learn the details of the planned stevedore operation that might present possible conflicts. This contact may be in addition to or simultaneous with the required pre-transfer conference.

- c. **Tankerman Check Sheet:** In making contacts with the designated facility and vessel points of contact, the tankerman needs to identify the following:
- (1) What are the bay designations directly forward and aft of the house on this vessel that may overlap the bunker barge?
 - (2) Is there any planned loading, discharging, or lashing in these bays?
 - (3) When does the terminal plan to work these bays?
 - (4) Is any of the work in these bays going to extend into the two or three offshore positions?
 - (5) Can these positions be worked in a specific time frame so possible conflicts are avoided?
 - (6) What time periods are the stevedores going to shut down cargo operations for breaks, lunch, etc.?
4. **Area or Zone of Concern:** Tankermen, terminal personnel (Superintendents, Foremen, Lashers, Crane Operators) and vessel personnel (Chief Mate and Chief Engineer) all must be mindful of and take particular care when lashing or cargo operations take place in the outer three stacks of containers in those bays adjacent to the bunker barge particularly when the transfer is in progress, and immediately before and after the bunkering operation. Since virtually all bunker oil transfer operations in Washington waters require the vessel(s) and facilities involved to be surrounded by oil containment boom prior to oil transfer commencing, all personnel involved in cargo loading/lassing operations need to be particularly alert for small vessel boom deployment and retrieval operations adjacent to the ship both immediately before and after the bunkering operation takes place. If at any time in the judgment of the tankerman the bunkering operation is at risk due to ongoing container operations he will secure the fuel transfer to the ship and contact the vessel representative.
5. **INCIDENT RESPONSE**
- It is expected that the Tankerman will be alert to the crane working near the barge and the cargo flow that has been planned.
 - It is expected that the Tankerman will determine the proper action to take regarding oil transfer process should any incident occur which affects the safety of the operation including the safety of the boom deployment personnel and vessels.
 - Any incident will require direct communications between the parties involved who shall be readily available. This will allow for adjustments to working plans to correct conflicts.
6. **LONG TERM INCIDENT RESOLUTION**
- It is expected that the Port/Terminal Operations Department's management personnel, vessel representative, and the barge operator will discuss mutually agreeable adjustments in the cargo and bunkering operations to minimize tankerman exposures that may be determined as the result of an incident and the post incident investigation.
 - Ideas and lessons learned will be shared between all parties including the other port terminals.

Enclosure (1)



Advance Notice of Oil Transfer

To: Prevention Section
Dept. of Ecology, Spills Program

FAX: 1-800-664-9184 or E-mail to OilTransferNotifications@ecy.wa.gov

* - Indicates required fields by rule			
Questions about Advance Notice of Transfers can be answered by calling 360-407-7390			
*Delivering Company Name:			
*Company Address:			
*Company Contact Name:		*Contact Phone Number:	
*Start Date: (mm/dd/yy)		*Start Time: (hhmm)(24-hr clock)	
*Duration (hh.mm): (decimal hours)			
Deliverer Type: (Check one)	Vessel <input type="checkbox"/>	Fixed Facility <input type="checkbox"/>	Mobile <input type="checkbox"/>
*Name of Deliverer:			
Receiver Type: (Check one)	Vessel <input type="checkbox"/>	Fixed Facility <input type="checkbox"/>	
*Name of Receiver:			
Berth Location:	Anchor Location:		
*Address or Location of Transfer:			
*City of Transfer:			
*Product or Type of Oil(s):			*Quantity: Gallons <input type="checkbox"/> or Barrels <input type="checkbox"/>
1	2	3	1 2 3
/	/		/ /
Purpose of Transfer: <input type="checkbox"/> Cargo <input type="checkbox"/> Fueling <input type="checkbox"/> Lube/Hydraulic <input type="checkbox"/> Waste Oil <input type="checkbox"/> Bilges			
*Pre-boomed? Yes: <input type="checkbox"/> No <input type="checkbox"/>			
Comments:			