Escort Tug Inspection Program

Program Elements & Application

October 15, 2006

California Department of Fish and Game
Office of Spill Prevention and Response (OSPR)

INTRODUCTION

The purpose of this document is to outline the scope and nature of the Office of Spill Prevention and Response's (OSPR's) Escort Tug Inspection Program (ETIP). This voluntary program provides another means of ensuring the bollard pull measurement for escort tugs. Escort tugs enrolled in ETIP do not have to conduct a bollard pull retest every three years as required by the regulations. For those tugs enrolled, ETIP also standardizes the inspection of escort tugs throughout California's five major sea ports.

BACKGROUND

The current bollard pull regulations within the state require escort tug's braking force be re-measured within three years of its last bollard pull test. Due to the limited number of facilities to conduct bollard pull testing, some escort tug bollard pull certificates were being extended pass the three year cycle. In subsequent tests of a tug's bollard pull measurement it was demonstrated the tug's performance did not significantly change over a three year period, providing the tug is properly maintained.

OSPR began a process to address the bollard pull issue confronting the tanker escort program. OSPR promulgated emergency regulations that enabled certain escort tug operators to apply for an extension of the expiration date of a tug's bollard pull certificate. Simultaneously, OSPR formed the Escort Tug Action Team (ETAT) to study and make recommendations to resolve the bollard pull issue while preserving the integrity of the tanker escort program.

OSPR requested each of the five Harbor Safety Committees (HSC) within the state to provide a representative to serve with OSPR on the ETAT. Over the course of several meetings, the ETAT drafted proposed regulations which created the Escort Tug Inspection Program. This new program's critical elements were presented to each of the five HSCs for their review, input and later their approval and support.

With the support of the five HSCs for this new program, OSPR submitted the proposed ETIP regulations to the Office of Administrative Law for their consideration and subsequent approval. On October 15, 2006 the new regulations went into effect.

PROGRAM ELEMENTS

PROGRAM MANAGER

- The Oil Spill Prevention Specialist designated by the Administrator of OSPR. This individual will have stewardship over the day to day operations of the program and will be the tug operator's point of contact for correspondence.

OSPR INSPECTION

- Participating tug operators shall make the following available to OSPR for inspection:

    1. Maintenance records starting from the date of the issuance of the tug's last bollard pull certificate through the date of the tugs most current dry docking.
    2. The escort tug during the period of its dry docking / hull maintenance

SURVEYOR

- A Class Surveyor shall be used to meet the requirements of the regulations for a classed escort tug.

- A Marine Surveyor performing the duties to meet the requirements of the regulations for a non-classed escort tug must be accredited with either the Society of Accredited Marine Surveyors or the National Association of Marine Surveyors.

SURVEYOR'S REPORT

- The report shall confirm the condition of the tug's shaft, propellers, nozzles, rudders, other type of drive and main engines and that no other condition was observed that would affect a change from the tug's last bollard pull. The report shall state there is no indication that the tug's bollard pull performance has appreciably changed since last measured.

DRY DOCKING

- Tug operators will notify the Program Manager at least two weeks prior to a tug's scheduled dry docking.

- The tug(s) shall be made available for inspection to the Program Manager or other OSPR designee in addition to the Surveyor.

- An enrolled tug over 150 GT and classed escort tugs shall be dry docked for inspection twice in five years and the period between inspections shall not

exceed three years or as applicable federal regulations apply or as agreed upon with OSPR.

- An enrolled escort tug less than 150 GT will be available for state inspection once in five years during dry-docking.

- If a dry dock examination extension is needed, an enrolled escort tug shall comply with the direction of the cognizant Officer in Charge of Marine Inspection (OCMI) or Surveyors' direction

- If an underwater inspection in lieu of dry dock (UWILDD) occurs, the Program Manager will be notified with an invitation to attend the UWILDD in addition to the Surveyor.

- If an unscheduled dry docking occurs due to the need for repair the Program Manager will be notified as soon as practical. The tug operator may request that the unscheduled dry dock be accepted in place of the tug's previously scheduled dry dock.

BEST PRACTICE

- The operator of an enrolled tug shall have a valid certificate of compliance from at least one of the following Management Systems:

    1. American Waterways Operators Responsible Carrier Program (AWORCP)
    2. International Safety Management (ISM)
    3. ISO 9000 (Quality Management)

DOCUMENTATION

- The operator of an enrolled tug shall submit the following documentation to Program Manager:

    1. Certificate of compliance from one of the following: AWORCP, ISM or ISO
    2. Surveyor's report on the condition of the tug
    3. Most current Bollard Pull Certificate
    4. Documentation from OCMI or Surveyor's report relating to the delay for dry docking
    5. Vessel Particulars