

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol:
Phone:

DEPARTMENT OF TRANSPORTATION

U. S. COAST GUARD

STATEMENT OF CAPTAIN FREDERIC J. GRADY

ON MERCHANT MARINERS LEGISLATION

HOUSE OF REPRESENTATIVES

COMMITTEE ON MERCHANT MARINE AND FISHERIES

SUBCOMMITTEE ON MERCHANT MARINE

27 JULY 1989

BIOGRAPHY

CAPTAIN FREDERIC J. GRADY, III U.S. COAST GUARD

Captain Grady, a native of Newtonville, Massachusetts, graduated from Massachusetts Maritime Academy and obtained a third mate's license in 1961. Following brief employment in the Merchant Marine he entered the U.S. Coast Guard and graduated from Officer Candidate School at Yorktown, Virginia in June 1963.

The majority of Captain Grady's twenty-six years of service has been in the areas of commercial vessel and port safety and port security. He has been assigned to Coast Guard marine inspection offices and marine safety offices in Los Angeles, CA; Portland, ME; Albany, NY; Jacksonville, FL; and Huntington, WV. He has experience in all elements of the commercial vessel safety program including extensive shipyard experience in the area of vessel construction, conversion and repair. During the Vietnam sea lift he was involved in the licensing and certification of merchant marine personnel and investigating maritime personnel and vessel casualty incidents. In the early 1970s he supervised the total revision and upgrading of the Coast Guard's examination procedure for merchant marine deck personnel.

In 1983 he was assigned to Coast Guard Headquarters as Chief, Port and Environmental Safety Division where he managed the Coast Guard port safety and security program. His responsibilities included providing program direction, guidance and support to the 50 Coast Guard Captain's of the Port throughout the country and U.S. territories. He was chairman of the U.S. Port Security Committee which is responsible for administering and making recommendations concerning the control of Warsaw pact and other special interest merchant vessels operating in U.S. Waters and Ports. He was also the Coast Guard point of contact for maritime terrorism matters and responsible for implementing the initial domestic maritime counter-terrorism and anti-terrorism contingency plans.

In August 1986 Captain Grady was reassigned to his present duties as Chief, Merchant Vessel Personnel Division. This division is responsible for establishing minimal professional standards for all U.S. merchant marine personnel and the administration of appropriate examinations for determining personnel qualifications. This division establishes the standards for personnel manning requirements for all U.S. merchant vessels. Records of all license and document transactions and individual's sea service are maintained in this division. Captain Grady is the head of the U.S. delegation to the International Maritime Organization Sub-Committee on Standards of Training and Watchkeeping.

Captain Grady's Coast Guard sea duty includes North Atlantic Ocean Station weather patrols and service off Vietnam in Operation market Time. He was promoted to Captain on 1 November 1984.

Captain Grady, his wife and two daughters currently live in Arnold, MD.

TESTIMONY OF
CAPTAIN FREDERIC J. GRADY
ON MERCHANT MARINE LEGISLATION
BEFORE THE
HOUSE COMMITTEE ON MERCHANT MARINE & FISHERIES
SUBCOMMITTEE ON MERCHANT MARINE
27 JULY 1989

GOOD AFTERNOON, MR. CHAIRMAN, I AM CAPTAIN FREDERIC J. GRADY,
U.S. COAST GUARD, CHIEF, MERCHANT VESSEL PERSONNEL DIVISION,
COAST GUARD HEADQUARTERS, WASHINGTON, DC.

MY RESPONSIBILITIES INCLUDE ESTABLISHING QUALIFICATION STANDARDS
FOR LICENSING AND CERTIFICATION OF MERCHANT SEAMAN, SETTING
MINIMUM MANNING REQUIREMENTS FOR U.S. VESSELS, AND ESTABLISHING
PILOTAGE REQUIREMENTS. IN ADDITION, I AM THE CUSTODIAN OF
MERCHANT SEAMAN'S RECORDS. I APPRECIATE THE OPPORTUNITY TO BE
HERE AND COMMENT ON H.R. 44 AND H.R. 668.

ON JANUARY 18, 1988, THE SECRETARY OF THE AIR FORCE DETERMINED
THAT CERTAIN OF THE MERCHANT MARINERS WHO SERVED OUR COUNTRY
DURING WORLD WAR II ARE ELIGIBLE FOR VETERAN STATUS UNDER THE
PROVISIONS OF PUBLIC LAW 95-202. AS CUSTODIAN OF THE RECORDS, I
WAS CHARGED WITH THE RESPONSIBILITY OF PROCESSING THE
APPLICATIONS AND MAKING A DETERMINATION OF EACH INDIVIDUAL'S
ELIGIBILITY.

THIS UNDERTAKING BECAME A MUCH LARGER PROJECT THAN ANY OF US ANTICIPATED. ESTIMATES RECEIVED FROM OTHER AGENCIES, BASED ON SIMILAR PROGRAMS, WERE THAT WE WOULD RECEIVE APPLICATIONS FOR APPROXIMATELY 10 PER CENT OF THOSE WHO SERVED DURING WORLD WAR II, OR 20,000 APPLICATIONS. THIS ESTIMATE WAS FAR TOO LOW -- WE RECEIVED 20,000 APPLICATIONS IN THE FIRST FEW MONTHS OF THE PROGRAM.

EACH APPLICATION TAKES AN AVERAGE OF 2 1/2 HOURS TO PROCESS. THE RECORDS HAVE TO BE RETRIEVED FROM STORAGE AT THE FEDERAL RECORD CENTER, CARBON COPIES OF DOCUMENTS WHICH WERE PREPARED IN LONGHAND OVER 40 YEARS AGO HAVE TO BE REVIEWED, AND THEN THE APPROPRIATE FORMS NEED TO BE PREPARED FOR THE APPLICANT. COMPLICATING THIS EFFORT IS THE FACT THAT WE EXPERIENCE DIFFICULTY IN LOCATING MANY OF THE RECORDS, AND MUCH OF THE DOCUMENTATION FROM THE WAR YEARS IS ILLEGIBLE OR INCOMPLETE.

WE QUICKLY FOUND THAT THE STAFF ELEMENT OF 20 PEOPLE WHICH WAS INITIALLY ESTABLISHED TO HANDLE THIS PROJECT WAS UNABLE TO PROCESS THE MANY APPLICATIONS IN A TIMELY MANNER. SECRETARY BURNLEY DETAILED 50 PEOPLE TO THIS PROJECT FROM OTHER AGENCIES IN THE DEPARTMENT OF TRANSPORTATION, AND ADMIRAL YOST HAD AN ADDITIONAL 50 COAST GUARD PERSONNEL TEMPORARILY TRANSFERRED TO WASHINGTON. WITH THESE AND OTHER PEOPLE, A 190 PERSON TEMPORARY TASK FORCE WAS FORMED LAST SUMMER TO ELIMINATE THE MASSIVE BACK LOG OF CASES THAT HAD DEVELOPED. THESE PEOPLE WORKED TWO SHIFTS

EACH WORK DAY AND ONE SHIFT ON SATURDAYS AND SUNDAYS. THE BACKLOG WAS REDUCED FROM 48,000 TO 16,000, AND THE TASK FORCE WAS DISESTABLISHED. THE WORK CONTINUES NOW WITH A STAFF OF 60 EMPLOYEES.

SO FAR, WE HAVE RECEIVED 67,500 APPLICATIONS AND HAVE COMPLETED THE PROCESSING OF 65,000. THE REMAINING 2,500 BACKLOG REPRESENTS APPLICATIONS RECENTLY RECEIVED AND THOSE FOR WHICH WE ARE HAVING DIFFICULTY LOCATING THE RECORD FOR. WE ARE STILL RECEIVING AN AVERAGE OF 300 APPLICATIONS EACH WEEK. THIS PROJECT COST THE COAST GUARD \$966,694 IN FY88 AND WE HAVE BUDGETED \$2,700,000 FOR FY89. IF ENACTED, H.R. 44 WOULD HAVE A SIGNIFICANT ADDITIONAL IMPACT ON THE COAST GUARD.

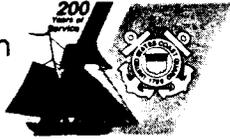
THE PROVISIONS OF H.R. 44 WOULD MAKE ADDITIONAL FORMER MERCHANT MARINERS ELIGIBLE FOR VETERANS BENEFITS, WHICH ARE ADMINISTERED BY THE DEPARTMENT OF VETERAN AFFAIRS. THE COAST GUARD, THEREFORE, DEFERS TO THE VIEWS OF THAT DEPARTMENT AND THE DEPARTMENT OF DEFENSE.

IT IS LIKELY THAT, IF H.R. 44 WERE ENACTED AS MANY AS 70% OF THOSE 65,000 WHO HAVE ALREADY RECEIVED CERTIFICATES OF DISCHARGE WOULD WANT THEM AMENDED TO REFLECT THE VOYAGES THEY MADE BETWEEN AUGUST 1945 AND DECEMBER 1946. THEY WOULD WANT THIS TO CORRECT THEIR RECORDS AND ALSO BECAUSE MANY STATE AND MUNICIPAL GOVERNMENTS ARE RECOGNIZING THIS TIME TOWARD RETIREMENT.

THE DEPARTMENT OF TRANSPORTATION HAS PREVIOUSLY TRANSMITTED ITS
OBJECTION TO THE TRANSFER OF RESOURCES IN THE FORM OF SCRAP
VESSELS FROM THE NATIONAL DEFENSE RESERVE FLEET (NDRF) TO
ELIGIBLE NONPROFIT ORGANIZATIONS.

THANK YOU. I WILL BE PLEASED TO ANSWER ANY QUESTIONS.

U.S. Department
of Transportation
**United States
Coast Guard**



Commandant
United States Coast Guard

DEPARTMENT OF TRANSPORTATION

U. S. COAST GUARD

STATEMENT OF VICE ADMIRAL CLYDE T. LUSK, JR.

SUBCOMMITTEE ON WATER, POWER AND OFFSHORE ENERGY RESOURCES

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS

UNITED STATES HOUSE OF REPRESENTATIVES

28 JULY 1989



Vice Admiral Clyde Thomas Lusk Jr.
Vice Commandant
United States Coast Guard



Vice Admiral Clyde T. Lusk Jr. became Vice Commandant of the United States Coast Guard in June of 1988. He was Chief of Staff of Coast Guard Headquarters, Washington, from 1986 to 1988. He served as Commander of the Eighth Coast Guard District in New Orleans, from 1985 to 1986. Prior to that assignment, he was Chief of the Office of Merchant Marine Safety at Coast Guard Headquarters from 1981 until 1985 and was Deputy Chief of that office from 1980 to 1981.

Vice Admiral Lusk served as Chief of Operations, Eighth Coast Guard District from 1978 until 1980. He was Commanding Officer of the Merchant Marine Inspection Office in New Orleans. from 1975-78.



While stationed in Washington, from 1970 through 1974, he was Director of Transportation Energy Policy, Assistant Chief of the Merchant Marine Safety Planning Staff and Assistant Chief of the Merchant Marine Inspection Division.

Other assignments included Commanding Officer of the Merchant Marine Safety Office in St. Louis, a Headquarters tour in the Office of Merchant Marine Safety, duty as a marine inspector in Long Beach, California, duty onboard the cutters EVERGREEN and DUANE and Commanding Officer of the Coast Guard Loran Station Spruce Cape in Kodiak, Alaska.

Vice Admiral Lusk received a Bachelor of Science degree from the United States Coast Guard Academy in New London, Connecticut, in 1954. He attended the Industrial College of the Armed Forces in Washington, from 1974-75. He also participated in an industrial training program with American Waterways Operations, Inc. in 1965.

His awards include the Distinguished Service Medal, two Legion of Merit Medals, two Meritorious Service Medals, the Secretary's Award for Service Silver Medal, the Coast Guard Commendation Medal and the Coast Guard Achievement Medal.

Vice Admiral Lusk is a native of Medford, Massachusetts. He is married to the former Beverly J. Tasko of Wethersfield, Connecticut, a graduate of Connecticut College for Women in New London. They have six children: Joan Elaine, Gail Marie, Lois Elizabeth, Mark Thomas, Lori Ann and John Edward. The Lusks reside in Bethesda, Maryland.

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GOOD MORNING, MR. CHAIRMAN. I AM PLEASED TO MEET WITH YOU AND THE OTHER DISTINGUISHED MEMBERS OF THIS SUBCOMMITTEE TO GIVE YOU A STATUS REPORT ON THE EXXON VALDEZ SPILL AND TO DISCUSS THE COAST GUARD'S ROLE IN RESPONSE TO THE THREE RECENT SPILLS IN RHODE ISLAND, PENNSYLVANIA AND TEXAS. I ALSO WANT TO BRIEFLY DISCUSS SOME OF THE INITIATIVES THE COAST GUARD HAS UNDERWAY. CERTAINLY, THESE EVENTS HAVE SERVED AS STARTLING REMINDERS OF THE NEED TO BE READY AND TO HAVE ADEQUATE RESOURCES TO RESPOND TO SUCH EVENTS.

EARLY LESSONS LEARNED FROM VALDEZ WERE PROVIDED TO THE PRESIDENT AND MANY INITIATIVES ARE UNDERWAY TO REDUCE THE LIKELIHOOD OF RECURRENCE AND TO INCREASE RESPONSE CAPABILITY. THE COAST GUARD HAS INITIATED A THOROUGH REVIEW OF ALL PORT CONTINGENCY PLANS AND A NUMBER OF AREAS WHICH CONTRIBUTE TO SPILL PREVENTION SUCH AS SHIP DESIGN, VESSEL MANNING AND LICENSING, PILOTAGE AND INSPECTION ARE BEING CAREFULLY RESTUDIED. CONGRESS AND THE ADMINISTRATION HAVE PROPOSED NEW LAWS TO STRENGTHEN OUR ABILITY TO PREVENT AND CLEAN UP FUTURE OIL SPILLS. INDUSTRY HAS

PROPOSED A SUBSTANTIAL INCREASE IN RESPONSE CAPABILITY AND A COMMITMENT TO RESEARCH AND DEVELOPMENT (R&D).

IN ACCORDANCE WITH VARIOUS PROVISIONS OF THE CLEAN WATER ACT AND THE NATIONAL CONTINGENCY PLAN, THE COAST GUARD PROVIDES THE PREDESIGNATED FEDERAL ON-SCENE COORDINATORS FOR POLLUTION INCIDENTS OCCURRING IN THE COASTAL ZONE. THESE ON-SCENE COORDINATORS HAVE THE AUTHORITY TO DETERMINE WHEN AND IF A SPILL SHOULD BE FEDERALIZED. IN THE LAST TEN YEARS, THE COAST GUARD HAS RESPONDED TO APPROXIMATELY 8,800 OIL SPILLS ANNUALLY. THE SIZE OF THE SPILLS RANGED FROM ONE GALLON TO 2.8 MILLION GALLONS. THE VAST MAJORITY OF THE SPILLS INVOLVE LESS THAN 10,000 GALLONS; OCCUR IN SHELTERED WATERS; AND ARE ROUTINELY CLEANED UP USING CONVENTIONAL CLEANUP METHODS. GENERALLY, MECHANICAL TECHNIQUES ARE USED TO CONTAIN OR DEFLECT OIL INTO AN AREA WHERE IT CAN BE REMOVED FROM THE SURFACE OF THE WATER USING SKIMMERS, PUMPS, ABSORBENT MATERIAL, MANUAL TECHNIQUES AND NON-SPECIALIZED EQUIPMENT, SUCH AS VACUUM TRUCKS. WHEN THE OIL FOULS THE SHORELINE, A LENGTHY, TEDIOUS AND LABOR INTENSIVE CLEANUP USUALLY IS NECESSARY. DURING A SHORELINE CLEANUP, GREAT EMPHASIS IS PLACED ON LIMITING ADDITIONAL ENVIRONMENTAL DAMAGE, INCLUDING HARM TO FISH AND WILDLIFE. THE EXXON VALDEZ SPILL IS UNIQUE BECAUSE OF ITS REMOTE LOCATION AND ENORMITY, FOUR TIMES LARGER THAN OUR PREVIOUS MOST SIGNIFICANT SPILL.

EXXON VALDEZ SPILL

IN ALASKA, WE ARE NOW IN THE MOST DIFFICULT AND LABOR INTENSIVE PHASE OF SHORELINE CLEANUP. THE FEDERAL ON-SCENE COORDINATOR, ADMIRAL ROBBINS, AND HIS STAFF OF MORE THAN 300

COAST GUARD PERSONNEL, ALONG WITH A LARGE NUMBER OF FEDERAL AND STATE EMPLOYEES, ARE PROVIDING DIRECTION AND MONITORING FOR CONTINUED EXXON CLEANUP EFFORT. THE DEPARTMENT OF DEFENSE, THROUGH THE ALASKA JOINT TASK FORCE, CONTINUES TO PROVIDE ONE LARGE NAVY VESSEL FOR BERTHING OF SHORELINE CLEANUP CREWS. NAVY SKIMMERS AND BOOMS ARE STILL BEING DEPLOYED, AND DOD CONTINUES TO PROVIDE GENERAL SUPPORT FOR THIS EFFORT.

IN MAY, EXXON SUBMITTED THEIR SHORELINE CLEANUP PLAN. AFTER SOME MODIFICATIONS AND A COMMITMENT TO INCREASE THE NUMBER OF PERSONNEL, THE FEDERAL ON-SCENE COORDINATOR APPROVED THE PLAN. EXXON HAS NOW EXCEEDED THE AGREED UPON LEVEL OF 2,500 SHORELINE CLEANUP PERSONNEL. THESE "DIRECT" WORKERS AND EXXON SUPPORT PERSONNEL EXCEED 10,000 PEOPLE. IN ADDITION, THERE ARE MORE THAN 900 BOATS AND MORE THAN 60 AIRCRAFT BEING OPERATED BY EXXON.

SKIMMING OF FREE OR SURFACE OIL IN THE WATER IS NEARLY COMPLETE. CURRENT SKIMMING IS MOSTLY OF RUNOFF FROM SHORELINE CLEANING AND OF MIGRATING OIL, CONSISTING PRIMARILY OF MOUSSE AND TAR BALLS.

TWO TYPES OF SHORELINE CLEANUP ARE UNDERWAY. THE FIRST INVOLVES MANUAL PROCEDURES SUCH AS MECHANICAL REMOVAL OF CONGEALED OIL AND OIL DEBRIS, WHICH LEAVES THE NATURAL SHORELINE RELATIVELY UNDISTURBED. THE SECOND INVOLVES MECHANICAL DEVICES AND OTHER ENHANCEMENT METHODS SUCH AS COLD, WARM AND HOT WASHING, REMOVING OILED MATERIAL AND TRENCHING. THESE METHODS CAN CAUSE EXTENSIVE DISTURBANCE TO THE IMMEDIATE AREA.

THE FEDERAL ON-SCENE COORDINATOR, WORKING WITH EPA, NOAA, THE STATE AND EXXON, CONTINUES TO SEEK MORE INNOVATIVE METHODS

FOR SHORELINE CLEANUP. THIS INCLUDES SMALL SCALE TESTING OF CHEMICAL AGENTS, TESTED AND PLANNED TESTING OF VARIOUS FERTILIZERS THAT PROMOTE THE GROWTH OF NATURALLY OCCURRING BIOLOGICAL ORGANISMS WHICH CONSUME OIL, AND TESTING OF HOT WATER INJECTION METHODS FOR TREATING SUBSURFACE OIL.

THE FEDERAL ON-SCENE COORDINATOR CONTINUES TO CLOSELY MONITOR AND DIRECT THE CLEANUP OPERATION. NOAA AND THE COAST GUARD CREATED A COMPUTER AIDED MANAGEMENT MODEL FOR THE VALDEZ SPILL, DUBBED VALDEZ CAMEO. THE MODEL TAKES INTO ACCOUNT THE VARIOUS SHORELINE TYPES, THE DEGREE OF OILING, AND AN ESTIMATE OF WORK NEEDED. THIS MODEL HAS ENABLED THE FEDERAL ON-SCENE COORDINATOR TO ASSESS THE RESULTS OF THE CLEANUP OPERATION AND MAKE A REAL TIME EVALUATION OF PROGRESS. EXXON HAS ADDED A NEW TASK FORCE IN PRINCE WILLIAM SOUND THIS MONTH AND A SIXTH TASK FORCE WILL BE ADDED SOON.

THE FEDERAL ON-SCENE COORDINATOR, NOAA AND THE STATE ARE WORKING CLOSELY WITH NATIVE ALASKANS TO RESTORE CONFIDENCE IN THE QUALITY OF THE FISH AND WILDLIFE THAT ALASKANS DEPEND UPON FOR THEIR SUBSISTANCE AS WELL AS TO INVOLVE THEM MORE IN THE CLEANUP OPERATION. NATIVE ALASKANS HAVE JOINED THE CLEANUP OPERATION IN MANY LOCATIONS, PARTICIPATING IN WEEKLY MULTI-AGENCY COMMITTEE MEETINGS AND BECOMING MEMBERS OF THE SHORELINE CLEANUP OVERSIGHT TEAMS.

AS BEFORE, THE FEDERAL ON-SCENE COORDINATOR'S GOAL IS THAT ALL SHORELINE SEGMENTS WILL BE TREATED BEFORE THE EXPECTED ONSET OF SEVERE WEATHER CONDITIONS IN SEPTEMBER. BY THEN, HEAVILY AND MODERATELY OILED SHORELINE SEGMENTS SHOULD BE TREATED TO A STABLE

LEVEL. LIGHTLY OILED SEGMENTS SHOULD BE FULLY TREATED. PLANS ARE BEING DEVELOPED TO EVALUATE THE EFFECTS OF WINTER WEATHER ON ANY OIL THAT MAY REMAIN. BEFORE NEXT SPRING, AN EVALUATION WILL BE CONDUCTED TO DETERMINE THE LEVEL OF WORK REQUIRED.

WE CERTAINLY RECOGNIZE YOUR CONCERN, MR. CHAIRMAN, AS WELL AS THE OTHER MEMBERS OF CONGRESS WHO HAVE INTRODUCED THE MORE THAN 30 BILLS WHICH WERE GENERATED IN THE AFTERMATH OF THE EXXON VALDEZ OIL SPILL. I WOULD LIKE TO BRIEFLY TOUCH ON SOME OF THE COAST GUARD INITIATIVES WHICH HAVE ARISEN FROM, OR BEEN HEIGHTENED BY, THE EXXON VALDEZ GROUNDING.

THE SPILL IN RHODE ISLAND

AT APPROXIMATELY 4:45 PM, FRIDAY, JUNE 23, 1989, THE GREEK-FLAGGED TANKSHIP WORLD PRODIGY RAN AGROUND ON BRENTON REEF JUST OUTSIDE OF NARRAGANSETT BAY, RHODE ISLAND. THE VESSEL WAS CARRYING APPROXIMATELY 8 MILLION GALLONS OF NO. 2 HOME HEATING OIL. TWELVE CARGO TANKS WERE DAMAGED, AND APPROXIMATELY 290,000 GALLONS OF OIL WERE RELEASED INTO THE COASTAL WATERS OF RHODE ISLAND.

THE COAST GUARD CAPTAIN OF THE PORT, PROVIDENCE, WAS THE FEDERAL ON-SCENE COORDINATOR FOR THE SPILL. AT APPROXIMATELY 5:15 PM, ONE-HALF HOUR AFTER THE SPILL, THE COAST GUARD FEDERALIZED THE SPILL BECAUSE THE INSURER OF THE VESSEL WAS UNABLE TO CONTACT THE OWNER'S REPRESENTATIVE FOR AUTHORIZATION TO CONDUCT THE CLEANUP; HOWEVER, BY NOON ON JUNE 25, THE OWNER AGREED TO ASSUME FINANCIAL RESPONSIBILITY FOR THE CLEANUP, BUT THE COAST GUARD RETAINED FEDERAL CONTROL TO THE END. DIVERS WERE ON SCENE AT 6:25 PM, LESS THAN 2 HOURS AFTER THE GROUNDING, TO

ASSESS DAMAGE TO THE VESSEL'S HULL. CONTAINMENT BOOM WAS PLACED AROUND THE VESSEL TO CONTAIN ADDITIONAL LEAKING. THE REGIONAL RESPONSE TEAM WAS ACTIVATED. THE ON-SCENE COORDINATOR REQUESTED THE ASSISTANCE OF THE COAST GUARD STRIKE TEAM, THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION'S (NOAA) SCIENTIFIC SUPPORT COORDINATOR, AND A SALVAGE MASTER FROM THE U.S. NAVY'S SUPERVISOR OF SALVAGE. BARGES WERE CONTRACTED TO OFF-LOAD THE CARGO REMAINING ON THE VESSEL. CONTAINMENT BOOM WAS STRATEGICALLY PLACED TO PROTECT SENSITIVE AREAS. CLEANUP CONTRACTORS WERE HIRED TO CLEAN THE SHORELINE COVERED BY THE OIL. SOME SHORELINE POLLUTION WAS REPORTED. PLACING BOOM AROUND THE VESSEL, EVAPORATION OF THE MAJORITY OF THE OIL, AND AN OFFSHORE WIND MINIMIZED THE ENVIRONMENTAL DAMAGE FROM THIS SPILL. THE SHORELINE CLEANUP WAS ACCOMPLISHED MOSTLY WITH OIL ABSORBENT MATERIAL AND VACUUM TRUCKS. THE CLEANUP WAS COMPLETED ON JULY 6, 1989, 13 DAYS AFTER THE GROUNDING.

THE SPILL IN HOUSTON, TEXAS

AT 6:20 PM, FRIDAY, JUNE 23, 1989, THE COAST GUARD CAPTAIN OF THE PORT, HOUSTON, RECEIVED A REPORT OF A COLLISION BETWEEN THE PANAMANIAN-FLAGGED CHEMICAL TANKSHIP RACHEL B, AND THE U.S. OIL CARRYING BARGE, COASTAL 2514, RESULTING IN AN OIL SPILL IN THE HOUSTON SHIPPING CHANNEL. THE RACHEL B DAMAGED ITS BOW BUT RELEASED NO OIL. THE BARGE SUFFERED DAMAGE TO THREE CARGO TANKS AND RELEASED APPROXIMATELY 250,000 GALLONS OF HEAVY SLURRY OIL. THE OWNER OF THE DAMAGED BARGE ACCEPTED FINANCIAL RESPONSIBILITY FOR THE CLEANUP AND HIRED A LOCAL CLEANUP CONTRACTOR.

COAST GUARD PERSONNEL WERE ON SCENE AT 8:14 PM AND THE POLLUTION CLEANUP CONTRACTOR BEGAN BOOMING OFF SENSITIVE AREAS AT 8:25 PM. MOST OF THE SPILLED OIL MOVED INTO THE BAYPORT CHANNEL WHERE IT WAS RECOVERED USING CONTAINMENT BOOM, VACUUM TRUCKS, ABSORBENT MATERIAL, AND HAND TOOLS. CLEANUP OPERATIONS WERE CONDUCTED AROUND THE CLOCK. MUCH OF THE OIL WAS RECOVERED DURING UNFAVORABLE WEATHER CONDITIONS CREATED BY TROPICAL STORM ALLISON WHICH DROPPED MORE THAN TEN INCHES OF RAIN IN THE AREA. ON THE AFTERNOON OF FRIDAY, JULY 7, 1989, THE SPILL WAS FEDERALIZED AS THE OWNERS OPTED NOT TO COMPLETE THE CLEANUP. THE POTENTIAL FOR A LARGER SPILL WAS AVERTED BY OFF-LOADING THE CARGO WHICH REMAINED ABOARD THE TANK BARGE.

THE SPILL IN THE DELAWARE RIVER

AT APPROXIMATELY 4:46 AM, SATURDAY, JUNE 24, 1989, THE COAST GUARD CAPTAIN OF THE PORT, PHILADELPHIA, RECEIVED A REPORT THAT THE URUGUAYAN-FLAGGED TANKSHIP PRESIDENTE RIVERA WAS HARD AGROUND AND RELEASING NUMBER 6 INDUSTRIAL HEATING OIL IN THE DELAWARE RIVER NEAR MARCUS HOOK, PENNSYLVANIA. THE INSURER FOR THE VESSEL ASSUMED FINANCIAL RESPONSIBILITY FOR CLEANUP AND HIRED A CLEANUP CONTRACTOR AT 5:40 AM. COAST GUARD PERSONNEL WERE ON-SCENE AT 6:30 AM. A NOAA SCIENTIFIC SUPPORT COORDINATOR PROVIDED A SPILL TRAJECTORY AND EPA PROVIDED PERSONNEL SUPPORT BEFORE 8:00 AM. THE NOAA SCIENTIFIC SUPPORT COORDINATOR WAS ON-SCENE AT APPROXIMATELY 1:00 PM. COAST GUARD STRIKE TEAM PERSONNEL FROM MOBILE, ALABAMA, ARRIVED IN PHILADELPHIA AT 1:15 PM.

FOUR CARGO TANKS WERE DAMAGED AND APPROXIMATELY 300,000 OF THE 18 MILLION GALLONS OF NUMBER 6 OIL ABOARD THE VESSEL HAD BEEN

RELEASED INTO THE DELAWARE RIVER. THIS PARTICULAR NUMBER 6 OIL IS VERY HEAVY AND MOST OF IT SANK BELOW THE SURFACE WHICH SEVERELY HAMPERED EARLY RECOVERY EFFORTS. THE COAST GUARD CLOSED THE RIVER TO VESSEL TRAFFIC IN THE VICINITY OF THE SPILL TO FACILITATE CLEANUP. RESPONSE ACTIONS INCLUDED ACTIVATING THE REGIONAL RESPONSE TEAM; BOOMING OFF SENSITIVE AREAS; PARTIALLY OFF-LOADING THE VESSEL TO BARGES, AND MOVING IT TO THE SUNOIL DOCK IN MARCUS HOOK, PENNSYLVANIA; CONTAINING AND RECOVERING FLOATING OIL; AND CLEANING THE SHORELINE COVERED BY OIL. THE FREE FLOATING OIL WAS RECOVERED USING SKIMMING VESSELS; A FISHING VESSEL WITH SMALL MESH NETS; OPEN OCEAN CONTAINMENT BOOM; SMALL BOATS AND HAND TOOLS; AND ABSORBENT MATERIAL. SHORELINE WAS CLEANED USING HAND TOOLS AND ABSORBENT MATERIAL. NINE CONTRACTORS, MORE THAN 800 PERSONNEL, OVER 60 BOATS, AND 12,000 FEET OF CONTAINMENT BOOM HAVE BEEN USED SO FAR. CLEANUP IS NEARLY COMPLETE.

REVIEW OF CONTINGENCY PLANS

IN 1972, THE UNITED STATES DEVELOPED A NATIONAL OIL AND HAZARDOUS SUBSTANCE SPILL RESPONSE SYSTEM, BASED ON STATUTE AND REGULATION, WHICH RELIES ON THE MAINTENANCE OF COMPREHENSIVE CONTINGENCY PLANS, AND FUNCTIONS THROUGH AN EFFECTIVE NETWORK OF INTERAGENCY RELATIONSHIPS. THIS FEDERAL SYSTEM IS DESCRIBED IN REGULATION IN THE NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN. IT ESTABLISHES THREE ORGANIZATIONAL LEVELS: THE NATIONAL RESPONSE TEAM, REGIONAL RESPONSE TEAMS, AND ON-SCENE COORDINATORS. THE NATIONAL RESPONSE TEAM, CONSISTING OF 14 FEDERAL AGENCIES, IS PRIMARILY A NATIONAL PLANNING, POLICY AND

COORDINATING BODY. THERE ARE 13 REGIONAL RESPONSE TEAMS THROUGHOUT THE UNITED STATES AND ITS TERRITORIES. EACH REGIONAL RESPONSE TEAM MAINTAINS ITS OWN REGIONAL CONTINGENCY PLAN, AND HAS STATE, TERRITORY, AND FEDERAL REPRESENTATION. LIKE THE NATIONAL RESPONSE TEAM, THE REGIONAL TEAMS ARE PLANNING, POLICY, AND COORDINATING BODIES. THE ON-SCENE COORDINATOR IS A FEDERAL OFFICIAL PREDESIGNATED BY THE ENVIRONMENTAL PROTECTION AGENCY FOR INLAND AREAS AND BY THE COAST GUARD FOR COASTAL AREAS. EACH OF THE 48 COAST GUARD CAPTAINS OF THE PORT IS A PREDESIGNATED ON-SCENE COORDINATOR.

EACH CAPTAIN OF THE PORT HAS DEVELOPED A LOCAL CONTINGENCY PLAN FOR ITS GEOGRAPHIC ZONE. EACH PLAN HAS A DETAILED DESCRIPTION OF THE ROLES OF FEDERAL, STATE, AND LOCAL AGENCIES, AND ORGANIZATIONS COMPRISING THE REGIONAL AND LOCAL RESPONSE TEAMS. IT ALSO DESCRIBES THEIR FORMAL AND INFORMAL POLLUTION AND EMERGENCY RESPONSE PLANS. THE NATIONAL OIL AND HAZARDOUS SUBSTANCES POLLUTION CONTINGENCY PLAN INCLUDES LANGUAGE WHICH REQUIRES THESE PLANS TO BE COORDINATED WITH THE PLANS DEVELOPED BY LOCAL EMERGENCY PLANNING COMMITTEES ESTABLISHED UNDER TITLE III OF THE FWPCA AMENDMENTS OF 1983. THE MAIN OBJECTIVES OF THE LOCAL CONTINGENCY PLAN ARE:

--IDENTIFY, THROUGH A HAZARD ANALYSIS, PROBABLE LOCATIONS OF DISCHARGES;

--DEVELOP EFFECTIVE REPORTING OF POLLUTION INCIDENTS;

--DEVELOP EFFECTIVE RESPONSE STRATEGIES;

--INSTITUTE PROMPT AND EFFECTIVE ACTIONS TO RESTRICT THE SPREAD OF POLLUTANTS;

--MINIMIZE DAMAGE TO WILDLIFE AND THE ENVIRONMENT;

--ADDRESS LOCATIONS FOR THE DISPOSAL OF COLLECTED POLLUTANTS;

--IDENTIFY GOVERNMENT, COMMERCIAL, AND INDUSTRY RESOURCES CAPABLE OF RESPONDING TO SPILLS; AND

--IDENTIFY PROCEDURES FOR INITIATING ACTIONS FOR THE RECOVERY OF CLEANUP COSTS AND PERFORMANCE OF ENFORCEMENT ACTIONS AS NECESSARY.

IT IS IMPORTANT TO NOTE THAT ALL FEDERAL CONTINGENCY PLANS ALLOW FOR THE INCORPORATION OF STATE AND LOCAL PLANS, ALONG WITH PLANS DEVELOPED BY INDUSTRY AND OIL SPILL CLEANUP COOPERATIVES. EACH FEDERAL PLAN ALSO CALLS FOR THE MOBILIZATION OF REGIONAL COAST GUARD RESOURCES, AND FOR THE ACTIVATION OF MEMBERS OF SPECIAL RESPONSE FORCES INCLUDING THE NATIONAL STRIKE TEAM, THE PUBLIC INFORMATION ASSISTANCE TEAM, EPA'S EMERGENCY RESPONSE TEAM, AND NOAA'S SCIENTIFIC SUPPORT COORDINATORS.

THE COAST GUARD HAS UNDERTAKEN A THOROUGH AND COMPREHENSIVE REVIEW OF THESE LOCAL CONTINGENCY PLANS. WE ARE ADDRESSING RESPONSE STRATEGIES TO THEIR "WORST CASE" SCENARIO FOR AN OIL SPILL AS WELL AS DETERMINING SHORTFALLS IN SUCH AREAS AS PERSONNEL, EQUIPMENT, TRAINING, POLICY GUIDANCE, USE OF DISPERSANTS AND/OR BURNING, AND DISPOSAL.

THIS REVIEW AND REVISION OF COASTAL CONTINGENCY PLANS WILL BE INCORPORATED IN A LARGER REVIEW OF THE STATUS OF U.S. CONTINGENCY PLANNING BEING DONE BY THE NATIONAL RESPONSE TEAM AT THE REQUEST OF THE PRESIDENT. THEIR FINDINGS AND RECOMMENDATIONS WILL RESULT IN A REPORT TO THE PRESIDENT.

NAVIGATION INITIATIVES

WE HAVE A NUMBER OF NAVIGATION INITIATIVES UNDERWAY INCLUDING A STUDY TO ESTABLISH A PRIORITIZED LIST OF THOSE U.S. PORTS AND WATERWAYS THAT WOULD BENEFIT BY HAVING A VESSEL TRAFFIC SYSTEM (VTS) OR ALTERNATIVE MANAGEMENT NETWORK TOGETHER WITH A SUMMARY OF THE NECESSARY CAPITAL INVESTMENT. FURTHER, WE HAVE BEGUN AN OPERATIONAL AND TECHNICAL REVIEW OF OUR EXISTING VTS'S IN ORDER TO DETERMINE IF NEAR-TERM CHANGES ARE NECESSARY. A THIRD MAJOR NAVIGATION INITIATIVE WILL INVOLVE AN IN-DEPTH TECHNICAL AND OPERATIONAL REVIEW OF VTS EQUIPMENT TO IDENTIFY NEEDED UPGRADES OR CHANGES.

REVIEW OF PILOTAGE AUTHORITIES/REQUIREMENTS

A PILOTAGE STUDY WAS RECENTLY CONVENED TO CONSIDER THE NEED FOR CHANGES TO RELATED STATUTES, REGULATIONS, AND POLICIES. THE STUDY WILL ADDRESS ISSUES INCLUDING QUALIFICATIONS FOR LICENSED PERSONNEL DEPENDING ON NATURE OF VOYAGE, TYPE OF CARGO BEING TRANSPORTED, TYPE OF SERVICE, AND OTHER VARIABLES. ADDITIONALLY, THE SCOPE OF PILOTAGE WATERS, RELATIONSHIP BETWEEN VESSEL TYPE AND PILOTAGE NEEDS, CERTIFICATION AND TRAINING, PILOT/MASTER AUTHORITIES, AND ROLES OF FEDERAL AND STATE GOVERNMENTS WILL BE LOOKED AT.

POLLUTION RELATED RESEARCH AND DEVELOPMENT

THE COAST GUARD'S R&D EFFORTS HAVE RESULTED IN SEVERAL EQUIPMENT SYSTEMS WHICH ARE USED BY OUR STRIKE TEAMS. THESE INCLUDE THE HIGH SEAS OIL RECOVERY SYSTEM WHICH IS AN OPEN OCEAN CONTAINMENT BOOM WITH OIL SKIMMING AND RECOVERY CAPABILITY; THE AIR DELIVERABLE, ANTIPOLLUTION TRANSFER SYSTEM (ADAPTS) WHICH IS

THE PUMP AND HOSE SYSTEM USED TO OFF-LOAD TANK VESSELS OUT OF THE TOP OF THE TANKS; AND OUR VISCOUS OIL PUMPING SYSTEMS. THESE SYSTEMS ARE AIR DELIVERABLE BY COAST GUARD AIRCRAFT AND ARE "STATE OF THE ART." AN INFRARED REMOTE SENSING PACKAGE WAS DEVELOPED FOR COAST GUARD HU-25 INTERCEPTORS AND WAS USED EXTENSIVELY IN VALDEZ. THE CENTRAL OIL IDENTIFICATION LABORATORY WAS DEVELOPED TO USE SAMPLE ANALYSIS TECHNIQUES TO IDENTIFY THE SOURCE OF DISCHARGED OIL. THIS SYSTEM HAS BEEN ACCEPTED IN THE JUDICIAL SYSTEM AND HAS BEEN USED SUCCESSFULLY IN HUNDREDS OF CASES, INCLUDING VALDEZ.

EARLIER THIS YEAR, THE COAST GUARD RECOGNIZED THE NEED TO REEVALUATE ITS R&D PROGRAM, ESPECIALLY RELATED TO DISCHARGES OF OIL INTO THE MARINE ENVIRONMENT. THE FIRST TASK OF THIS EVALUATION WILL BE AN EXAMINATION OF THE WORLDWIDE STATE OF THE ART RESPONSE AND CLEANUP METHODS AND TECHNOLOGY. THIS EXAMINATION SHOULD REVEAL GAPS IN INFORMATION AND TECHNOLOGY NEEDS. WE HAVE ALREADY IDENTIFIED AREAS WHICH APPEAR TO WARRANT CONSIDERATION FOR FUTURE RESEARCH.

THE COAST GUARD RECOGNIZES THAT THE OIL INDUSTRY AND OTHER FEDERAL DEPARTMENTS AND AGENCIES, SUCH AS THE ENVIRONMENTAL PROTECTION AGENCY, DEPARTMENT OF THE INTERIOR, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, AND DEPARTMENT OF ENERGY, HAVE THEIR OWN OIL SPILL TECHNOLOGY R&D NEEDS AND PLANS. BECAUSE OF THIS WIDE AND VARIED INTEREST, FEDERAL R&D MUST BE COORDINATED TO GET THE MOST FROM LIMITED FUNDING. THE COAST GUARD IS PREPARED TO TAKE THE LEAD IN COORDINATING R&D EFFORTS IN THIS AREA.

CLEANUP/RESPONSE

OTHER CLEANUP AND RESPONSE INITIATIVES ARE UNDERWAY. THE COAST GUARD IS REVIEWING AN AMERICAN PETROLEUM INSTITUTE (API) STUDY, AND WILL MEET WITH API IN THE NEAR FUTURE TO DISCUSS THEIR RECOMMENDATIONS. AT THE SAME TIME, WE WILL BE ASSESSING EQUIPMENT AND PERSONNEL NEEDS FOR OUR NATIONAL STRIKE TEAM. A REVIEW OF STATUTORY AUTHORITIES IS UNDERWAY WHICH MAY LEAD TO REGULATORY PROPOSALS. THE EXXON VALDEZ SPILL RESPONSE SUGGESTS A NEED FOR DEVELOPING A NEW ORGANIZATION FOR RESPONDING TO SPILLS OF "NATIONAL SIGNIFICANCE". AS YOU KNOW, THE PRESIDENT PROPOSED AN AGREEMENT AT THE RECENT ECONOMIC SUMMIT IN PARIS, CONCERNING INTERNATIONAL COORDINATION OF RESPONSES TO CATASTROPHIC OIL SPILLS.

TANK VESSEL STUDIES

WE HAVE ASKED THE NATIONAL ACADEMY OF SCIENCES MARINE BOARD TO CONDUCT A COMPREHENSIVE ANALYSIS OF THE ROLE OF DOUBLE HULLS AND DOUBLE BOTTOMS IN FUTURE TANK VESSEL DESIGNS AND WE HAVE INITIATED AN IN-HOUSE TANKSHIP DOUBLE BOTTOM CASUALTY STUDY WHICH WILL BE COMPLETED LATER THIS SUMMER. ALSO, WE HAVE DEVELOPED AND ARE REFINING A PRELIMINARY LIST OF MEASURES TO REDUCE TANKER ACCIDENTAL OIL OUTFLOW.

WE ARE CONVENING A TANKER INSPECTION STUDY GROUP TO REVIEW OUR U.S. AND FOREIGN FLAG TANKSHIP INSPECTION PROGRAM. WE EXPECT THIS EFFORT WILL BE COMPLETE LATER THIS YEAR.

MERCHANT MARINERS LICENSING/DISCIPLINE MATTERS

SECRETARY SKINNER TRANSMITTED PROPOSED LEGISLATION TO CONGRESS LAST MONTH WHICH WOULD IMPROVE THE COAST GUARD'S ABILITY

TO MONITOR THE CHARACTER AND FITNESS OF THOSE PERSONS TO WHOM IT ISSUES A MERCHANT MARINER'S DOCUMENT, LICENSE, AND CERTIFICATE OF REGISTRY. ADDITIONALLY, THE ADMINISTRATION STRONGLY SUPPORTS RATIFICATION OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS.

RATIFICATION WOULD ENABLE THE COAST GUARD TO BETTER CONTROL AND ENFORCE PERSONNEL STANDARDS OF VISITING FOREIGN FLAG VESSELS.

COMPREHENSIVE OIL SPILL LIABILITY AND COMPENSATION LEGISLATION

I WANT TO TAKE THIS OPPORTUNITY TO REITERATE THE ADMINISTRATION'S ONGOING AND STRONG SUPPORT FOR COMPREHENSIVE OIL SPILL LIABILITY AND COMPENSATION LEGISLATION AND RATIFICATION OF THE 1984 INTERNATIONAL PROTOCOLS TO THE CIVIL LIABILITY AND FUND CONVENTIONS.

MR. CHAIRMAN, THIS CONCLUDES MY STATEMENT. I WILL BE GLAD TO ANSWER ANY QUESTIONS THAT YOU OR THE OTHER MEMBERS OF SUBCOMMITTEE MAY HAVE.