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 ADMIRAL J. WILLIAM KIME

ON THE M/V MEGA BORG AND OTHER RECENT OIL SPILLS

BEFORE THE

SUBCOMMITTEE ON COAST GUARD AND NAVIGATION

COMMITTEE ON MERCHANT MARINE AND FISHERIES

HOUSE OF REPRESENTATIVES

21 JUNE 1990

Admiral J. William Kime
Commandant
United States Coast Guard

Admiral John William Kime became the 19th Commandant of the United States Coast Guard on May 31, 1990. He was nominated to the position while serving as Commander, Eleventh Coast Guard District, headquartered in Long Beach, Calif.

During that time he also served as the Commander of the Central California Sector of the U.S. Maritime Defense Zone, Pacific; and as Coordinator of the Pacific Region of the Office of National Drug Control Policy.

Admiral Kime graduated from Baltimore City College in 1951 and from the U.S. Coast Guard Academy in 1957. He received a Master of Science degree in naval architecture and marine engineering and the professional degree of Naval Engineer from the Massachusetts Institute of Technology in 1964.

Admiral Kime served in deck and engineering assignments in the Coast Guard Cutter CASCO before assuming command of Loran Station Wake Island in 1960. He served at Coast Guard Headquarters in Washington, D.C. in the Merchant Marine Technical and Naval Engineering Divisions. While at Headquarters, he served as the principal U.S. negotiator at the International Maritime Organization (IMO) in London during the drafting of the IMO Codes for Liquefied Gas Ships. Admiral Kime was in charge of the structural design of the Coast Guard's Polar Star class icebreakers. He also served as the first engineering officer in the Coast Guard Cutter BOUTWELL stationed in Boston.

In 1977, Admiral Kime was a distinguished graduate of the Industrial College of the Armed Forces and was again assigned to Headquarters as Assistant Chief of the Merchant Marine Technical Division, and as both technical coordinator and as a member of the U.S. Delegation to the International Conference on Tanker Safety and Pollution Prevention in London. He assumed duty as Commanding Officer, Marine Safety Office, Baltimore in 1978. He was assigned to Headquarters in 1981 as Deputy Chief of the Office of Marine Environment and Systems.

From 1982 through 1984 Admiral Kime was assigned as Chief of the Operations Division of the Seventh Coast Guard District in Miami, where he was in charge of day to day operations in the Coast Guard's drug interdiction effort in the Caribbean. He was promoted to Flag rank in 1984. In 1986 Admiral Kime became Chief of the Office of Marine Safety, Security and Environmental Protection in Washington, D.C., a combination of two offices he had previously headed. His duties in this position included heading the U.S. Delegations to the IMO Maritime Safety Committee and Marine Environmental Protection Committee.

Admiral Kime is a registered Professional Engineer, a member of Tau Beta Pi, Sigma Xi, ASNE and SNAME. His decorations include the Defense Superior Service Medal, the Legion of Merit, five Meritorious Service Medals with "O" device, the Coast Guard Commendation Medal, the Coast Guard Achievement Medal, three Commandant's Letter of Commendation Ribbons with "O" device, two Coast Guard Unit Commendation Ribbons with "O" device and the Coast Guard Meritorious Unit Commendation Ribbon.

Admiral Kime, a native of Greensboro, N.C., grew up in Baltimore, Md, and is married to the former Valerie Jean Hiddlestone of Pontardulais, South Wales, U.K.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
STATEMENT OF ADMIRAL J. W. KIME
ON THE COAST GUARD'S RESPONSE TO THREE MAJOR POLLUTION INCIDENTS
HOUSE OF REPRESENTATIVES SUBCOMMITTEE ON
COAST GUARD AND NAVIGATION
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THANK YOU VERY MUCH, MISTER CHAIRMAN. AS YOU ARE AWARE, THE COAST GUARD IS PRESENTLY RESPONDING TO TWO MAJOR POLLUTION INCIDENTS IN NEW YORK AND THE GULF OF MEXICO, AND ONE POTENTIAL MAJOR POLLUTION INCIDENT IN MASSACHUSETTS. ALL THREE ARE CONSIDERED TO BE MAJOR INCIDENTS IN THAT THE POTENTIAL OIL POLLUTION FROM EACH EXCEEDS THE 100,000 GALLON DESIGNATION ESTABLISHED IN THE NATIONAL OIL AND HAZARDOUS SUBSTANCE POLLUTION CONTINGENCY PLAN.

TO BEGIN, I WILL OUTLINE THE THREE INCIDENTS AND PROVIDE A BRIEF CHRONOLOGY OF EVENTS.

ON JUNE 7, 1990, AT 5:15 AM, THE BRITISH TANKSHIP BT NAUTILUS WITH A STATE PILOT ON BOARD STRUCK A WELL CHARTED ROCK FORMATION IN THE KILL VAN KULL WATERWAY IN NEW YORK HARBOR, RESULTING IN DAMAGE TO THE VESSEL'S NUMBER 4 STARBOARD CARGO WING TANK. THIS DAMAGE CONSISTED OF TWO INSETS IN THE VESSEL'S HULL. THE FIRST WAS 40 FEET LONG BY 5.5 FEET WIDE AND 4.5 FEET DEEP. THE SECOND WAS 35 FEET LONG BY 3 FEET WIDE AND 2.5 FEET DEEP. BOTH INSETS CONTAINED FRACTURES IN THE HULL PLATING THROUGHOUT THEIR LENGTH.

THE BT NAUTILUS WAS LOADED WITH APPROXIMATELY 14 MILLION GALLONS OF NUMBER SIX FUEL OIL, A HEAVY HEATING OIL, OF WHICH

252,000 GALLONS SPILLED INTO THE KILL VAN KULL BETWEEN NEW JERSEY AND NEW YORK. A MAJORITY OF THE OIL RELEASED HAD TO BE PHYSICALLY REMOVED FROM THE ENVIRONMENT THROUGH A LABOR INTENSIVE CLEANUP PROCESS. EVAPORATION AND WEATHERING WILL DO LITTLE TO REMOVE NUMBER SIX FUEL OIL FROM THE WATER.

THE OWNERS OF THE BT NAUTILUS HAVE ASSUMED FULL FINANCIAL RESPONSIBILITY FOR THE CLEANUP OF THIS SPILL. COMMERCIAL CLEANUP CONTRACTORS HAVE BEEN HIRED, AND THE COAST GUARD HAS CONTINUOUSLY MONITORED THEIR EFFORTS. OVER 350 LABORERS, 65 BOATS, 7 VACUUM TRUCKS, FIVE SKIMMERS AND 39,000 FEET OF BOOM HAVE BEEN EMPLOYED.

THE MAJORITY OF FREE FLOATING OIL HAS BEEN REMOVED, AND AN INTENSIVE EFFORT TO CLEAN UP THE SHORELINE IS IN PROGRESS. THE EFFORT IS EXPECTED TO RECOVER ALMOST ALL OF THE OIL SPILLED. THE ATLANTIC AREA STRIKE TEAM SUPPLEMENTED THE ON-SCENE FORCES OF CAPTAIN OF THE PORT NEW YORK IN CONDUCTING FIELD SURVEYS OF THE BT NAUTILUS' CONTRACTOR'S EFFORTS.

A BIRD SANCTUARY LOCATED ON SHOOTERS ISLAND, VERY CLOSE TO THE ACCIDENT SITE, HAS NOT BEEN AFFECTED BY THIS SPILL. TIMELY BOOM PLACEMENT MINIMIZED THE IMPACTS TO ENVIRONMENTALLY SENSITIVE AREAS.

THE SECOND INCIDENT I WILL DISCUSS IS THE EXPLOSION AND FIRE ABOARD THE NORWEGIAN TANK SHIP MEGA BORG ON JUNE 8, 1990, AT 11:30 PM, APPROXIMATELY 60 MILES SOUTHEAST OF GALVESTON, TEXAS. THE MEGA BORG WAS LOADED WITH APPROXIMATELY 37.5 MILLION GALLONS OF PALANCA ANGOLA CRUDE, A RELATIVELY LIGHT CRUDE OIL.

AN EXPLOSION OCCURRED WHILE THE MEGA BORG WAS LIGHTERING A PORTION OF ITS CARGO TO THE TANKSHIP FRAMURA, A SMALLER ITALIAN VESSEL. LIGHTERING IS THE PROCESS OF TRANSFERRING PORTIONS OF CARGO FROM A DEEP DRAFT VESSEL TO SMALLER TANK VESSELS. IT WAS NECESSARY IN THIS CASE BECAUSE THE MEGA BORG'S DRAFT EXCEEDED THE WATER DEPTH AT THE PORT OF HOUSTON, THE CARGO'S DESTINATION. SUCH LIGHTERING OPERATIONS ARE ROUTINELY CONDUCTED OFF THE COAST OF THE UNITED STATES. IN FISCAL YEAR 1989, 1,530 LIGHTERING OPERATIONS TOOK PLACE IN U.S. WATERS. OVER HALF OF ALL THESE OPERATIONS (897) TOOK PLACE WITHIN THE GALVESTON MARINE SAFETY OFFICE'S ZONE OF JURISDICTION.

COAST GUARD JURISDICTION IN THIS CASE IS PRIMARILY THROUGH THE FEDERAL WATER POLLUTION CONTROL ACT, AS AMENDED. UNDER THIS ACT, OUR JURISDICTION EXTENDS OFFSHORE TO 200 MILES FOR OIL SPILLS. THE NATIONAL RESPONSE TEAM HAS BEEN ACTIVATED FOR THIS RESPONSE EFFORT, AND A COORDINATED RESPONSE HAS BEEN MOUNTED BY ALL FEDERAL AGENCIES.

AT PRESENT, THE OWNER HAS ASSUMED FINANCIAL RESPONSIBILITY FOR ALL FIRE FIGHTING AND POLLUTION RESPONSE ACTIVITIES. COMMERCIAL CONTRACTORS HAVE BEEN HIRED BY THE OWNERS OF BOTH THE MEGA BORG AND THE VESSEL'S CARGO. THE COAST GUARD IS PRESENTLY ENGAGED IN MONITORING THEIR ACTIVITIES.

NAVAL ARCHITECTS HAVE ESTIMATED THAT APPROXIMATELY 4.3 MILLION GALLONS OF CRUDE OIL HAVE EITHER BURNED, EVAPORATED, BEEN CONTAINED IN THE VESSEL'S PUMPROOM OR ENGINEROOM, OR HAVE

SPILLED. INITIAL POLLUTION RESPONSE WAS HAMPERED BY THE FIRE ONBOARD THE VESSEL. EVEN SO, RECOVERY OF MATERIAL IN THE WATER IS IN EXCESS OF 250,000 GALLONS. THE FOLLOWING IS A LIST OF EQUIPMENT AND PERSONNEL ON-SCENE ENGAGED IN THE RECOVERY EFFORT:

CONTRACTOR RESOURCES:

21 VESSELS

11 SKIMMERS

40,500 FEET OF CONTAINMENT BOOM

3 LIGHTERING BARGES

67 CONTRACT PERSONNEL

COAST GUARD RESOURCES:

3 CUTTERS

6 AIRCRAFT

ATLANTIC AND PACIFIC AREA STRIKE TEAM MEMBERS

NSF SKIMMING BARRIERS AND VARIOUS OTHER EQUIPMENT.

IN ADDITION, A REQUEST WAS MADE TO MEXICO FOR THE USE OF THEIR SKIMMER, THE ECO PEMEX. THIS VESSEL IS ON-SCENE WITH VICE ADMIRAL ESPINOLA OF THE MEXICAN NAVY ABOARD. REQUESTS HAVE BEEN MADE BY THE ON-SCENE COORDINATOR FOR ADDITIONAL SKIMMING BARRIERS FROM THE ATLANTIC AREA AND PACIFIC AREA STRIKE TEAMS, FOR A PROTOTYPE SIDE SKIMMING BARRIER PRESENTLY HOUSED AT THE ATLANTIC AREA STRIKE TEAM, AND FOR OTHER COAST GUARD EQUIPMENT. THE NAVY'S SUPERVISOR OF SHIPS SALVAGE HAS DISPATCHED SKIMMERS AND CONTAINMENT BOOM FOR DEPLOYMENT IN THE EVENT OF A CATASTROPHIC DISCHARGE. THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

IS PROVIDING DAILY FORECASTS OF THE WORSE CASE SPILL TRAJECTORIES SHOULD A CATASTROPHIC DISCHARGE OCCUR.

OF PARTICULAR INTEREST IN THIS SPILL IS THAT THE REGIONAL RESPONSE TEAM AND ON-SCENE COORDINATOR HAVE AUTHORIZED THE USE OF DISPERSANTS. IN ADDITION, THE USE OF BIOREMEDIATION AGENTS WAS REQUESTED BY THE TEXAS WATER COMMISSION, AND THE REQUEST HAS BEEN HONORED. THE ON-SCENE COORDINATOR HAS AUTHORIZED AN EXPERIMENTAL TEST OF A BIOREMEDIAL CLEANUP AGENT, PROVIDING IT DOES NOT INTERFERE WITH OTHER CLEANUP OPERATIONS. AS YOU CAN SEE, THIS RESPONSE IS BEING TAKEN VERY SERIOUSLY BY ALL THE AGENCIES ASSOCIATED WITH THE NATIONAL RESPONSE SYSTEM.

THE FINAL INCIDENT THAT I WOULD LIKE TO DISCUSS IS THE GROUNDING OF THE PANAMANIAN PASSENGER VESSEL BERMUDA STAR. THIS VESSEL GROUNDED IN BUZZARDS BAY, MASSACHUSETTS, AT 8:50 AM ON THE MORNING OF JUNE 10, 1990, WHILE SAILING FROM NEW YORK TO HALIFAX, NOVA SCOTIA. THERE WERE 680 PASSENGERS ABOARD AT THE TIME OF THE GROUNDING. NO INJURIES OCCURRED, AND ALL PASSENGERS WERE TRANSFERRED ASHORE WITHOUT INCIDENT.

THE EFFECT OF THE GROUNDING WAS A 90 FOOT LONG BY ONE FOOT WIDE GASH IN THE VESSEL'S SHELL PLATING IN WAY OF THE VESSEL'S DOUBLE BOTTOM FUEL TANKS. THE BOTTOM WAS SET IN APPROXIMATELY ONE FOOT. APPROXIMATELY 7,500 GALLONS OF BUNKER C FUEL OIL CONTAINED IN THE DOUBLE BOTTOM WERE SPILLED AS A RESULT OF THIS CASUALTY. AS PREVIOUSLY MENTIONED, THIS INCIDENT IS CLASSIFIED AS A MAJOR POTENTIAL INCIDENT BECAUSE THE ENTIRE CONTENTS OF THE FUEL OIL

TANK EXCEED THE 100,000 GALLON DESIGNATION.

THE VESSEL WAS SUBSEQUENTLY REFLOATED AND MOVED TO A POSITION FOUR MILES NORTHWEST OF WOODS HOLE. SALVAGE EFFORTS WERE HAMPERED BY SEVERE WEATHER. WINDS IN EXCESS OF 30 KNOTS AND 4-5 FOOT SEAS INITIALLY PREVENTED DIVERS FROM CONDUCTING AN UNDERWATER HULL SURVEY. SALVAGE PLANS CALLED FOR THE INSTALLATION OF A TEMPORARY PATCH ALONG THE DAMAGED HULL AND THEN TO TRANSFER THE OILY WATER MIXTURE REMAINING IN THE DAMAGED DOUBLE BOTTOMS TO A FUEL OIL TANK BARGE BROUGHT ADJACENT TO THE VESSEL. THE BERMUDA STAR IS NOW PROCEEDING TO DRYDOCK IN NEW YORK CITY WHERE PERMANENT REPAIRS WILL BE MADE. CLEANUP EFFORTS ARE UNDERWAY, AND THE VESSEL'S OWNER HAS ASSUMED FINANCIAL RESPONSIBILITY FOR ALL CLEANUP COSTS. THE ATLANTIC STRIKE TEAM WAS PLACED ON ALERT, BUT NO EQUIPMENT OR PERSONNEL HAVE BEEN REQUESTED BY THE ON-SCENE COORDINATOR.

THE COAST GUARD IS CURRENTLY INVESTIGATING THESE MARINE CASUALTIES. IN THE BT NAUTILUS AND BERMUDA STAR CASUALTIES, THE CREW MEMBERS WERE INTERVIEWED AND TESTED FOR DRUG AND ALCOHOL USE WITH NEGATIVE RESULTS. THE INVESTIGATION INTO THE MEGA BORG CASUALTY IS BEING CONDUCTED UNDER THE AUTHORITY OF THE NORWEGIAN GOVERNMENT AND DOES NOT INCLUDE DRUG AND ALCOHOL TESTING. AS THE CASUALTY OCCURRED OUTSIDE U.S. JURISDICTION, WE CANNOT REQUIRE SUCH TESTING. THE RECENT RASH OF INCIDENTS IN THE ARTHUR KILL AND KILL VAN KULL HAS PROMPTED ME TO CONVENE A FIVE MAN BOARD OF INQUIRY, UNDER THE AUTHORITY OF THE PORTS AND WATERWAYS SAFETY

ACT. THIS BOARD OF INQUIRY HAS BEEN IN SESSION SINCE JUNE 11, 1990. THE NATIONAL TRANSPORTATION SAFETY BOARD WAS IMMEDIATELY NOTIFIED OF THE GROUNDING OF THE BERMUDA STAR, AND A JOINT INVESTIGATION IS PROGRESSING. THE NORWEGIAN GOVERNMENT HAS INITIATED HEARINGS IN THE UNITED STATES TO DETERMINE THE CAUSE OF THE EXPLOSION ABOARD THE MEGA BORG. A COAST GUARD REPRESENTATIVE IS PARTICIPATING AT THESE HEARINGS.

THESE THREE ACCIDENTS AGAIN HAVE DEMONSTRATED ALL TOO GRAPHICALLY THE HAZARDS ASSOCIATED WITH THE MARINE TRANSPORTATION OF PETROLEUM PRODUCTS, WHETHER CARRIED AS CARGO OR AS FUEL. THEY HAVE DEMONSTRATED THE IMPORTANCE TO THIS NATION OF HAVING IN PLACE THE SYSTEMS NECESSARY TO REDUCE THE LIKLIHOOD OF SUCH ACCIDENTS IN THE FIRST PLACE, AND TO RESPOND TO THEM AND MITIGATE THE DAMAGE IF THEY DO OCCUR.

AS LONG AS THERE ARE SHIPS AT SEA, THERE WILL BE ACCIDENTS. WE CANNOT ALTER THAT FACT. WHAT WE CAN STRIVE TO DO, WHAT OUR GOAL SHOULD BE, IS TO INSURE THAT THESE ACCIDENTS ARE AS INFREQUENT AS POSSIBLE, AND THAT THEIR CONSEQUENCES, TO THE SHIP, THE PERSONNEL ONBOARD, AND TO THE ENVIRONMENT, ARE AS HARMLESS AS POSSIBLE. TO SUCCESSFULLY PURSUE THIS GOAL, WE MUST VIEW THE PROBLEM FROM A GLOBAL PERSPECTIVE, FOR THIS IS A GLOBAL, NOT SIMPLY A NATIONAL PROBLEM. IT IS INSTRUCTIVE TO LOOK AT THE THREE INCIDENTS THAT I HAVE JUST DESCRIBED WITHIN THIS CONTEXT. THE BT NAUTILUS IS A BRITISH TANKER WITH BRITISH AND INDIAN OFFICERS AND A MOSTLY FILIPINO CREW. THE MEGA BORG IS A

NORWEGIAN TANKER WITH INDIAN OFFICERS (EXCEPTION BEING THE FILIPINO FOURTH ENGINEER) AND INDIAN AND FILIPINO CREW. THE BERMUDA STAR IS A PANAMANIAN PASSENGER VESSEL WITH A FINNISH MASTER; FILIPINO, ARGENTINIAN, AND GREEK OFFICERS; AND JAMACAIN, HONDURAN, AND FILIPINO CREW. THESE VESSELS DO NOT FALL UNDER OUR REGULATORY SAFETY REGIME IN THE SAME WAY AS THE EXXON VALDEZ, AN AMERICAN VESSEL WITH AMERICAN CREW. THESE ARE THE SHIPS OF SOVEREIGN NATIONS AND FALL UNDER THE LEGAL REGIME OF THOSE SOVEREIGN STATES. HOWEVER, BECAUSE THE NATIONS INVOLVED ALSO ARE SIGNATORY NATIONS TO INTERNATIONAL SAFETY CONVENTIONS, THEIR VESSELS ALSO FALL UNDER THE INTERNATIONAL REGULATORY REGIMES CONTAINED IN THE SAFETY OF LIFE AT SEA (SOLAS) AND MARINE POLLUTION (MARPOL) CONVENTIONS.

ALTHOUGH THE UNITED STATES IS ONE OF THE MAJOR MARITIME NATIONS OF THIS WORLD, THE FACT REMAINS THAT MOST OF THE PETROLEUM AND PETROLEUM PRODUCTS IMPORTED INTO THIS COUNTRY COME IN FOREIGN SHIPS. THEREFORE, TO PROTECT OUR SHORES AND MARINE ENVIRONMENT, WE MUST VIEW THIS PROBLEM AS MUCH FROM THE PERSPECTIVE OF A PORT STATE AS WE DO FROM THE PERSPECTIVE OF A LEADING MARITIME NATION WITH FLAG STATE INTERESTS. FROM A PORT STATE'S PERSPECTIVE, THESE THREE ACCIDENTS DEMONSTRATE THE IMPORTANCE TO THIS COUNTRY OF THE SYSTEM OF SAFETY AND MARINE POLLUTION PREVENTION AND ABATEMENT CONVENTIONS DEVELOPED OVER THE PAST 20 YEARS AND THE ONGOING WORK OF THE INTERNATIONAL MARITIME ORGANIZATION. AS MUCH AS WE NEED TO WORK TO IMPROVE OUR DOMESTIC

SAFETY AND RESPONSE SYSTEMS, WE NEED ALSO TO DO THE SAME INTERNATIONALLY. AS WE STRIVE TO DEAL WITH OUR DOMESTIC CONCERNS, WE SHOULD TAKE CARE TO INSURE THAT ANY UNILATERAL ACTIONS WE MIGHT DECIDE ON DO NOT IMPEDE OUR ABILITY TO WORK ON THESE PROBLEMS WITHIN INTERNATIONAL FORUMS.

TODAY THE COAST GUARD IS ACTIVELY WORKING THROUGH THE INTERNATIONAL MARITIME ORGANIZATION TO IMPROVE THE PREVENTIVE AND RESPONSE CAPABILITIES OF OTHER NATIONS TO REDUCE THE POTENTIAL FOR FURTHER INCIDENTS LIKE THE THREE I HAVE JUST DESCRIBED. FOR EXAMPLE, THE UNITED STATES TOOK THE INITIATIVE TO PROPOSE AN INTERNATIONAL CONVENTION ON OIL SPILL PREVENTION, PREPAREDNESS, AND RESPONSE (OPPR). WORK ON PREPARATIONS FOR THIS CONVENTION IS ACTIVELY UNDERWAY AS RESULT OF OUR EFFORTS.

CONGRESS CAN HELP IN THESE EFFORTS. OUR CASUALTY STATISTICS INDICATE THAT APPROXIMATELY 80% OF ALL MARINE CASUALTIES ARE TRACEABLE TO THE HUMAN ELEMENT. CONSEQUENTLY, WE NEED TO FOCUS ON THE TRAINING AND QUALIFICATIONS OF NOT ONLY U.S., BUT FOREIGN SHIPS' OFFICERS AND CREWS AS WELL. THE CONVENTION ON THE STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING (STCW) WAS NEGOTIATED INTERNATIONALLY FOLLOWING THE GROUNDING AND SINKING OF THE ARGO MERCHANT OFF CAPE COD IN 1976. THE UNITED STATES HAS NEVER RATIFIED THIS CONVENTION, BUT IT HAS NONETHELESS COME INTO FORCE INTERNATIONALLY. RATIFICATION WOULD BE A STEP IN THE RIGHT DIRECTION. WE CAN NOT EXPECT TO MAKE FURTHER IMPROVEMENTS IN THIS AREA UNTIL WE RATIFY. THE SAME PRINCIPLE APPLIES TO THE

1984 PROTOCOLS TO THE CIVIL LIABILITY AND FUND CONVENTIONS. THOSE PROTOCOLS WILL NOT COME INTO FORCE INTERNATIONALLY UNLESS THE U.S. AGREES TO ACCEPT THEM, WITHOUT THE ATTACHMENT OF A RESERVATION. OTHER MARITIME NATIONS REMEMBER THAT THE PROTOCOLS WERE DRAFTED TO SATISFY THE STRONG FEELINGS OF THE U.S.; WE HAVE TO RATIFY THEM BEFORE WE CAN PROPOSE FURTHER AMENDMENTS.

DOMESTICALLY, WE NEED LEGISLATION AS WELL. WE ARE ALL AWARE OF THE CURRENT STATUS OF THE OIL SPILL LEGISLATION. THE COAST GUARD WELCOMES THIS ADDITIONAL LEGISLATION. ALTHOUGH WE MAY DISAGREE ON SOME OF ITS PROVISIONS, THIS LEGISLATION PROVIDES ADDITIONAL AUTHORITY THAT WILL GO A LONG WAY TOWARDS IMPROVING THE SAFETY OF OUR VESSELS AND THE ENVIRONMENT. BUT EVEN WITHOUT THIS ADDITIONAL AUTHORITY, THERE ARE SOME FEATURES OF THIS LEGISLATION THAT WE CAN IMPLEMENT WITHOUT FURTHER AUTHORIZATION, AND WE ARE ALREADY TAKING STEPS IN THAT DIRECTION. UNFORTUNATELY, MANY OF THESE ADDITIONAL PROVISIONS REQUIRE ADDITIONAL RESOURCES IF WE ARE TO BE EFFECTIVE. IT WOULD BE IMPOSSIBLE FOR THE COAST GUARD TO EXPAND ITS ROLE SIGNIFICANTLY IN VESSEL SAFETY ACTIVITIES AND MARINE POLLUTION RESPONSE WITHOUT THE MODEST ADDITIONAL RESOURCES CONTAINED IN THE PRESIDENT'S BUDGET REQUEST. THE COAST GUARD IS SERIOUS ABOUT ADDRESSING THE PROBLEMS ASSOCIATED WITH VESSEL SAFETY AND MARINE ENVIRONMENTAL PROTECTION.

AT THIS TIME, I WOULD LIKE TO INTRODUCE THE ON SCENE COORDINATORS OR THEIR REPRESENTATIVES WHO ARE HERE WITH ME TODAY.