
HOUSE BILL 2012

State of Washington

56th Legislature

1999 Regular Session

By Representatives Kessler, Anderson, Regala, Doumit, Barlean, Dunshee, Cooper, Fisher, Rockefeller, O'Brien, Kenney, Lantz, Keiser, Murray, Constantine and Kagi

Read first time 02/12/1999. Referred to Committee on Agriculture & Ecology.

1 AN ACT Relating to describing waters prohibited from oil tanker
2 passage; and amending RCW 88.16.190.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 **Sec. 1.** RCW 88.16.190 and 1994 c 52 s 1 are each amended to read
5 as follows:

6 (1) Any oil tanker, whether enrolled or registered, of greater than
7 one hundred and twenty-five thousand deadweight tons shall be
8 prohibited from proceeding beyond a point, within United States waters,
9 east of a line extending from ~~((Discovery Island light south to New~~
10 ~~Dungeness))~~ Bonilla Point light on Vancouver Island to Tatoosh Island
11 light.

12 (2) An oil tanker, whether enrolled or registered, of forty to one
13 hundred and twenty-five thousand deadweight tons may proceed beyond the
14 points enumerated in subsection (1) if such tanker possesses all of the
15 following standard safety features:

16 (a) Shaft horsepower in the ratio of one horsepower to each two and
17 one-half deadweight tons; and

18 (b) Twin screws; and

1 (c) Double bottoms, underneath all oil and liquid cargo
2 compartments; and

3 (d) Two radars in working order and operating, one of which must be
4 collision avoidance radar; and

5 (e) Such other navigational position location systems as may be
6 prescribed from time to time by the board of pilotage commissioners:

7 PROVIDED, That, if such forty to one hundred and twenty-five
8 thousand deadweight ton tanker is in ballast or is under escort of a
9 tug or tugs with an aggregate shaft horsepower equivalent to five
10 percent of the deadweight tons of that tanker, subsection (2) of this
11 section shall not apply: PROVIDED FURTHER, That additional tug shaft
12 horsepower equivalencies may be required under certain conditions as
13 established by rule and regulation of the Washington utilities and
14 transportation commission pursuant to chapter 34.05 RCW: PROVIDED
15 FURTHER, That a tanker assigned a deadweight of less than forty
16 thousand deadweight tons at the time of construction or reconstruction
17 as reported in Lloyd's Register of Ships is not subject to the
18 provisions of RCW 88.16.170 through 88.16.190.

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