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**SUBSTITUTE SENATE BILL 5288**

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**State of Washington**

**56th Legislature**

**1999 Regular Session**

**By** Senate Committee on Environmental Quality & Water Resources  
(originally sponsored by Senators Fraser, Prentice, Patterson, Costa,  
Spanel, Eide, Jacobsen, Franklin, Gardner, Haugen, Thibaudeau,  
Kohl-Welles and Kline)

Read first time 02/15/1999.

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))~~ forty thousand deadweight tons shall be  
8 prohibited from proceeding beyond a point, within the internal waters  
9 of the state of Washington and the United States, east of a line  
10 extending from ((Discovery Island light south to New Dungeness))  
11 Bonilla Point light on Vancouver Island to Tatoosh Island light, unless  
12 the conditions set in subsection (2) of this section are met.

13 (2) An oil tanker, whether enrolled or registered, of greater than  
14 forty ~~((to one hundred and twenty-five))~~ thousand deadweight tons may  
15 proceed beyond the points enumerated in subsection (1) of this section  
16 if ((such)) the tanker is in ballast or under the escort of a tug or  
17 tugs with the ability to control the movement of or stop the tanker.  
18 A tanker is exempt from this section if it possesses all of the  
19 following standard safety features:

1       (a) ~~((Shaft horsepower in the ratio of one horsepower to each two~~  
2 ~~and one-half deadweight tons))~~ A bow thruster with a dedicated power  
3 source; ((and))  
4       (b) Two rudders with separate steering systems;  
5       (c) An independent source of electrical power for each rudder and  
6 screw combination;  
7       (d) Twin screws with a dedicated power source to each; ((and  
8 ~~(e))~~) (e) Double bottoms, underneath all oil, fuel, and liquid  
9 cargo compartments; ((and  
10 ~~(d))~~) (f) Two radars in working order and operating, one of which  
11 must be collision avoidance radar; and  
12 ~~((e))~~) (g) Such other navigational position location systems as  
13 may be prescribed from time to time by the board of pilotage  
14 commissioners((÷  
15 PROVIDED, That, if such forty to one hundred and twenty five  
16 thousand deadweight ton tanker is in ballast or is under escort of a  
17 tug or tugs with an aggregate shaft horsepower equivalent to five  
18 percent of the deadweight tons of that tanker, subsection (2) of this  
19 section shall not apply: PROVIDED FURTHER, That additional tug shaft  
20 horsepower equivalencies may be required under certain conditions as  
21 established by rule and regulation of the Washington utilities and  
22 transportation commission pursuant to chapter 34.05 RCW: PROVIDED  
23 FURTHER, That)).  
24       (3) A tanker assigned a deadweight of less than forty thousand  
25 deadweight tons at the time of construction or reconstruction as  
26 reported in Lloyd's Register of Ships is not subject to the provisions  
27 of RCW 88.16.170 through 88.16.190.

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