

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 44 Ed 2012 Change No. 21
LAST NM 42/12

Chapter 3, Table; read:

New table titled **Low Sulfur Distillate Fuel Oil Regulations** from back of this Subsection.

(L 1835-2012)

44/12

Chapter 7—Paragraph 248; read:

⁽²⁴⁸⁾ **Coyote Point** is covered by a heavy growth of trees and is raised as an island. It is the most prominent point on the S bay. A small-craft harbor accommodating about 580 boats is on the E side of the point. The approach channel, marked by two private lights, had a depth of 8 feet in 2010. The harbor, operated by San Mateo County, is composed of two basins with depths of 6 to 8 feet. Transients should report to the harbormaster's office on the NW side of the harbor for berth assignment; guest berths are usually available. A harbor patrol boat is maintained.

(DD 19353; L 203-2011)

44/12

Low Sulfur Distillate Fuel Oil Regulations

GENERAL INFORMATION

The California Air Resources Board (ARB) created regulations for vessel emissions reductions for California's ports as part of its continued mission to improve air quality around the state. The requirements came into effect in July 2009, under California Code of Regulations (CCR), Section 2299.2, *Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline*.

Since 01 August 2012, the regulations require that vessels burn either marine gas oil with maximum 1.0% sulfur, or marine diesel oil with maximum 0.5% sulfur, in their main and auxiliary engines.

Following the implementation of the regulations, California continues to experience loss of propulsion (LOP) incidents within state waters at a much higher rate than was seen prior to July 2009.

This advisory focuses upon reducing the probability of an LOP incident occurring on vessels due to the use of Low Sulfur Distillate Fuel Oil (LSDFO).

OPERATIONS

Initial Entry

For vessels intending to enter the California ARB Emissions Control area for the first time, California advises the crew should conduct a "TRIAL" (actual) fuel switching within 45 days prior to entering California waters. Run main and auxiliary engines no less than four (4) hours on LSDFO. This will help identify any specific change over or operational issues or problems.

Repeat and Initial Entry

Part One-TRAINING:

- Within 45 days prior to entering the Ports of California it is strongly advised ship engineers should exercise:
 - A. Operating main engine from the engine control room.
 - B. Operating main engine from engine side (local).
- Crew should become familiar with "Failure to Start" procedures while maneuvering and establish corrective protocols for "Failure to Start" incidents.

Part Two-While Underway after Fuel Switching Completed (HFO to Low Sulfur Distillate):

- Ships should ensure one of the senior* engineering officers is in the engine control room while the vessel is in pilotage waters and be:
 - A. able to operate the ship main engine from the engine control room.
 - B. able to operate the ship main engine from engine side (local).
- *Special Attention to International Standards of Training, Certification and Watchkeeping (STCW) Rest Requirements

Part Three-Engine Guidelines:

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult fuel suppliers for proper fuel selection.
- Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels.
- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, heaters etc. are fully tight in closed position while running on Low Sulfur Distillate Fuel Oil.
- Ensure that the fuel oil viscosity and temperature control equipment is accurate and operational.
- Ensure detailed system diagrams are available and engineers are familiar with systems and troubleshooting techniques. Senior engineering officers should know the location and function of all automation components associated with starting the main engine.