

**Shore, Teri**

**From:** Mike Hudson [mike@sbcfsfa.com]  
**Sent:** Monday, June 18, 2007 11:59 AM  
**To:** Shore, Teri  
**Subject:** Re: For Teri, RE Bio Diesel for commercial fishing boats

Hi Teri,  
to answer your questions:

1.a: usually weekly, sometimes twice per week  
1b.: Usually Half Moon Bay, sometimes SF, Bodega, Santa Cruz and rarely Moss Landing (and very rarely Ft. Bragg)  
1 c.: usually around 70-100 gallons each time I fuel up, I could fuel less frequently and take up to 200 gallons - problem is that I rarely know where I have to go next, so I like to keep my tanks topped off.  
1.d.: I haven't fueled lately - not fishing this month, last I checked it was 3.05  
2a.: 6-71 Detroit Diesel, approx. vintage 1934 (not uncommon in fishing boats, engines get rebuilt inside the boats), we hope to take out the engine soon (maybe after the season) and replace with a newer 3-71  
2b.: we need to make sure that no problems arise from using biodiesel, otherwise our experiment fails....  
2.b.i.: I cannot access the inside of my tanks  
2b.iv: I was thinking of B100...., but starting slow sounds ok. I have 2 auxiliary tanks (60 gal. ea.) that we could fill with B100, and I could pump the appropriate amount into the main tanks before fueling with regular diesel.  
2.b.v: I would not go into this without Randal & Joes' expertise. I don't know either of them, but assume they know what they're doing....  
3a.: absolutely  
3b.: sorry, I'm moving around too much for that. I could contact the delivery truck a couple of days before I need delivery, that's about the best I can do.  
3c. I talked with HMB harbor master about that, he's in favor of this idea. He doesn't see biodiesel as "competition" to his resident fuel dock because they don't carry this fuel. He wants to be involved though to make sure no environmental hazard arises from our fueling methods. I would contact other harbor masters and get their agreement before bringing in the truck.  
4a.: asap - let's just make sure we dot all our t's first  
4b.: I would think one full Salmon Season should prove our point. To get back to 4a. we could start next May through October, this would give us ample time for preps?  
4c.: Let's cross this bridge when we get there. Initially I would say yes, but my financial bottom line is pretty narrow. At this time it is more important to sustain my business, my industry and our Salmon than using biodiesel. Though I also expect that within a year or 2 bio will be priced comparable or even lower than traditional diesel - than the answer is of course YES.  
4d.: sure thing  
4e.: anything I can do to publicize the success of our experiment

Hey, I think I got most of the answers you asked for - wasn't all that hard (-:  
Thanks for your efforts, keep me posted,  
Mike ~~~<\*)((((<>

----- Original Message -----

**From:** Shore, Teri  
**To:** Mike Hudson  
**Cc:** jburgard@redandwhite.com ; wwedel@aol.com ; karri ving  
**Sent:** Tuesday, June 12, 2007 1:14 PM  
**Subject:** RE: For Teri, RE Bio Diesel for commercial fishing boats

Dear Mike,

There was definite interest in working with you. Perhaps we can talk on Friday. I will be at my home office, 707-938-3469. I am copying Joe Burgard of Red & White Fleet and Randall von Wedel on this follow-up email since both offered to provide assistance if you/we decide to take the next steps.

In summary, here was some of the information we discussed:  
1. your operations

8/14/2007

- a. frequency of fueling
  - b. location of fueling
  - c. quantity of fuel used (per month, per year)
  - d. price you are paying now (in May it was \$2.95 per gallon)
2. Engine considerations
- a. What type of engines, size, age, model are in your vessel?
  - b. To avoid clogging and problems in your engine you will probably want to:
    - i. Polish your fuel tanks
    - ii. Install extra fuel filters
    - iii. Changes to hoses may not be necessary
    - iv. You may want to start with B5 and move up to B20
    - v. You may want/need to consult with existing users and engine manufacturers before moving forward. Randall and Joe may be able to help.
3. Biodiesel fuel sources and questions
- a. If you could get B5 or B20 at the same price as red diesel, would you move forward?
  - b. Would you be willing to work with an existing user of biodiesel, such as a ferry operator, to coordinate delivery of biodiesel?
  - c. Would you consider over-the-water fueling by truck since there is no marine biodiesel fueling station
4. Implementation
- a. If you can get the biodiesel for no extra cost (either direct from supplier or through some sort of donation or subsidy) when would you be willing to move forward?
  - b. How long would you want the demonstration to last? A month? Six months? Longer?
  - c. Would you commit to using biodiesel after the pilot project if it was successful?
  - d. Would you take the lead in coordinating educational meetings with other fishers?
  - e. Would you be willing to partner, formally or informally, with the City of SF Marine Biodiesel Task Force, the Port, City College, ARB, Friends of the Earth and/or other entities to publicize and monitor the project?

This a lot of info, but if we are serious, it is going to take a bit of effort. However, it may not be difficult as we know that biodiesel is available by truck now.

Teri

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**From:** Mike Hudson [mailto:mike@sbcfsfa.com]  
**Sent:** Tuesday, June 12, 2007 10:54 AM  
**To:** Shore, Teri  
**Subject:** Re: For Teri, RE Bio Diesel for commercial fishing boats

Great Terri,  
 I'm leaving town right now to go to the Klamath for some meetings and presentations, will be back towards the end of the week.  
 Looking forward to hearing the results of your discussion.  
 Mike ~~~ <\*)((((<>

----- Original Message -----

**From:** Shore, Teri  
**To:** Mike Hudson  
**Sent:** Tuesday, June 12, 2007 10:42 AM  
**Subject:** RE: For Teri, RE Bio Diesel for commercial fishing boats

Mike,

FYI we are discussing your idea in today's meeting of the city's marine biodiesel subcommittee.

I'll let you know if we come up with any suggestions for next steps.

Teri

**From:** Mike Hudson [mailto:mike@sbcfsfa.com]  
**Sent:** Thursday, May 03, 2007 7:10 PM  
**To:** Shore, Teri  
**Subject:** Re: For Teri, RE Bio Diesel for commercial fishing boats

Hi Teri,  
 thanks for your response.

The fishing industry certainly cannot come up with any funding at this time, we're still reeling from our total fishery disaster last year. I will be fishing the whole month of May, with only the occasional evening spent at home, so I won't be able to attend any events.

Maybe you could bring it up for me, if you run into the right person?

I talked with a few fishermen the other day - they are all opposed to using biodiesel in their engines. They don't know what it is, and they're afraid it will ruin their engines or cause unnecessary breakdowns (O-ring failure in the injectors on a '71-series detroit, and other possible injector pump issues were brought up.).

So, in order to entice these guys to make the switch, somebody has to volunteer to be the guinea pig (that's me), somebody has to make sure the experiment goes well (engine modifications - if necessary), and somebody has to come up with the funds to make it happen for one year.

We'll get exposure in all the commercial fishing and maritime papers nation wide - and by the time that traditional diesel prices become competitive with Bio Diesel, our guys will make the switch, because now they know that it works.

Right now our red Diesel at the fuel dock is at \$2.95. Our harbor master in Half Moon likes the idea and will help to make it happen (permits, etc...).

Have a great day,

Mike ~~~<\*>(((<><

----- Original Message -----

**From:** Shore, Teri  
**To:** mike@sbcfsfa.com  
**Sent:** Thursday, May 03, 2007 9:48 AM  
**Subject:** RE: For Teri, RE Bio Diesel for commercial fishing boats

Dear Mike,

We would certainly support such a demo, but not with funding. We are a non-profit with very limited resources.

There are lots of grant opportunities out there that could be pursued with CARB, BAAQMD and even directly with biodiesel producers who are eager to showcase their fuel.

Also seems like the fishing industry and others in commercial marine would be able to come up with the small incremental price difference between diesel and B20. Red and White Fleet is now running B20 in its boats with no subsidies.

If you are serious about pursuing this, consider coming to the next City of San Francisco Marine Biodiesel Task Force Meeting at 11 am Tuesday, May 8, Pier 1, Port of San Francisco. There are several key players there very interesting in moving the biodiesel market forward in maritime.

I'll send you the agenda.

Teri

**From:** Staaterman, Erica **On Behalf Of** Bluewater  
**Sent:** Thursday, May 03, 2007 9:39 AM

**To:** Shore, Teri  
**Subject:** FW: For Teri, RE Bio Diesel for commercial fishing boats

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**From:** Mike Hudson [mailto:mike@sbcfsfa.com]  
**Sent:** Sunday, April 29, 2007 10:02 AM  
**To:** Bluewater  
**Subject:** For Teri, RE Bio Diesel for commercial fishing boats

Hi Teri,  
we talked a while back about bio diesel for the commercial fishing fleet. I now see that there are a couple of mobile biodiesel fuel services around that could deliver fuel to our ports.  
What are the chances that your organization could subsidize the price difference - to use my boat as a show & tell pilot project?  
Mike ~~~ <\*)((((<><  
[www.sbcfsfa.com](http://www.sbcfsfa.com)  
[www.hudsonfish.com](http://www.hudsonfish.com)  
(510) 407-2000  
I'll be fishing in May - so calling will get a faster response than email.