ACTION ITEM

Sponsor: Tom Kuckertz / Mark Swanson
Project number and name or topic: 801 Classification Society Tug

Review

1. **Description of agenda item:** With respect to tug escorts, PWSRCAC has articulated the following goals: (a) all laden tankers in Prince William Sound should continue to be escorted by two escort tugs (an enhanced tractor tug and a prevention response tug); and (b) tugs used for escort duties at the Hinchinbrook Entrance and beyond should be very maneuverable with high bollard pull.

The Marine Institute of the Netherlands (MARIN) has formed a research partnership known as the SAFETUG project for purpose of developing better tug technology. SAFETUG included many partners from industry and other stakeholders, among them PWSRCAC. SAFETUG generated vast amounts of data and information on tug performance that is now making its way to naval architects and marine engineers and also the design bureaus of ship classification societies such as Det Norske Veritas (DNV), Bureau Veritas, Lloyd's Register, and American Bureau of Shipping (ABS). Classification societies strive, as their primary mission, to promote the security of life, property and the natural environment, primarily through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities.

The SAFETUG Data Analysis Project Team has started to explore the capabilities of the 5 large Prince William Sound Tugs (Voith tractor tugs [Nanuq and Tan’erliq] and the z-drive tugs [Attentive, Aware, and Alert]) with respect to the SAFETUG deliverables and realized that some of the international ship classification societies by virtue of their participation in SAFETUG have developed and implemented recognized and accepted standards for design and certification of escort tugs. New developments by Lloyd’s Register, Det Norske Veritas, and Bureau Veritas indicate that standards with respect to certification of escort tug can be used to verify capabilities of the PWS escort tugs including measures of stability, resistance to capsize in severe seas when tethered to a tanker, and quantification of ability to provide both braking and steering assistance to a moving tanker at standard escort speeds.

Staff will provide a briefing on using industry accepted classification society standards to validate and quantify the performance of enhanced tractor tugs (ETT) (Voith Schneider drives) and the prevention response tugs (PRT) (Z drives) in comparison with newly developed, internationally accepted standards for escort tugs.

2. **Why is this item important to PWSRCAC:** To support PWSRCAC’s mission of "Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers."

3. **Previous actions taken by the Board on this item:**

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1 Lloyds Register, Bureau Veritas, and American Bureau of Shipping are SAFETUG participants.
4. **Summary of policy, issues, support or opposition:** PWSRCAC has long been concerned about the actual capabilities of the PWS escort fleet and the different capabilities of the Voith tractor drive versus the Z-drive. This is a proposal for staff to solicit proposals for class society or naval architect consultant to compare the SERVS PRT and ETT tugs to accepted industry escort tug-class-notation standards.

5. **Committee Recommendation:** The SAFETUG Data Analysis project team and discussed the use of classification society standards to validate and quantify the performance and rate the capabilities of the PWS escort tugs to internationally accepted standards and recommends that the issue be further explored. TOEM Committee has been briefed. OSPR, POVTS, and SAC committees will be briefed according to their interest in the SAFETUG data analysis project.

6. **Relationship to LRP and Budget:** Costs to evaluate the capabilities relative to industry-accepted ship classification society standards have not been explicitly budgeted.

7. **Action Requested of the Board of Directors:** Authorize the transfer of $30,000 from contingency to be combined with the balance of remaining (801)Tanker Escort System project for the purpose of having a classification society or naval architect compare the specifications and performance testing data for the PWS tugs with appropriate class society standards for escort tugs. Authorize Executive Director to negotiate a sole-source contract with a classification society or naval architect to be selected.

8. **Alternatives:** None.

9. **Attachments:** None.