

**Memorandum for the Record to be attached to the report titled
“A Review of B.A.T. for a Sentinel Tug Stationed at Hinchinbrook Entrance”**

Date: August 21, 2014

From: Mark Swanson, PWSRCAC Executive Director

When responses for the escort tug BAT study were accepted, the firm of Robert Allan Ltd (RAL) received the best score out of the proposals submitted. The bulk of the work product for this project is found in the report titled *A Review of Best Available Technology in Tanker Escort Tugs* that has been approved by the Council.

The Council went out for a RFP on the sentinel tug issue in 2008. Prices quoted ranged from \$52,000 to \$368,521 to \$450,645. The work was never conducted and the cost was likely too high to continue with the project. The attached Hinchinbrook tug analysis done by RAL is meant to provide a basic framework for what might constitute BAT with the sentinel tug. This as a stepping stone, an effort to lay out some basic requirements and goals for the tug; it was never meant to be an independent study. If there is an attempt to pursue another sentinel tug RFP, this document will greatly aid that effort. The contract with RAL for the Hinchinbrook sentinel tug analysis asked them to:

Conduct an analysis of what would constitute BAT for the sentinel tug stationed at Hinchinbrook Entrance, estimating the following required characteristics; particulars, stability, seakeeping, bollard pull, speed, endurance, range, indirect towing capability, rescue towing capability, and towing gear. The Council will work with the Consultant to define the mission statement for the Hinchinbrook Sentinel vessel.

Robert Allan prepared this study as requested and it will prove to be useful to the POVTS Committee and Council going forward. It is an important addition to an excellent study on escort tugs sponsored and approved by the Council.

It should be noted that other specific capabilities and tasks related to the prevention of and response to oil tanker accidents are required by various federal and state laws, and the tanker contingency plan. Specifically, vessels are required to provide laden tanker escorts through Hinchinbrook with very specific associated tasks and performance requirements. Additionally, vessels are required to be on contract to provide firefighting and marine salvage capabilities in accordance with the USCG Marine Firefighting and Salvage regulations. While it is likely that the Hinchinbrook rescue tug (which is the exclusive subject of this study) would be initially involved in any or all of these escort, firefighting or salvage assistance operations, there is no requirement that this vessel exclusively meet those performance and capability requirements. Other vessels are explicitly named in the contingency plan as providing those capabilities with defined and arrival deployment expectations.

The purpose of this study was to solely define BAT exclusively for the functions and capabilities required of a Hinchinbrook-Rescue tug. Any vessel, including the Hinchinbrook-Rescue tug, assigned to exclusively accomplish these other functions (without additional vessels or resources) should meet BAT for those other functions as well. This may well be impractical as any one vessel design achieving BAT for such functions would likely be prohibitively expensive in comparison to a combination of smaller-function optimized vessels with complimentary capabilities, as are currently assigned within the Alyeska/SERVS fleet.