

## **Re-cap of March 19<sup>th</sup> Teleconference re: Disabled vessel defense strategies in and around Unalaska Island.**

I want to thank everyone again for their participation in our two hour discussion yesterday. The creative thinking and personal experience of all involved were instrumental in the ability of the group to define the problem and design a defense strategy that allows for a flexible and comprehensive fix to a constant challenge.

We are at stage one, which leaves questions still to be answered and data to be gathered, but we all have the same goal and are determined to make a positive change in rescue response options locally in Unalaska/Dutch Harbor and the Aleutian Chain. We don't seek to reinvent the wheel, just to be confident that we are giving our local assets and CG resources the right tools available to support the successful retrieval of disabled vessels in and around our community.

With that in mind, here are the tasks for each member group as I have in my notes:

### AMP:

- 1) Work locally with the James Dunlap and Gyrfalcon crews to provide training with the Orville hook and reverse deployment of an emergency tow system in tandem with freighters moored in the Dutch Harbor area.
- 2) Upon boarding, check the available emergency gear for compliance with SOLAS requirements, including line guns, anchor chain etc...and relaying the information to the CG for future reference, or for enforcement of the Severe Weather Plan.

### Local Tugs:

List existing recovery equipment on hand; examine what other rescue tugs are using and work with Pilots for training.

### City of Unalaska:

- 1) Look at verbiage changes to Severe Storm Plan for additional authority to require chain and SOLAS certified equipment onboard.
- 2) Check with City Attorney about possible City authority to require emergency tow systems onboard if mooring w/in City limits
- 3) Look for funding opportunities

USCG:

- 1) Can the City “gift” the CG MSD in Unalaska/Dutch Harbor with an emergency tow system?
- 2) Could the local tugs keep the system onboard in a secure manner and be certified for weight (by CG personnel) before deployment?
- 3) If a private entity was gifted with the ETS, what process would the aviators need to follow in order to be sure the weight of the package was NOT tampered with?
- 4) Is there any real possibility that the AMP pilots would be trained by CG personnel to land on the deck of a distressed ship?

State of Alaska:

- 1) Identify possible funding sources from the Selendang Ayu incident for equipment and/or training in Unalaska.
- 2) See if the National Wildlife Refuge designation gives any “pull” for authority to require ETS’s within the area.

If I have missed something or need to be corrected, please let me know. I will check with you all next Monday before noon, via e-mail, and then set up the next discussion.

Respectfully,

Mayor Shirley Marquardt