



# Synopsis of State-funded Neah Bay Emergency Response Vessel Assists: 1999-2010

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The state-funded Neah Bay tug assisted, or stood by and escorted 45 vessels since its establishment in 1999 through its final day of service June 30, 2010. Most of the assisted vessels were in transit to or from Washington ports. However, 14 of the assisted vessels are known to have been in transit to or outbound from Canadian ports within the Puget Sound region. The assisted vessels are grouped into the following vessel type categories:



- 26 of the responses involved covered deep draft cargo and fishing vessels, including containerships, bulk carriers, and a 290' fish processing vessel. "Covered" vessels are self-propelled vessels of 300GT and over that are engaged in commerce. These vessels are subject to WA state inspection.
- 4 responses involved covered tankships with various conditions of reduced propulsion. Two laden oil tankers; one laden chemical tankship (treated as a cargo vessel under state rules); and one decommissioned/unladen tankship (ATIGUN PASS) with ~25,000 gallons of oil cargo residues aboard. This tanker was being towed deadship to China for scrap when the tow cable parted in high winds and the tow couldn't be re-established without aid. Neah Bay tug was able to recapture the vessel's towline and pass it back to the towing vessel.
- 7 involved tug/tankbarge combinations where tugs lost propulsion or electrical power, or had actually lost their tow due to parted towing cables. Several of these regained their own tows while Neah Bay tug stood by to assist as needed, and/or escorted the tow back to safety.
- 7 of the responses involved commercial fishing vessels and a decommissioned tug all of which were unregulated by the state.
- 1 response involved a tug that lost its tow, an unregulated freight barge that was drifting toward Duntze Rock.

Of the 45 assists, 11 of the responses actually required the Neah Bay tug to take the stricken vessels under tow, including:

- 4 unregulated commercial fishing vessels
- 4 covered deep draft cargo vessels
- 1 covered deep draft fish processing vessel
- 2 tank vessels under tow: the decommissioned tanker with oil residue being towed for scrap, and a fully laden tankbarge being towed by a tug with severely reduced propulsion.