

# Aleutian Islands Emergency Towing System (ETS) ADEC Exercise Report II

Report to Alaska Department of  
Environmental Conservation



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## Executive Summary

On August 29, 2008 personnel from local, state, and federal agencies and from the maritime industry gathered in Unalaska, AK to conduct a drill of the Emergency Towing System (ETS). Two methods of deployment of the ETS were practiced by the group; 1) helicopter to ship to tug and 2) tug to ship. Pre-deployment briefings and post-deployment briefings were held to insure safe operations and to capture lessons learned. The following report provides detail on the deployment activities as well as action items that support the continued improvement of the system.

## Summary of Action Items

Operational Changes	Responsibilities
1. Secure commitments from the commercial docks for crane availability during an actual deployment	John Days, City of Unalaska
2. Provide ETS system training to police dispatchers	City of Unalaska
3. Add sea anchors to each of the ETS systems	City of Unalaska /ADEC
4. Determine if surge gear should be purchased and included in the ETS system for mobilization in the tug to ship deployment	City of Unalaska /ADEC
5. Investigate availability and use of lightweight towing shackles	City of Unalaska /ADEC
6. Purchase towing shackle(s) needed to connect tow wire to towing system thimble	City of Unalaska /ADEC
7. Add additional buoy to thimble to increase buoyancy	John Brown, ADEC
8. Add chemlights to ship end of the Spectra© messenger to provide indication that messenger has been brought over the rail	John Days, City of Unalaska
9. Investigate purchase of 900' line shot and additional line canisters	City of Unalaska /ADEC
10. Engage other tow companies in the ETS process by including dispatchers, providing manuals, and inviting their participation in the 2009 ETS exercise	City of Unalaska /ADEC
11. Repair chafing gear on State's ETS system	John Brown, ADEC
12. Weigh new ETS system at Kodiak Air Station	John Brown, ADEC
13. Purchase extra pendants to rotate inventory	John Brown, ADEC
14. Develop testing standards and protocols for pendants	Captain Hamilton, USCG
15. Determine optimal length for pendants	Captain Berghorn, USCG
16. Determine optimal length, material, and weight of ETS tote tag lines	Captain Berghorn, USCG
17. Establish satellite phone maintenance and testing procedures	Captain Steve Moreno, AK Pilots Assoc.
18. Review call-procedures for satellite phone	AK Pilots Assoc./City of Unalaska
19. Add fairleads to boat deck on James Dunlap and Gyrfalcon to prevent snagging of towline when deployed from boat deck	Dunlap Towing and Harley Marine Services



20. Include the Captain of the Port, Sector Anchorage, in decisions regarding placement of next ETS	John Brown, ADEC
21. Repack city and state ETS for redeployment	John Day, City of Unalaska
<b>Updates to the ETS Manual</b>	<b>Responsibilities</b>
22. Provide dimensions of ETS in cargo net	John Day, City of Unalaska
23. Update ETS system weights in ETS manual	Nuka Research
24. Verify location of cargo hooks and update manual	
25. Create table of helicopter capabilities	
26. Update ETS manual with procedures and diagrams for ETS tote tag lines	
27. Add information on working channel to manual	
28. Add communication freeze procedure to the ETS manual	
29. Develop procedures for tandem towing and add to ETS manual.	
30. Update procedures, photos, and diagrams in the ETS manual to include the sea anchor	
31. Create laminated card for converting the towline to the ship to tug layout	
32. Change deployment procedures for lighted buoy to include daylight activation of light	
33. Review procedures for midship line shot and update as necessary in the ETS manual	
34. Add option to tow ship from the stern to arrest drift until support arrives to the ETS manual	
35. Add note to manual to inspect towline while towing to keep chafing to a minimum	
36. Review draft of updated manual with Air Station Kodiak	



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# Aleutian Islands Emergency Towing System (ETS) ADEC Exercise Report II

## Introduction

On August 29 and 30, 2008 the City of Unalaska hosted the second annual Aleutian Islands Emergency Towing System (ETS) Training Exercise. The exercise was sponsored by the Alaska Department of Environmental Conservation (ADEC), Division of Spill Prevention and Response. Aircraft and crew were supplied by the U.S. Coast Guard, Air Station Kodiak. Vessels and crew were supplied by Horizon Lines, Inc., Pacific Maritime/Harley Marine Services, Inc., and Dunlap Towing Company.

The objectives of the exercise were to train personnel on the deployment of the ETS, determine if changes or updates to the systems were needed, and to gather lessons learned for an update of the ETS manual. The exercise took place in four stages; with stage one occurring prior to the official start of the exercise and stages II, III and IV taking place on Friday and Saturday, August 29 and 30, 2008. The four stages were:

- Stage I: Inspection of the City's and State's ETS packages
- Stage II: ETS Mobilization;
  - State's ETS via USCG Helicopter to the M/V Horizon Anchorage
  - City's ETS to the Tug James Dunlap
- Stage III: Notification of incident, Command and Control
- Stage IV: ETS Deployment;
  - From M/V Horizon Anchorage to Tug Gyrfalcon
  - From Tug James Dunlap to M/V Horizon Anchorage

Prior to the beginning of stages II and IV, participant briefings were held to discuss the operations. The following organizations participated in the second annual ETS exercise:

- Alaska Department of Environmental Conservation, Spill Prevention and Response
- Alaska Marine Pilots Association, LLC
- City of Unalaska
- Dunlap Towing Company
- Horizon-Lines, Inc.
- Nuka Research and Planning Group, LLC
- Pacific Maritime, Harley Marine Services, Inc.
- United States Coast Guard, Air Station Kodiak
- United States Coast Guard, Sector Anchorage
- United States Coast Guard, Unalaska Marine Safety Division



A complete list of the individual participants is presented in Appendix A.

## **Deployment Exercise Schedule**

The ETS deployment exercise officially began with the first of two participant briefings at 1000 on August 29 at the City of Unalaska Council Chambers. However, in order to efficiently use the participants' time, Stage I was conducted by city personnel on Thursday, August 28, 2008. The city personnel reported their findings during the first participant briefing.

Also, to accommodate the cargo discharge and vessel departure schedule of the M/V Horizon Anchorage; Stage II was conducted on Friday afternoon during the longshoreman's lunch break, while Stage IV took place Saturday morning. The complete schedule of events is in Appendix B.

## **Participant Briefings**

The participant briefings focused on introducing the participants, explaining the objectives of the exercise and reviewing the procedures for the ETS deployments. The objectives of the exercise were to train personnel on the deployment of the ETS, determine if changes or updates to the systems were needed, and to gather lessons learned for an update of the ETS manual. David Eley, Event Coordinator, explained the objectives of the two day exercise as "Last year we wrote down what you did (in the manual). This year we want to see if you do what we wrote down." It was stressed that the number one objective was to operate in a safe manner. Stage I and Stage II activities were reviewed at the 1000 participant briefing and Stage III and Stage IV activities were reviewed at the 1400 participant briefing. Debriefing sessions also occurred following Stage II and Stage IV.

### **Stage I**

Inspection of ETS Packages occurred on Thursday, August 28, 2008 prior to the start of the exercise. John Day, Unalaska Harbormaster, reviewed the results of the inspection of the two systems and found the systems to be in good order and ready for deployment.

### **Stage I Action Items**

- Repack city and state systems for redeployment – John Day, City of Unalaska

### **Stage II**

During the first briefing, leaders of the Stage II mobilization activities were asked to describe each step of the process. John Day explained the City's plans for moving the systems from the hangar to the airport tarmac and also to the James Dunlap. The one issue highlighted was the need to secure dock space with a crane to load the ETS tote onto the James Dunlap. Mr. Day indicated that this cannot be planned ahead of time, but several options exist and each must be considered at the time of deployment.



Mr. Day confirmed that the cargo hook is stored in the cargo hangar rather than in the USCG MSD office as described in the manual. It was also noted that the lighted buoys would be replaced with floating strobe lights for the drill to insure the lighted buoys are not damaged. Also, Mr. Day explained that his office has a 24-hour manned phone line and the police dispatcher can be used as a backup.



Helicopter deployment to the M/V Horizon Anchorage

Captain Andy Berghorn, Commander Air Station Kodiak and pilot of the helicopter, led the next portion of the discussion focused on the mobilization of the ETS from the hangar to the ship via the helicopter. The total weight of the ETS was discussed and it was noted that these weights need to be updated in the manual. The City had weighed the systems as part of their inspection and found the weights to be:

- Unalaska ETS: 1260 lbs with tote, 918 lbs without tote.
- State ETS: 1644 lbs with tote, 1302 lbs without tote.

Air Station Kodiak indicated they will weigh the new State system and verify the weight values.

For the 2008 drill the USCG used a H-60 helicopter, which is twice the size of the H-65 used last year and has twice the rotor wash (120 mph of downwash.) The H-60 has a longer range than the H-65. Both take about 5 hours to travel from Kodiak to Dutch Harbor. It was suggested that the manual should contain a table of the capabilities of the two types of helicopters (H-65 and H-60) with statistics such as weight capacity, range, and air speed.



The length of the pendant was discussed and the crew indicated that the longer it is, the harder it is to control and it can lead to significant sway of the load, which can then act as a wrecking ball. The helicopter may whack the side of the vessel with the ETS to stop the swinging. Also, the helicopter crew indicated they would rig tag lines on the tote to assist with controlling the load. This led to a discussion on the costs and benefits of adding the tag lines and a request that the tag lines be added to the illustrations in the manual.

It was noted that the pendant must be tested yearly and the shackles and other gear must be inspected. The USCG will provide a contact at Kodiak to arrange for inspections. It was suggested that an extra pendant be purchased for both systems, with one at Kodiak being tested while the other is at Dutch Harbor ready for deployment. The pendants would be swapped each year.

Captain Berghorn indicated that with the ETS hanging from the pendant, the speed of the aircraft is cut by  $\frac{3}{4}$ . The group discussed whether the ETS might be able to go in the back of the H-60 and asked for the dimensions of the ETS when stored in the cargo net. Captain Berghorn expressed concern that placing the ETS in the helicopter would interfere with the crew's egress during an emergency. Another option discussed would have the ETS sent out with the tug allowing the helicopter to pick it up and deliver it to the ship.

Captain Scott Anacker, Master of the M/V Horizon Anchorage, then reviewed the steps necessary to prepare the ship for receiving the ETS. He indicated that there is a low jack staff on the bow which will be lowered for the operation and that the crew would sweep the area to remove loose objects. For this exercise, the Coast Guard will place their own personnel on the ship to receive the ETS. The ship's captain indicated he would not have his crew on the deck.

A question was asked that during a night drop if the ship had their deck lights on, would it interfere with the night vision goggles used by the helicopter crew. Captain Berghorn answered that the ship should have their lights on and the helicopter crew would accommodate. Finally, it was agreed that the helicopter crew is in charge of the release. In extreme situations, the ETS can always be dropped onto the deck, as it is hard to damage the system.

Lt. Jose Rosario, USCG MSD Supervisor, reviewed the safety observer's role and explained observers would be stationed at each of the deployment sites. He stressed the use of PPE including life jackets, eye wear, and hard hats. Also he indicated that if one of the observers noticed an unsafe condition they could stop the drill.

Prior to adjourning the meeting, the training video of the helicopter mobilization was viewed by the group.

The meeting adjourned at 1100 and Stage II activities commenced. The recorded times of the mobilization activities are as follows:

- 1107 - Call made to police dispatcher to begin drill
- 1109 - John Day received call from police and began mobilization of ETS
- 1139 - ETS out of hangar and on tarmac
- 1210 - Helicopter lifts off with ETS



- 1230 - ETS dropped on M/V Horizon
- 1533 - Call out James Dunlap
- 1600 - James Dunlap alongside UniSea dock
- 1645 - ETS secure on James Dunlap



Dave Eley, Event Coordinator, addresses the training participants at the 1000 meeting

At 1400 the team reconvened at the City of Unalaska Council Chambers to review the mobilization activities of the helicopter to ship mobilization. Mr. Day indicated that from the time he received the call until the ETS was on the tarmac was 30 minutes. Captain Berghorn noted that the aircraft crew was delayed in taking off due to the need to investigate a leak in the gear box and that it could take up to two hours to deploy a rescue helicopter depending on the system checks that must be performed. It was also noted that the tote was initially too close to cars and aircraft and we should have 500 yd clearance downwind of the site. In addition the ETS was initially deployed with the cargo hook but not the pendant.

According to the helicopter crew, the pendant was too long and they could not see the bow of the ship. Captain Berghorn recommended a length of between 50-100' (*manual says 2 pendants @ 90' each*); and in rough seas, the shorter the pendant the better. It was mentioned that the helicopter can always drop the ETS on the deck of the freighter mid-ships where it is more stable. However, containers may be stacked three to seven high and the ship's crew would need a ladder to retrieve the system. Some classes of ships have a helo-deck aft which could be used as a second landing zone. Captain Anacker indicated that the package is essentially a large line and a ship's crew should not have a problem dragging the line to the bow.

Two polypropylene tag lines were used to guide the cargo net onto the ship's bow. The crew indicated that the lines were too light and whipped about. A 10 or 15 lb weight on the bottom of nylon tag lines would work better. Also the tag lines were 105' long and only need to be 50' long. As to whether tag lines were necessary, the



crew thought they were valuable and that the longer the pendant, the more necessary they became.

The speed of the helicopter became unstable at 55 knots which becomes the limiting speed. The idea to place the ETS in the back of the helicopter was discussed again and rejected as being too large a package for placement in the helicopter.

For the deployment of the City's ETS, the crane at the UniSea dock was used to load the system onto the boat deck of the James Dunlap per the direction of Captain Alvestad. For the 2008 exercise, the Captain wanted to test deploying the system from the boat deck in order to minimize the amount of time his crew would need to be on the main deck during rough weather.

At 1645, the ETS was secured to the aft end of the boat deck using the ratchet straps and the exercises concluded for the day.

## Stage II Action Items

- Secure commitments from the commercial docks for crane availability during an actual deployment – John Days, City of Unalaska
- Verify location of cargo hooks and update manual – Nuka Research
- Update ETS system weights in ETS manual – Nuka Research
- Weigh new ETS system at Kodiak Air Station – John Brown, ADEC
- Create table of helicopter capabilities – David Eley, Nuka
- Develop testing standards and protocols for pendants – Captain Hamilton, USCG
- Determine optimal length for pendants – Captain Berghorn, USCG
- Purchase extra pendants to rotate inventory – John Brown, ADEC
- Provide dimensions of ETS in cargo net – John Days, City of Unalaska
- Determine optimal length, material, and weight of ETS tote tag lines – Commander Berghorn, USCG
- Update ETS manual with procedures and diagrams for ETS tote tag lines – Nuka Research

## Stage III

During the 2008 ETS exercise the notification of incident, call out, communication and command/control functions were conducted as part of the Stage II and Stage IV deployments. Notes relating to these activities are summarized below.

The initial call out was made to the police department using the backup number provided by the Harbormaster. The dispatcher successfully forward the call out to the Harbormaster, however it is suggested that training for the police department regarding the nature of the ETS be provided to give them additional knowledge of the system.



When the initial call was made to activate the system, no call was made to the pilots to request the satellite phone. It was also noted that the manual does not have a maintenance schedule for testing and battery replacement.

Communication during the drill occurred on VHF channel 21A, however, the working channel for the regular Ship/Tug work was VHF channel 66. It should be noted in the manual that Channel 66 is the working channel for Dutch Harbor port operations. The helicopter commander indicated that he had good communications with the ship's captain. Communication was not as clear, however, between the crew on the front deck of the ship and the helicopter crew. Also, the communication between the captain on the James Dunlap and the back deck was difficult during the deployment of the towline. It was suggested that a communication freeze be implemented for all parties other than the helicopter and ship during the ETS drop and between the tug and the ship during the ETS deployment.

### **Stage III Action Items**

- Provide ETS system training to police dispatchers – City of Unalaska
- Review call-procedures for satellite phone – John Day, City of Unalaska/Steve Merino, AK Pilots Assoc.
- Establish satellite phone maintenance and testing procedures – Steve Merino, AK Pilots Assoc.
- Add information on working channel to manual – Nuka Research
- Add communication freeze procedure to the ETS manual – Nuka Research

### **Stage IV**

The Stage IV briefing took place Friday afternoon following the debrief of the helicopter mobilization. It was noted that the roles of the two tugs would be switched compared to the previous year. The Gyrfalcon would be used for the ship to tug deployment while the James Dunlap would be used for the tug to ship deployment. It was also agreed that the objective of conducting a tandem tow would be removed from the 2008 ETS exercise as training and procedures for tandem tows had not been established.

Because the Gyrfalcon would be assisting the ship off of the dock, it would also be on station for the drill. The James Dunlap would leave its berth at 0600 to meet the ship near the pilot station. Captain Anacker indicated that the ship would have the towline faked out in the proper layout prior to setting for sea.

The discussion focused on adding a sea anchor to the messenger line to aid in paying out the towline. A caution was noted that if the towline does not payout to windward, it may loop back on the ship making it difficult to retrieve. It was agreed that the towline must be tended until it begins to pay out to windward of the ship.

The group then held a discussion on the order of preference for the ETS deployment; a) helicopter to ship to tug vs. b) tug to ship. All agreed it depended on weather



conditions, distance and other factors and that the important point was to have options to decide upon at the time of deployment.

The group then discussed marking the tug and ship ends of the towline due to the need to reverse the towing system for the ship to tug deployment as noted in the manual. A suggestion was made to have a laminated card made up that would be attached to the towline indicating the proper setup. For the drill, the ETS manual was not delivered to the M/V Anchorage Horizon with the ETS system. During a real deployment the Harbormaster should ensure that the manual is included with the ETS.

There was another suggestion that the system could be dropped onto the tug if there were communications problems with the ship. The group, however, felt that in a heavy sea it would be extremely difficult to fake out the line on the back deck of a tug. Also, seeing the tug from the helicopter to drop the package would be tricky.

The issue of whether surge gear can be added to the system was then discussed by the group. The manual calls for disconnecting the anchor and using the anchor chain to provide some surge capability. However, many vessels would have difficulty disconnecting their anchor. The rescue tugs could carry a length of nylon hawser that matched up with the strength of the Spectra© line. Many tugs working offshore do carry emergency surge gear.

The final discussion questioned whether every tug or vessel of opportunity would have a shackle large enough to fit over the thimble in the Spectra© line. Although a shackle could be added to the system, the extra weight would impact the helicopter's speed and range. For every pound added to the system it is one pound less of fuel that can be carried. A suggestion was made to investigate the cost and effectiveness of using carbon fiber shackles. It was also suggested that the shackle could be stored next to the tote and a decision on whether to include it in the delivery could be made at the time of mobilization.

At the end of the debriefing the participants reviewed the training video for the ship to tug and tug to ship deployment.

In lieu of a call out for Stage IV, the group agreed to a 0600 muster at the Dunlap Towing dock. Observers were scheduled to board the tug Saratoga. The recorded times of the deployment activities are as follows:

- 0600 James Dunlap away from dock
- 0630 M/V Horizon Anchorage off of Dock
- 0700 Security call made
- 0720 Towline in the water
- 0740 Gryfalcon has buoy and is using capstan to bring line on board
- 0750 Shackle on board and tow gear made up
- 0752 Short tow taken
- 0800 Gryfalcon stops tow
- 0809 Towline detached from M/V Horizon Anchorage
- 0813 Towline on board Gryfalcon, James Dunlap standing by



0815 James Dunlap alongside M/V Horizon Anchorage  
0817 Line-gun shot, messenger aboard M/V Horizon Anchorage  
0821 Begin hauling towline onboard M/V Horizon Anchorage  
0826 Eye on board M/V Horizon Anchorage, all fast  
0830 M/V Horizon Anchorage under tow  
0831 M/V Horizon Anchorage releases towline  
0835 M/V Horizon Anchorage underway, pilot disembarks  
0845 Towline on board James Dunlap



MV Horizon Anchorage under tow by the Gyrfalcon.



Messenger line deployed from the boat deck of the Tug James Dunlap to MV Horizon Anchorage.

At 1000 the group reconvened at the City Council Chambers to debrief the Stage IV activities and make closing comments. Captain Steve Moreno, AK Pilot Association, reviewed the actions taken on board the M/V Horizon Anchorage. The bosun on board the ship had indicated that it was not difficult to figure out how to layout and reverse the tow gear, however with a crew that could not communicate or in rough conditions it could make it harder. The idea for a placard was again suggested.

The group concluded that the sea anchor made a marked difference in how the line paid out and one should be added to each system. A picture of the sea anchor should also be added to the ETS manual. Also noted, was that the lighted pick-up buoy should be turned on day or night. There is a light sensitive switch on the buoy which can be taped over to activate the light during the day. Also, chemlights should be added to the ship end of the Spectra© messenger line to provide an indication that the messenger has been brought over the rail of the ship.

It was noted that the towing shackle normally used by the Gyrfalcon was smaller than what is needed to connect the tow wire to the thimble in the ETS. A suggestion was made to have the state or city purchase additional tow shackles and keep them in inventory to be deployed to the vessel of opportunity if necessary.

A problem was documented with the chafing gear on the State's system, as it was not tight against the Spectra© tow line and caused problems with retrieving the towline onto the ship. Also, an extra buoy could be added to the thimble to improve the buoyancy of the system.

A discussion was held questioning the guidelines for the midship line shot. Captain Alvestad indicated that the tug should be off the bow of the ship to deploy the towline and a midship line shot could leave the tug out of position. A line shot onto



the bow with a slight downwind angle should have plenty of area to land the messenger line.

A suggestion was made that in some cases the tow could be taken from the stern of the ship as the primary objective of the ETS is to arrest the drift of the ship until additional support can arrive.

A discussion on the line gun followed and it was mentioned that the manufacturer may now make a 900' line shot. Also, the SCBA on the tug must be 3500 psi to recharge the system, while most SCBA units are only 2200 psi. There are four bottles of pressurized air but only two canisters of line. Because the line takes about 7 - 10 minutes to repack, consideration should be given to adding additional line canisters to the system.

Lastly, the Dunlap crew found that launching the ETS from the boat deck was an effective method of deploying the system. It achieved the goal of reducing the time the crew spent on the back deck where they would be exposed to rough seas. The only issue was that the Spectra© line did hang up on the H-bit on the main deck. The Dunlap crew felt that a cage should be placed over the H-bit to reduce the possibility of snagging the line.

### **Stage IV Action Items**

- Develop procedures for tandem towing and add to ETS manual – Nuka Research
- Add sea anchors to each of the ETS systems – City/ADEC
- Purchase towing shackle(s) needed to connect tow wire to towing system thimble – City/ADEC
- Update procedures, photos, and diagrams in the ETS manual to include the sea anchor – Nuka Research
- Create laminated card for converting the towline to the ship to tug layout – Nuka Research
- Determine if surge gear should be purchased and included in the ETS system for deployment on the tug to ship mobilization – City/ADEC
- Investigate availability and use of lightweight towing shackles – City/ADEC
- Add additional buoy to thimble to increase buoyancy – John Brown, ADEC
- Change deployment procedures for lighted buoy to include daylight activation of light – Nuka Research
- Repair chafing gear on State's ETS system – ADEC
- Review procedures for midship line shot and update as necessary in the ETS manual – Nuka Research
- Add option to tow ship from the stern to arrest drift until support arrives to the ETS manual – Nuka Research
- Investigate purchase of 900' line shot and purchase of additional line canisters – City/ADEC



- Add chemlights to ship end of the Spectra® messenger to provide indication that messenger has been brought over the rail – John Days, City of Unalaska
- Add fairleads to boat deck on James Dunlap and Gyrfalcon to prevent snagging of towline when deployed from boat deck – Dunlap Towing and Harley Marine Services
- Add note to manual to inspect towline while towing to keep chafing to a minimum

## **General Observations and Closing Comments**

The participants indicated that the exercise was executed well and that valuable lessons were learned. It was noted that other companies should be asked to get involved. The dispatchers of each of the companies operating in the Aleutian Islands should be included in a call out list and each of these companies should get a copy of the ETS manual. Crowley and Foss were mentioned as two companies to contact. Also, these companies should be asked to participate in the 2009 ETS exercise.

As money comes available additional systems should be bought for other parts of the Aleutian Islands Chain, other areas of Alaska, and other states. Captain Hamilton, COP Sector Anchorage, would like be involved in determining the location of the next ETS.

Action items were reviewed by the team and closing comments were made by Mayor Shirley Marquardt who thanked all the participants and commended the teamwork exhibited in making the ETS a success.

The group adjourned at 1130.

## **Action Items from General Observations**

- Engage other tow companies in the ETS process by including dispatchers, providing manuals, and inviting their participation in the 2009 ETS exercise – City/ADEC
- Include the Captain of the Port, Sector Anchorage, in decisions regarding placement of next ETS – ADEC
- Review draft of updated ETS manual with Air Station Kodiak– John Brown, ADEC



**Appendix A: Aleutian Islands Emergency Towing Systems – 2008 Exercise Attendee List**

First Name	Last Name	Organization	Email Address	Phone Number
David	Alvestad	Dunlap Towing, Captain James Dunlap	<a href="mailto:otwola@gmail.com">otwola@gmail.com</a>	907.581.2733 or 907.359.2744
Scott	Anaker	Master, Horizon Anchorage	<a href="mailto:Master.anchorage@horizonlines.com">Master.anchorage@horizonlines.com</a>	
John	Brown	ADEC	<a href="mailto:John.brown@alaska.gov">John.brown@alaska.gov</a>	907.269.7688
Ben	Bryant	Nuka Research and Planning Group	<a href="mailto:ben@nukaresearch.com">ben@nukaresearch.com</a>	
John	Days	Port of Dutch Harbor, Harbormaster	<a href="mailto:jdays@ci.unalaska.ak.us">jdays@ci.unalaska.ak.us</a>	907.581.1254
Dave	Eley	Cape International Inc	<a href="mailto:capedec@alaska.com">capedec@alaska.com</a>	907.586.2685
Gary	Folley	ADEC	<a href="mailto:Gary.folley@alaska.gov">Gary.folley@alaska.gov</a>	907.262.5210 x234
Chris	Iszler	Horizon Lines, PMC Gyrfalcon (tug 581.1664 or 359.7800)	<a href="mailto:gfalcon@akwisp.com">gfalcon@akwisp.com</a>	907.581.7900
Jose	Rosario	USCG, Unalaska	<a href="mailto:jose.m.rosario@USCG.mil">jose.m.rosario@USCG.mil</a>	907.581.3466 or 907.359.6738
Mike	Lynch	Horizon Lines, Terminal Manager	<a href="mailto:mlynch@horizon-lines.com">mlynch@horizon-lines.com</a>	907.581.7900 or 907.359.5035
Shirley	Marquardt	City of Unalaska, Mayor	<a href="mailto:mayor@ci.unalaska.ak.us">mayor@ci.unalaska.ak.us</a>	907.581.1251
Peggy	McLaughlin	Horizon Lines, Operations Manager	<a href="mailto:pmclaughlin@horizon-lines.com">pmclaughlin@horizon-lines.com</a>	907.581.7900
Steve	Moreno	Alaska Marine Pilots' Association	<a href="mailto:saltydogllc@comcast.net">saltydogllc@comcast.net</a>	907.581.1240 or 907.359.1250
Alvin	Osterback	Port of Dutch Harbor, Port Director	<a href="mailto:aosterback@ci.unalaska.ak.us">aosterback@ci.unalaska.ak.us</a>	907.581.1254



First Name	Last Name	Organization	Email Address	Phone Number
David	Alvestad	Dunlap Towing, Captain James Dunlap	<a href="mailto:otwola@gmail.com">otwola@gmail.com</a>	907.581.2733 or 907.359.2744
Frank	Wesser	ADEC	<a href="mailto:frank.wesser@alaska.gov">frank.wesser@alaska.gov</a>	907.269.3062
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**Appendix B: 2008 ETS Exercise Schedule**

<b>Time</b>	<b>Event</b>	<b>Location</b>	<b>Stage Coordinator</b>
<b>Thursday, August 28, 2008</b>			
	Arrive Dutch Harbor and check-in, provide contact information	City Hall (note: you may call in with contact information)	Ben Bryant or Dave Eley, Nuka Research
Anytime before 1000, 29 August	Stage I: Exercise equipment prep and staging	Airport	
<b>Friday, August 29, 2008</b>			
0900	Assemble, meet with ship's Captain, exercise brief, view training video	City Council Chambers	Mayor Shirley Marquardt, Unalaska
1200	Stage II: Helicopter mobilization to ship	Dockside	USCG
1400	Additional briefing and view of training video if necessary	City Council Chambers	Mayor Shirley Marquardt, Unalaska
<b>Saturday, August 30, 2008</b>			
0500 - 0900	Stage III & IV: Notification of Incident/ETS deployment	At sea	
1030	De-brief	City Council Chambers	Dave Eley, Nuka Research
1145	Return critique, check-out of exercise, return to duty	City Council Chambers	Ben Bryant, Nuka Research