

**Meeting Summary**  
**Southeast Alaska**  
**Emergency Tow System Steering Committee Teleconference**  
January 18, 2011

**Attendees:**

Mark Janes, Nuka Research  
John Brown, ADEC  
Larry Iwamoto, ADEC  
Mark Wagner, USCG  
Doug Hansen, SEAPA

Richard Grurry, SEAPA  
Frank Didier, SEAPA  
Leslie Pearson, Pearson Consulting  
Kirby Day, Princess Cruises  
Tim Robertson, Nuka Research

**Proceedings:**

Tim Robertson opened the meeting and reviewed the workgroup meeting from January 10, 2011 and the status of the project. He discussed the process of modifying the ETS Manual and the ongoing development of the exercise plan. The planning has progressed with tentative dates established from dates proposed during the January 10 meeting and through follow up with individuals.

Mr. Robertson opened the discussion regarding the time and place for the exercise. He explained that to meet the needs of the various group's schedules and to maximize the impact of the training, the exercise would be 2 separate exercises. The first exercise would take place in Sitka April 20-21 and be organized by Nuka Research. This would focus on industry and USCG cooperation and training with the system. The second would be in Juneau later in the summer to involve the cruise ship industry. A date has not been established. Dave Eley with the AK Steamship Response would oversee this portion.

The Sitka exercise would include deployment with support of the USCG. Mr. Robertson explained that the exercise would be a two-day event. One day would include a review of instructions for components of the systems, review of the manual and familiarization with the equipment. The second day would be an on the water with 2 iterations of the deployment. One would include a deployment from a vessel/tug to a disabled ship. The second would involve a USCG helicopter sling drop of the ETS on the vessel.

Mark Wagner reported on the USCG assets that would be available April 20-21. The USCG Air Station Sitka would make available helicopter support. There would be a buoy tender that could be utilized and possibly an additional vessel, but he was unsure at this time.

The group discussed the tug operators in Sitka and the availability of industry assets at that time of the year. The general consensus was there usually are not tugs and crews available in the area at that time. More contact with the operators/stevedores would be explored to confirm.

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The committee requested a quick description or brief of the project be produced and circulated. The goals and required equipment for the exercise be produced and circulated. Mr. Robertson discussed the exercise plan and offered to produce this briefing.

Capt. Didier offered that inclusion of the cruise industry would be important due to some of the unique design of many of the cruise ships foredecks. On many vessels the bullnose and the ground tackle is under the top foredeck and may require adaptation of the system and the manual to adapt to this difference. SEAPA captains reiterated the point they had made in the previous meeting about barriers to operations, such as language, that need to be addressed in the plans.

The group also wanted to see the inclusion of the Lynden and AML in the process and explore if they could contribute expertise and identify assets for the exercise.

The meeting concluded with consensus that the program continue to move forward as outlined and Nuka Research continue to develop the exercise plan and adapt the ETS manual.

**Action Items:**

- Identify additional assets in Sitka for the exercise– All Participants.
- Continue to confirm participation of organizations in the project– All Participants.
- Follow up with organizations/companies not engaged-AML, Lynden, SE AK Stevedores- Mark Janes
- Provide a description of the program for circulation- Tim Robertson
- Continue the modification to the ETS Manual-Nuka Research