Alaska Emergency Towing System (ETS):
After-Action Report on 2012 Unalaska ETS Exercise

Developed by Nuka Research and Planning Group, LLC

October 2012

Introduction

This report summarizes the sixth annual Emergency Towing System (ETS) Exercise held in Unalaska, AK on October 3rd, 2012, identifies lessons learned during the deployment, and provides recommendations to the Alaska Department of Environmental Conservation (ADEC) regarding refinement of the ETS including system components and deployment procedures.

The 2012 ETS Exercise was conducted as part of and in conjunction with the Aleutian Island Risk Assessment (AIRA) Phase B Advisory Panel meeting, which was held in Unalaska on October 2, 2012. Information on the AIRA project can be found at: http://www.aleutiansriskassessment.com.

Background

Within the last decade, several distressed or stricken vessel incidents have occurred in or near Unalaska. In a few cases these have caused environmental and economic repercussions. In each situation, the vessel was large tramper or cargo type vessels, which generally carry fuel in bottom tanks, thus posing a significant pollution risk in a grounding incident.

The ETS program came into existence following the near grounding of the SALICA FRIGO on March 9, 2007 in Unalaska Bay. The Mayor of Unalaska convened a Disabled Vessel workgroup to address the possibility of future groundings and to discuss local emergency response solutions. This initial meeting prompted the Emergency Towing System (ETS) workgroup, whose goal was to develop emergency towing capabilities for disabled vessels in the Aleutian Subarea using locally available tugboats in conjunction with ETS equipment stationed in Unalaska.

The ETS consists of a Tow Line capable of towing a distressed vessel, a Messenger Line to assist in deploying the Tow Line, lighted buoy, and chafing gear. There are currently two sizes of ETS utilized in Alaska. The larger size (10 inch tow line) is capable of towing vessels greater that 50,000 DWT. The smaller system (7 inch tow line) can tow vessels less than 50,000 DWT. Additionally the messenger line is capable of towing vessels under 2000 DWT. The ETS may be deployed from the stern of a rescue tug, or lowered to the ship's deck via helicopter.

ADEC has purchased and stored 10-inch Emergency Towing Systems at the USCG Air Station in Kodiak and Sitka, the Navy Supervisor of Salvage warehouse at Fort Richardson, and the Emergency Response warehouse in Adak, Alaska. In 2012, ADEC has received funding for two additional systems: an additional system (7 inch) at the Navy Supervisor of Salvage in Anchorage, and a 10 inch system in Ketchikan. The project has continued over the past five years with a mobilization

and deployment exercise conducted annually. In December 2010, the ETS system was deployed from Unalaska in an emergency situation to assist the disable cargo vessel Golden Seas. This equipment, along with the availability of an appropriate sized towing vessel, helped avert a possible grounding.

The ETS Program continues to expand statewide and in the Aleutian Islands with an additional system being mobilized and staged in Cold Bay at the U.S. Coast Guard Air Station hanger. A smaller ETS is currently being designed for vessels less than 200-ft in length. The AIRA Advisory Panel and Management Team identified staging additional ETS in the Aleutians as a risk reduction option found to be effective and practical and thus to warrant immediate implementation. Funding for these new systems was provided by the National Fish & Wildlife Foundation. A website has been established with additional information about the ETS program at: http://www.dec.alaska.gov/spar/perp/ets/.

Exercise Objectives

The purpose of this annual training was to familiarize local responders with the ETS and capture the deployment on video in order to update ETS training materials, including the ETS Manual and training DVD. The overall objective of this exercise was to:

- Mobilize ETS to dock for deployment by tug
- Practice actual deployments
  - Tug-to-Ship
  - Ship-to-Tug
- Capture video and still photography needed to update training materials
- Validate and update procedures for the ETS Procedures Manual

The M/V SUAH acted as the disabled vessel in need of towing assistance. The tug GYRFALCON conducted the Tug-to-Ship deployment and tug JAMES DUNLAP performed the Ship-to-Tug deployment.

The exercise took place in Unalaska Bay north of Amaknak Island (Figure 1).

An Exercise Plan was developed and is included as Appendix A.

Three planning teleconferences took place prior to this exercise on September 4th, 14th, and 27th. Minutes from those teleconferences are contained below in Appendix B.

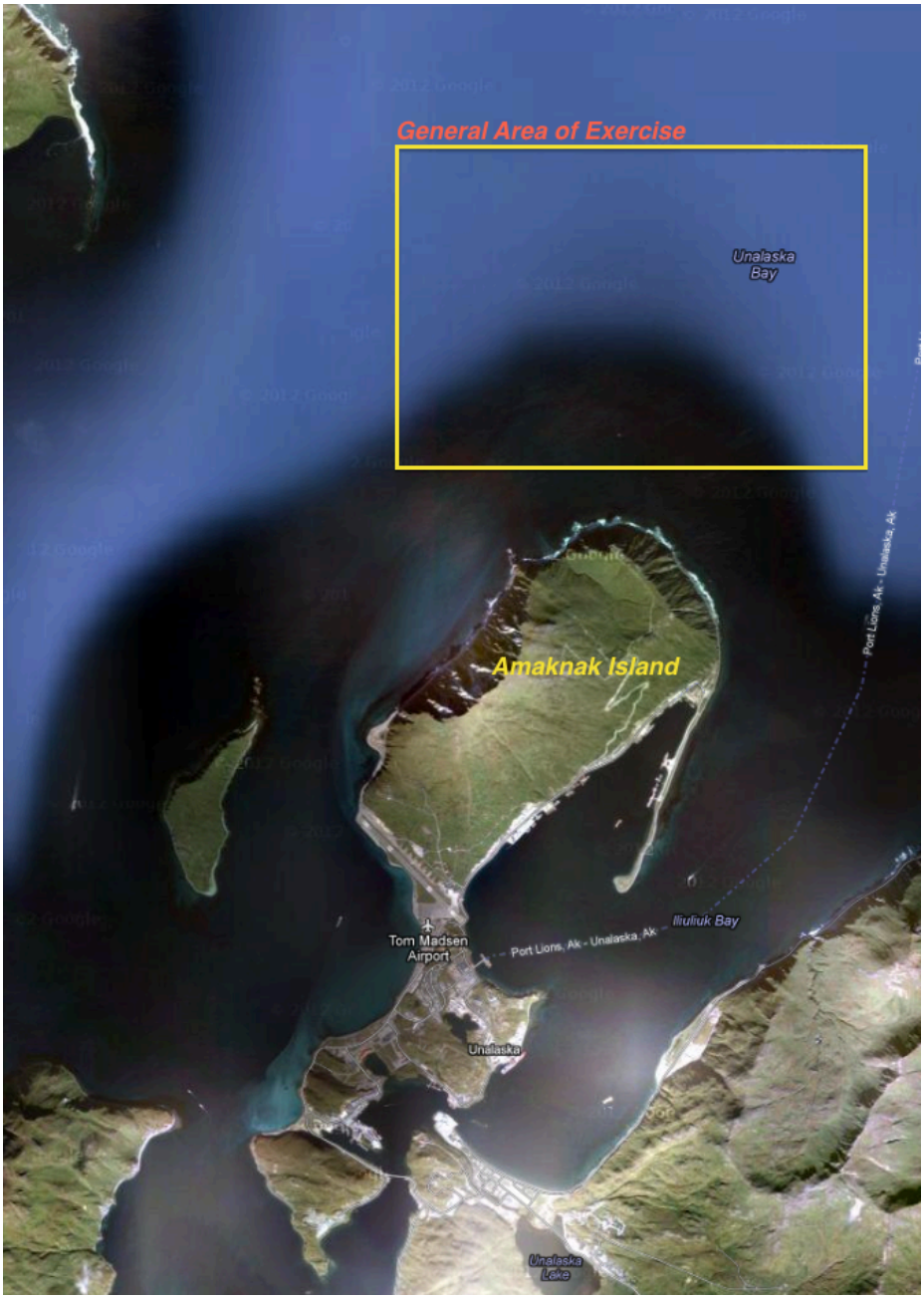

Figure 1. 2012 ETS Exercise location

Summary of Exercise

A final exercise planning meeting and operational briefing was held on Tuesday, October 2, 2012 at the Port of Unalaska. In attendance were key participants from the Town of Unalaska, Alaska Marine Pilots, USCG, Alaska maritime Agencies, representatives from the Harley Marine (tug GYRFALCON) and Dunlap Towing (tug JAMES DUNLAP), ADEC and Nuka Research.

The Exercise Plan contains detailed information regarding this exercise. This summary will cover additional exercise details finalized during the planning and

operational briefing conducted on October 2nd and not already outlined in the exercise plan and additional operational details finalized during the operational briefing conducted on October 2nd and the Safety briefing conducted on the morning of October 3rd.

Final Participant/Observer Vessel Assignments

Participating Vessel	Personnel
M/V SUAH *Distressed Vessel*	David Arzt – Alaska Marine Pilot USCG Personnel (2) Vessel Master and Crew
M/V GYRFALCON *Rescue Vessel*	Chris Iszler – Master Crew LT James Fothergill – USCG (Safety Officer) Louis Audette – AIRA Phase B Advisory Panel Lauren Rosenthall – KUCB (Videographer) Joanne Villamor – Alaska maritime Agencies
M/V JAMES DUNLOP *Observer/Rescue Vessel*	Rob Campbell – Master Crew John Brown – ADEC (ETS PERP) Mike Popovich – Nuka Research (Exercise Coordinator) Leslie Pearson – Pearson Consulting (AIRA Project Coordinator) Ed Page – AIRA Phase B Advisory Panel Garth Wilcox - AIRA Phase B Advisory Panel Whit Sheard - AIRA Phase B Advisory Panel
M/V GREY MIST Observer Vessel	John Fulton – Master Shirley Marquardt – Mayor, City of Unalaska (ETS Exercise Director) Amy Gilson – Nuka Research Krystina Wolniakowski - AIRA Phase B Advisory Panel Bob Umbdenstock - AIRA Phase B Advisory Panel Brian House - AIRA Phase B Advisory Panel Bob Muller - AIRA Phase B Advisory Panel
M/V TIDEBREAKER *Safety Vessel*	Randy White – Master Crew

Timeline (October 3, 2012)

The following timeline summarizes the actual sequence of events that occurred:

Time	Activity
0800	Operations/Safety briefing conducted at City Council Chambers, Unalaska City Hall with all* participants and observers. Exceptions included participating vessel operators, Alaska Marine Pilot, and USCG personnel (SUAH) who were either already underway or preparing to get underway for exercise.
0845	All participants/observers enroute Coastal Dock and Carl E. Moses Dock for embarkation.
0915	GYRFALCON and JAMES DUNLAP underway enroute exercise location and rendezvous with M/V SUAH in Unalaska Bay
0945	All vessels on scene. GYRFALCON and SUAH commence Tug-to-Ship ETS transfer.
1005	ETS made fast. GYRFALCON takes SUAH in tow.
1015	GYRFALCON releases towline. SUAH and JAMES DUNLAP prepare for Ship-to-Tug deployment.
1030	JAMES DUNLAP retrieves towline from water.
1038	JAMES DUNLAP takes SUAH in tow.
1045	JAMES DUNLAP commences retrieval ETS from SUAH
1050	SUAH releases ETS messenger. JAMES DUNLAP continues ETS retrieval.
1055	JAMES DUNLAP completes ETS retrieval. All vessels return to port.
1155	Observer debrief conducted at City Council Chambers, Unalaska City Hall.
1230	Lunch
1400	Participant debrief conducted at City Council Chambers, Unalaska City Hall.

Exercise *Photos* *(additional exercise photos can be found at the ETS Project site)*

Photo 1: M/V SUAU

Photo 2: GYRFALCON delivers ETS messenger via line throwing gun

Photo 3: SUAH retrieves ETS tow line

Photo 4: SUAH in tow by GYRFALCON

Photo 5: JAMES DUNLOP retrieves ETS tow line

Photo 6: SUAH in tow by JAMES DUNLAP

On-Scene Conditions

Sunrise	0913
Sunset	2035
Moon	Waning Gibbous (88% illuminated)
Temperature	49° F
Precipitation	0.31 in (intermittent throughout day)
Wind Speed	20 mph
Max Wind Speed	29 mph
Max Wind Gust	55 mph
Visibility	6 miles

Figure 2 shows the National Weather Service summary data for October 3, 2012.

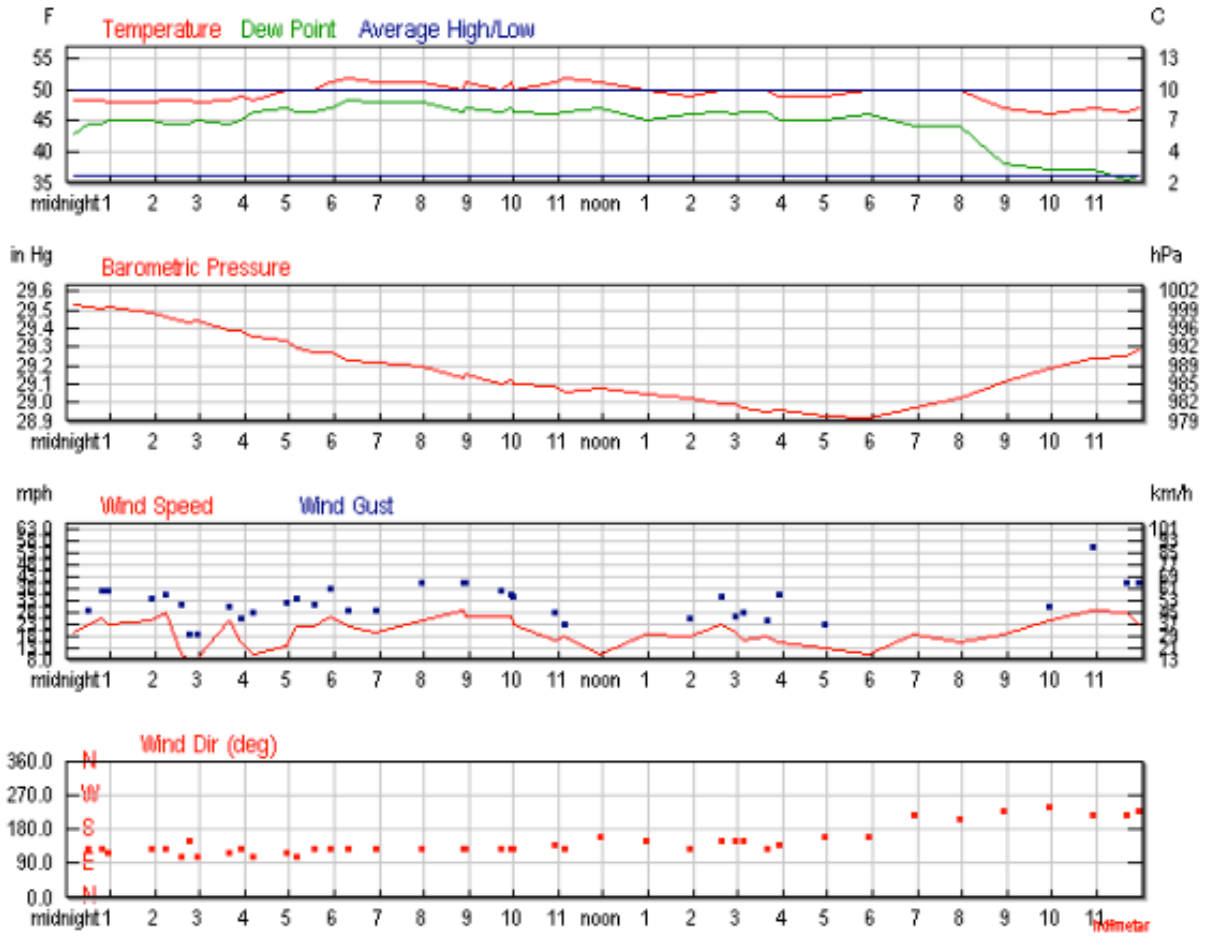

Figure 2. National Weather Service Data for Dutch Harbor, Alaska (10/03/2012)

Observations, Recommendations, and Lessons Learned

Following the ETS exercise a separate Observer and Participant De-Brief was conducted at Unalaska City Council Chambers. The following observations, recommendations, and lessons learned where compiled from both of these debriefs. Observers for this exercise consisted primarily of members of the AIRA Phase B Advisory Panel. These individuals have extensive experience in the maritime arena including vessel operation, towing, salvage, and environmental protection and are qualified to offer valuable feedback regarding the exercise, use and improvement of the ETS. Final decisions on implementing these recommendations, if not specifically addressed in this document, will be made by ADEC and future ETS Workgroups. Further, these observations, lessons learned, and recommendations will be reviewed by ETS Workgroups prior to each future exercise for potential inclusion as exercise objectives.

Observations

General

- Overall, crews of GYRFALCON, JAMES DUNLOP, and SUAH did an excellent job during the entire evolution. Previous experience of most crewmembers from GYRFALCON and JAMES DUNLAP contributed to the expedient deployment of the system.
- Communications were smooth and effective between Alaska Marine Pilot, GYRFALCON and JAMES DUNLAP. Some minor communication barriers were noted with crew of SUAH but did not impede successful deployment of ETS. Crew had reviewed ETS Manual and training DVD. Participating vessels communicated well and worked together in less than ideal conditions. Observers and evaluators were able to view and understand tactical operations throughout the exercise.
- Brass projectile for line throwing gun is large and heavy. Safety and awareness important when launching projectile.
- Without winch power, distance between vessels should be reduced as much as practicable/safe to facilitate expedient deployment of system.
- Communications with distressed vessel can sometimes be an issue depending on language.
- Use old line-gun in Unalaska as back-up.
- Quality of connecting point on vessels is critical.
- Tug crews noted more maneuvering required during this exercise than in past exercises.
- Conventional tugs may have difficulty deploying this system due to a more restricted ability to maneuver as compared to Tractor tugs. Current ETS procedures may require modification to facilitate deployment of the system by conventional tugs.

Safety

- There were no injuries during this exercise.
- Prior to releasing the towline following Tug-to-Ship deployment, the crew of the GYRFALCON attached a length of blue ¾" polypropylene line as a tag/warp line on the end of the towline (a non-standard ETS line). This line was intended to aid in towline retrieval by the crew of the JAMES DUNLAP during the Ship-to-Tug deployment phase*. The crew of the JAMES DUNLAP retrieved this line using a grappling hook, a common technique for retrieving warp lines attached to buoys. The line was taken to power during towline retrieval and parted shortly after the capstan was activated and the line was placed under strain. There were no injuries as a result of this casualty. The crew of the JAMES DUNLAP successfully retrieved the tow line and completed rigging for tow and towing of the SUAH.

  ** For the purposes of this exercise the procedure for Ship-to-Tug ETS deployment were not strictly followed as both the GYRFALCON and JAMES DUNLOP were acting as rescue tugs. The GYRFALCON, upon completion of a successful tow, released the towline with a buoy on the end and the towline was left in the water as if the towline had been deployed from the ship. Because the SUAH did not retrieve the towline and the messenger was still on board the SUAH, the GYRFALCON attached the ¾ inch blue polypropylene line to essentially act as a messenger line*.

Recommendations

- Explore addition of a pigtail on ends of ETS towline. ADEC and Nuka will work with select AIRA Advisory Panel members to develop a pigtail configuration for use on ETS towlines and modify existing system components and incorporate this change into the ETS Manual and other training aids.
- Explore use of ETS transport bag as an alternative to current storage box. ADEC to research and solicit input from AIRA Advisory Panel members who made recommendation.
- Secure chafing gear on both ends of towline with lock stitch to prevent slippage.
- Clarify procedures and contingency for follow-up line gun attempts and ensure adequate line spools and projectiles are provided and spare inventory indicated on procedure placard. 7 spools of line and 10 projectiles in kit.
- Should conduct line gun familiarity and check with new line gun acquired in Unalaska. ETS Manual has no information on this new line gun.
- Ensure ETS familiarization training and safety brief is conducted prior to deployments and exercises, regardless of previous experience with system.
- Obtain braided dyneema line for line throwing gun.

- For Tug-to-Ship deployment, close gap between tug and ship as much as practicable to reduce retrieval time and strain on system/difficulty in retrieving. Especially if distressed vessel is without power and unable to retrieve via capstan.
- Suggestion to relocate messenger line below eye of tow-line (and splice in) so that line can be reeved through bits and immediately tied off without interference/fouling from messenger line. Inclusion of pigtail (as noted previously) should serve similar purpose.
- Suggestion to include stern deployment vice bow deployment as a towing option. Perhaps attempt during next exercise.
- Suggestion to publish instructions in different languages. Feedback from group indicated that instructions should remain English only as is international maritime language. Towing Procedures should be inherently understood by mariners regardless of exposure to ETS.
- Add flare to system procedures to use as signal to indicate successful hook-up (in the event of language barriers). Include pictogram in ETS package. Flares will not be added to ETS systems. If communications become an issue during ETS deployment, distressed vessel crews may utilize flares to communicate with rescue tugs.
- During future ETS exercises, include modified ETS procedure testing and verification for conventional tugs that may act as rescue tugs.
- ADEC considering assembling miniature ETS to utilize as a training tool for tugs and ships.

Lessons Learned

- Ensure that exercise objectives are tailored to Alaska DEC goals:
  - What are ETS Workgroup goals for each particular ETS Exercise?
  - What are potential courses of action based on exercise outcome?
- Utilization of non-standard equipment/components/line. Vessel crews (both rescue tugs and distressed vessels) should refrain from utilizing non-standard components during ETS deployment and retrieval. During this exercise, the addition of the blue warp/tag line and subsequent line failure after being taken to power was an example of this. This line is not rated for retrieval of the 7-inch ETS towline. Fortunately no injuries occurred as a result of this casualty. If the need arises to incorporate non-standard equipment during an exercise or actual ETS deployment, these changes must be communicated to all vessels and personnel involved in the evolution.
- While knowledge of general towing procedures should be inherent to most experienced mariners, pre-deployment review of ETS procedures prior to each deployment exercise is critical even if experienced personnel are involved in deployment.

- Experienced, skilled personnel are critical to the successful deployment of the ETS. The dynamic and challenging conditions present throughout the Aleutian Islands require personnel to be skilled and proficient in boat handling, towing procedures and deployment, communication, and all aspects of vessel and personnel safety.

Appendices

Appendix A: 2012 ETS Exercise Plan

Exercise Plan

Aleutians Emergency Towing System

October 3, 2012
Unalaska, Alaska

1. Exercise Sponsors.

This exercise is sponsored by:

State of Alaska, Department of Environmental Conservation;

U. S. Coast Guard, MSD Unalaska; and

City of Unalaska

2. Purpose.

The purpose of the exercise is to deploy the Aleutians Emergency Towing System (ETS) in Unalaska Bay and capture the deployment on video for training material.

3. Exercise Objectives.

Overall objectives for this exercise are:

- Safety of participants and observers
- Mobilize ETS to dock for deployment by tug
- Practice actual deployments
  - Tug – Ship
  - Ship - Tug
- Capture video and still photography need to develop training materials.
- Obtain and validate procedures for the Procedures Manual

The objectives for each Stage are discussed in Annex C - Stage Specifics.

4. Exercise Organization.

Mayor Shirley Marquardt, City of Unalaska will be the Director of the Exercise. She will be assisted by Mike Popovich, Nuka Research and the following team coordinators:

- Safety: LT James Fothergill, USCG MSD Unalaska
- Port Operations: Peggy McLaughlin, Port of Unalaska
- Tug Operations: Chris Iszler, Harley Marine
  Rob Campbell, Dunlap Towing
- Shipboard Operations: David Arzt, AMPA
- Communications: TBD

- Video Production: Lauren Rosenthall, KUCB

5. Exercise Participants.

The following organizations will participate in the exercise:

- USCG - MSD Unalaska, Sector Anchorage
- Alaska Department of Environmental Conservation
- City of Unalaska
- Alaska Marine Pilots Association
- Dunlap Towing
- Harley Marine
- Alaska Maritime Agencies
- KUCB
- Nuka Research and Planning Group

In addition to participants, there will be a number of observers from the Aleutian Islands Risk Assessment Team during the deployment stages. The Exercise Coordinator will manage VIP observers during the exercise.

6. Scenario Overview.

The M/V SUAH is disabled and in need of towing assistance. For the purpose of this exercise two deployment methods will be practiced: Tug-to-Ship and Ship-to-Tug. Operations are not constrained by time, sea state, or weather. This is not a performance test, but an opportunity to practice/verify/modify procedures for the safe and effective deployment of the ETS.

7. Concept of Operations.

The overall process of mobilizing the ETS and deploying it will be exercised in stages for control, safety, and video production.

Stage I. Ops Briefing (City Council Chambers)

Stage II. Harbor Operations (mobilization/loading ETS)

Stage III. Tug-to-Ship deployment

Stage IV. Ship-to-Tug deployment

Stage V. *Notification, Activation, Command and Control

* - This Stage will be conducted if time permits prior to or following the ETS exercise or will be conducted as a Tabletop exercise (TTX) in the event that the exercise cannot be carried out due to inclement weather.

A detailed script for the ETS deployment from the ship and tug is contained in Annex F.

8. Concept of Control.

Overall the Director of the Exercise provides control for this exercise. A Stage Coordinator will oversee each stage. A safety and operations briefing will precede each stage. The exercise will begin at 0830 on October 3rd and end at approximately 1430 on October 3rd.

9. Exercise Artificialities.

This exercise will have many artificialities; it is not intended to measure anyone's performance, but rather as an opportunity to develop and validate procedures for the ETS components. Participants are encouraged to ask questions and raise issues as each portion of the deployment is practiced.

The disabled vessel will be adrift (vs. anchored) in Unalaska Bay at the beginning of the deployment. Once the ETS is made-up, the disabled vessel will be towed a short distance and then the towing system will be released and recovered by the tug. The disabled vessel will not be brought to the dock during the exercise.

10. Exercise Assumptions.

Participants will abide by their normal organizational safety rules and procedure, unless otherwise specified in the Safety Plan. It is assumed that participants are knowledgeable, trained, and qualified for the roles that they are asked to perform in this exercise.

11. Administration and Logistics.

Nuka Research and Planning Group will be coordinating the exercise overall. Each participating organization will appoint a coordinator for their participants. Air travel, meals, and ground transportation will be provided by each participating organization.

Administrative Contacts

- USCG – LT James Fothergill
- ADEC - John Brown
- City of Unalaska – Peggy McLaughlin
- Alaska Marine Pilots Association – David Arzt
- Disabled Vessel Rep - Monika Bergert (Agent)
- Harley Marine – Chris Iszler
- Dunlap Towing – Rob Campbell
- Alaska Vessel Agents – Monika Bergert
- KUCB – Lauren Adams, Pipa Escalante
- Nuka Research and Planning Group – Mike Popovich, popovich@nukaresearch.com, 508.524.8015

12. Safety.

The Safety Officer for this exercise is LT James Fothergill, USCG MSD Unalaska. The Safety Plan is contained in Annex A.

Safety is always the highest priority for any exercise. Safety is everyone's responsibility. If anyone observes an un-safe act or condition, immediately take whatever actions are necessary to correct the problem (including stopping the exercise play) and notify the stage coordinator and or the safety offices.

In the event of an actual emergency, declare a cease to all exercise play by announcing, "This is Not a Drill, we have an actual emergency." The message should be relayed to all exercise participants.

13. Communications

The Communications Plan for this exercise is contained in Annex B. Communications will be conducted through cellular and satellite telephones, channel 22a vhf marine radio, and USCG aviation radios.

14. Reports.

Each participant is encouraged to keep a log (ICS 214) for their activities, noting issues for developing the procedures manual. Nuka Research will produce a brief exercise report based on the de-brief. The primary documents resulting from the exercise will be Procedures Manual and training materials.

15. Schedule of Events.

Time	Event	Location	Stage Coordinator
Tuesday October 2, 2012			
1430 hrs	Final Exercise Planning Meeting	Port of Unalaska Office	Peggy McLaughlin, City of Unalaska; Mike Popovich, Nuka Research
*1600 hrs	Stage II: Harbor Operations (mobilization/loading ETS)	DOT Hanger	John Brown, ADEC; John Days, Harbormaster
Wednesday October 3, 2012			
0800 hr	Stage I: Ops Briefing	City Council Chambers	Mike Popovich, Nuka Research; John Brown, ADEC
0930 hrs	Transportation to vessels and exercise location	Participants to disperse to their assigned vessels and the vessels will move to their assigned locations	
1000 hrs (approx.)	Stage III. Tug-to-Ship deployment	Unalaska Bay	Captain Chris Iszler – Tug GYRFALCON
To be determined	Stage IV. Ship-to-Tug deployment	Unalaska Bay	Captain David Arzt, AMPA
Time	Stage V: Notification,	City Council Chambers	ADEC, USCG, AMPA,

Permitting	Activation, Command and Control		City, Nuka
1300 hrs	De-brief	TBD	Mike Popovich, Nuka Research

Annexes

Annex A: Safety Plan

Annex B: Communications Plan

Annex C: Stage Specifics

Annex D: Logistics

Participant assignments

Vessel information

Annex E: Critique Form

Annex F: Script for the ETS exercise

Annex G: Map

- ANNEX A -

SAFETY PLAN FOR EMERGENCY TOW EXERCISE

A-1) Overview –

Safety is the first overall objective for this exercise. Safety is always the highest priority and is everyone's responsibility. If anyone observes an un-safe act or condition, immediately take whatever actions are necessary to correct the problem (including stopping the exercise play) and notify the stage coordinator and or the safety offices. A 1,000 yard safety zone should be established around the ship's location on the day of the exercise.

A-2) Personal Protective Equipment: –

Each participant is responsible for providing their own PPE including:

- USCG approved Personal Flotation Device (for anyone on deck of a vessel)
- Hearing protection
- Eye protection
- Hard hat (for anyone on the bow of the tramper or working within 50 feet of lifts by cranes or forklifts)
- Clothing for weather conditions

A-3) Safety Briefings: –

It is the responsibility of the Stage Coordinator to conduct an operational and safety briefing prior to each stage.

A vessel safety briefing will be conducted onboard each vessel immediately after boarding for all non-crew participants. Safety Officers from the Coast Guard will be on board each vessel platform and provide safety oversight for the exercise.

A-3) Communications as related to safety: –

Communications shall be prefaced with "THIS IS A DRILL" or "EXERCISE – EXERCISE – EXERCISE." In the event of an actual emergency, declare a cease to all exercise play by announcing, "THIS IS NOT A DRILL, WE HAVE AN ACTUAL EMERGENCY." The message should be relayed to all exercise participants. Emergency communications will occur on Marine VHF Channel 16.

Safety broadcasts shall be conducted by the Harbor Master on Channel-16 beginning 1-hour in advance of the ETS deployment exercise and continue every hour until completion of the full exercise.

Any vessel entering the 1,000 yard safety zone will announce their presence and intentions on Channel 22a.

A-4) Stage Safety –

Specific safety issues associated with each stage are:

Stage I – System Components and Packing

- Ports personnel will follow established safety procedures.
- Everyone should be alert for slips, trips, and fall hazards.
- Anyone within 50 feet of lifting operations, must have a hard hat and steel toe shoes.
- Beware of backing equipment and aircraft movements

Stage I – Operations Brief

- Everyone should be alert for slips, trips, and fall hazards.

Stage II – Harbor Operations (mobilization/loading ETS)

- Ports personnel will follow established safety procedures.
- Everyone should be alert for slips, trips, and fall hazards.
- Anyone within 50 feet of lifting operations, must have a hard hat and steel toe shoes
- Beware of backing equipment and aircraft movements

Stage III – Tug-to-Ship Deployment

- Non-crew members will receive an onboard safety briefing covering emergency life saving equipment and where to go in the event of a shipboard emergency.
- Anyone on deck must wear PPE including: PFD, hard hat, and eye protection.
- There will be an Alaska Marine Pilot stationed on the bridge of the ship to serve as a safety observer for any VIPs. All visitors to remain on the bridge unless otherwise advised.
- During transit and all other times be respectful of bridge personnel.
- Camera crew will be only ones allowed to roam freely. Camera person shall have designated safety person assigned by pilot at all times.
- Safety officer shall be pilot or other person assigned by pilot.
- There will be a minimum number of persons located on the bow of the ship during line hook-up operations
    - Alaska Marine Pilot
    - One camera operator and safety observer
    - Vessel crew needed for line retrieval operations
- There will be a minimum number of persons located on aft deck of the tug during line hook-up operations
    - One camera operator and safety observer
    - Vessel crew needed for line deployment operations
- No one is allowed on the bow of the ship or on the aft deck of the tug during towing.

Stage IV –Ship-to-Tug Deployment

- Non-crew members will receive an onboard safety briefing covering emergency life saving equipment and where to go in the event of a shipboard emergency.
- Anyone on deck must wear PPE including: PFD, hard hat, and eye protection.
- There will be an Alaska Marine Pilot stationed on the bridge of the ship to serve as a safety observer for any VIPs. All visitors to remain on the bridge unless otherwise advised.
- During transit and all other times be respectful of bridge personnel.
- Camera crew will be only ones allowed to roam freely. Camera person shall have designated safety person assigned by pilot at all times.
- Safety officer shall be pilot or other person assigned by pilot.
- Do not make-fast the messenger line or tow line until instructed to do so by the Stage Coordinator
- There will be a minimum number of persons located on the bow of the ship
    - Alaska Marine Pilot
    - One camera operator and safety observer
    - Vessel crew needed for line deployment operations
- There will be a minimum number of persons located on aft deck of the tug
    - One camera operator and safety observer
    - Vessel crew needed for line retrieval operations
- No one is allowed on the bow of the ship or on the aft deck of the tug during towing.

Stage V – Notification, Activation, Command & Control

- Everyone should be alert for slips, trips, and fall hazards.

A-5) Film Crew Safety

- All camera operators must have a safety observer during filming operations
- Camera operators must adhere to all vessel safety protocol and be present for safety briefing
- Filming must be considered secondary to safety
- At no time should a camera operator interfere with vessel operations or communications
- The vessel captain has absolute authority on board

A-6) Observer/Safety Boat Safety

- Non-crew members will receive an onboard safety briefing covering emergency life saving equipment and where to go in the event of a shipboard emergency.
- Anyone on deck must wear a PFD.
- Observer/Safety boat captains shall communicate with Captain Steve Moreno, AMPA prior to leaving the dock to determine your station during the exercise.
- Observer/Safety boat captains shall announce their presence and intentions on Channel 22a when entering the 1,000 yard safety-zone around the tramper.
- Observer boat captains shall stay at least 500' away from the tug and ship during towing operations.

- ANNEX B -
COMMUNICATION PLAN

1. Incident Name ETS Deployment Exercise	2. Operational Period (Date/Time) **From: 10/03/12 0800** **To: 10/03/12 1300**	**INCIDENT RADIO COMMUNICATIONS PLAN** ICS 205-OS

3. BASIC RADIO CHANNEL UTILIZATION

SYSTEM/CACHE	CHANNEL	FUNCTION	ASSIGNMENT	REMARKS
Marine VHF	**22a**	**Primary Communications**	**All exercise participants**	**General Exercise Communications**
Marine VHF	**16**	**Emergency Communications**	**All exercise participants**	
Marine VHF	**81**	**Secondary Communications.**	**All exercise participants**	**Logistics and Support**
Marine VHF	**66a**			
Motorola Handhelds	**1**	**Film Crew**	**All film/camera personnel**	**Camera to Camera, KUCB - Film Crew**
Cell Phone	**359-2077**	**Exercise Director**	**Shirley Marquart**	**Exercise Director**
Cell Phone	**508-524-8015**	**Nuka Research**	**Mike Popovich**	**Exercise Coordinator**
Cell Phone	**359-7988**	**Nuka Research**	**Amy Gilson**	**Exercise Administration**
Satellite Phone	**011 8816 2146 7357**	**M/V SUAH; Ship Ops**	**David Arzt**	**Alaska Marine Pilots**
Cell Phone	**359-1240**	**M/V SUAH; Ship Ops**	**David Arzt**	**Alaska Marine Pilots**
Cell Phone	**359-7800**	**M/V GYRFALCON**	**Captain Chris Iszler**	**Captain-GYRFALCON**
Cell Phone	**359-2744**	**M/V JAMES DUNLAP**	**Captain Rob Campbell**	**Captain-JAMES DUNLAP**
Cell Phone	**359-4497**	**Film Crew**	**Lauren Rosenthall**	**KUCB**
Cell Phone		**USCG**	**LT James Fothergill**	**MSD Unalaska**
Cell Phone	**359-5251**	**Port Ops**	**Peggy MacLaughlin**	**Port Director**
Cell Phone	**907-748-1639**	**ADEC**	**John Brown**	**PERP**

INCIDENT RADIO COMMUNICATIONS PLAN **ICS 205-OS**

- ANNEX C -

STAGE SPECIFICS

Stage	Time Date Location	Stage Coordinator	Objectives
Stage I. Ops Briefing	0800 hrs 03 OCT City Council Chambers	Mike Popovich, Nuka Research; John Brown, ADEC	• Overview of ETS use, components, and nomenclature • Review of ETS modifications (equipment and procedures) • Review Exercise Plan, schedule and assignments
Stage II. Harbor operations (mobilization/loading of ETS)	1700 hrs 03 OCT Port Dock facility	John Brown, ADEC; John Days, Harbormaster	• Walk through mobilization of the ETS from its storage location to the harbor dock for vessel mobilization • Discuss safety issues associated with harbor operations • Break-out and inspect the Unalaska ETS if necessary • Re-pack the ETS for mobilization if necessary • Capture stills and video for training and procedures manual
Stage III. Tug-to-Ship deployment	1000 hrs (approx.) 03 OCT Unalaska Bay	Captain Chris Iszler, Tug GYRFALCON Captain David Arzt, AMPA	• Discuss safety issues associated with Tug-to-Ship deployment • Establish procedures for Tug-to-Ship deployment • Deploy ETS from tug to ship • Establish a short tow • Release ETS to ship • Capture stills and video for training and procedures

Stage	Time Date Location	Stage Coordinator	Objectives
			manual
Stage IV. Ship-to-Tug deployment	TBD 03 OCT Unalaska Bay	Captain David Arzt, AMPA ; Captain Clayton Christy Captain Chris Iszler, Tug GYRFALCON	• Discuss safety issues associated with ship to tug deployment • Establish procedures for Ship-to-Tug deployment • Deploy ETS from Ship-to-Tug • Establish a short tow • Release ETS to tug (tug to recover ETS and ready for storage) • Capture stills and video for training and procedures manual
Stage V. Notification, activation, command and control	Time permitting 03 OCT or conduct as stand-alone Tabletop Exercise in the event of ETS exercise cancellation due to inclement weather	City Council Chambers	• Overview of Activation, Call-Out Procedures in ETS manual (pg 13-16) • Establish each agency/organization role, authorities and responsibilities • Walk through notification and activation process • Walk through the command and control process, both overall and at the scene • Establish procedures for notification and activation • Establish procedures for command and control • Discuss safety issues • Review system modifications including lashing pennant/strap and chafing guards • Discussion/Review of SeaArrestor (sea anchor) System

Stage	Time Date Location	Stage Coordinator	Objectives
			developed by Miko Marine (as discussed during AIRA Contractor meeting on 19SEP) • Capture stills and video for training and procedures manual

- ANNEX D -

LOGISTICS

Participant Information

Agency	Title	First	Last	Assigned Location	Ground Transport	Role
AMP	Marine Pilot	David	Arzt	M/V SUAH - Bridge	AMP vehicle	Stage IV Coordinator
AMP	Marine Pilot	Clayton		M/V SUAH	AMP Vehicle	
Harley Marine	General Manager	Jim	Weimer	GYRFALCON	GYRFALCON vehicle	Observer
Harley Marine	Captain	Chris	Iszler	GYRFALCON	GYRFALCON vehicle	Captain; Stage III Coordinator
Dunlap Towing	Captain	Rob	Campbell	JAMES DUNLAP	Dunlap Towing vehicle	Captain
KUCB	Camera Op	Lauren	Rosenthal	GYRFALCON	KUCB vehicle	KUCB POC; Camera Operator
Nuka	General Manager	Tim	Robertson		City	
	Project Manager	Mike	Popovich	JAMES DUNLOP	City	Exercise Coordinator
Nuka	Research Associate	Amy	Gilson		City	Exercise Logistics and Admin.
City	Mayor	Shirley	Marquardt		City	Director of Exercise
Port	Harbor Master	John	Days		Port	
Port	Port Director	Peggy	McLaughlin	Port	Port	
ADEC		John	Brown	JAMES DUNLOP	ADEC Rental	
USCG, MSD	LT	James	Fothergill	GYRFALCON	USCG Vehicle	Safety Officer

Vessel Information

Vessel	Organization	Designation	Participant Capacity*	Contact	Boarding Location
M/V SUAH	Alaska Vessel Agents	Distressed Vessel	2		TBD
GYRFALCON	Harley Marine	Rescue Tug	3	Chris Iszler	TBD
JAMES DUNLAP	Dunlap Towing	Observer	6-8	Rob Campbell	Coastal Dock
GREY MIST	Port of DH	Observer	6	John Fulton	Carly Moses
TIDEBREAKER	Port of DH	Safety	0	Randy White	Coastal Dock
SARATOGA	Dunlap Towing	Pilot/CG transport to M/V SUAH	3	TBD	TBD

Notes: *Participant capacity is in additional to crew.

- ANNEX E -

CRITIQUE FORM

Aleutian Islands Emergency Towing System

DEPLOYMENT EXERCISE CRITIQUE SHEET

Stage II – Harbor Operations (MOB/LOAD ETS)
1. Where Stage II objectives met as outlined in the exercise plan? ❒ YES ❒ NO
2. Did the Stage II Coordinator walk through the ETS mobilization procedures for rescue vessel transport to harbor dock? For helicopter transport to specified airport location? ❒ YES ❒ NO
3. Did the Stage Coordinator establish specific procedures for ETS storage and security? ❒ YES ❒ NO
4. Did the Stage Coordinator establish specific mobilization procedures for ETS transport to the harbor dock for rescue vessel deployment? ❒ YES ❒ NO
5. Where safety considerations discussed prior to any Stage II activities? ❒ YES ❒ NO
6. Were ETS training guidelines established for Port personnel? ❒ YES ❒ NO
7. What do you see as the most important Stage II procedures? Where these procedures covered during the deployment exercise? ❒ YES ❒ NO

Stage III – Tug-to-Ship Deployment

8. **Did the Stage III Coordinator discuss safety issues associated with Tug-to-Ship deployment?**
❒ YES ❒ NO

9. **Did the Stage Coordinator establish procedures for Tug-to-Ship deployment?**
❒ YES ❒ NO

10. **Where new/modified procedures or equipment used for Tug-to-Ship deployment?**
❒ YES ❒ NO

11. **Were Stage III objectives captured on film and with still photography?**
❒ YES ❒ NO

12. **What do you see as the most important Stage III procedures? Where these procedures covered during the deployment exercise?**
❒ YES ❒ NO

Stage IV – Tug-to-Ship Deployment

2. **Did the Stage IV Coordinator discuss safety issues associated with Ship-to-Tug deployment?**
❒ YES ❒ NO

3. **Did the Stage Coordinator establish procedures for Ship-to-Tug deployment?**
❒ YES ❒ NO

4. **Where new/modified procedures or equipment used for Ship-to-Tug deployment?**
❒ YES ❒ NO

5. Were Stage IV objectives captured on film and with still photography? ❒ YES ❒ NO
6. What do you see as the most important Stage IV procedures? Where these procedures covered during the deployment exercise? ❒ YES ❒ NO

Aleutian Islands Emergency Towing System

DEPLOYMENT EXERCISE CRITQUE SHEET

OBSERVATIONS AND RECOMMENDATIONS

FURTHER RECOMMENDATIONS / SUGGESTIONS

VERIFICATION

Signature _____ Title _____ Date _____

PLEASE RETURN TO* MIKE POPOVICH *PRIOR TO CHECKING OUT FROM DEPLOYMENT EXERCISE

- ANNEX E -

SCRIPT FOR DEPLOYMENT
FROM RESCUE VESSEL TO THE DISTRESSED VESSEL
AND DISTRESSED VESSEL TO RESCUE VESSEL

DEPLOYMENT FROM THE RESCUE VESSEL TO THE DISTRESSED VESSEL

Note: The following details are intended to outline essential parts of the exercise after the ETS has been placed on the tug.

Note: Throughout out the deployment never tie off any messenger line at any time. Due sea and swell if it is tied off it may not be able to be slacked in time to avoid breaking.

On the tug

Film crew should be able to position on the top deck of the tug, just aft of the house and film and take pictures of the whole process. Tug crew should be ready to stop at certain points to get pictures. Filming/pictures as noted.

Step 1. Rigging of the ETS for deployment.

This should be done before the tug departs the harbor if time allows. The ETS will always be packed so that it is ready for deployment from the tug.

1. Upon opening of the ETS container the towing thimble will be on top of the package and is of sufficient length to be led out to the stern of the tug into the pins and hooked to the main tow wire. *Note: there will be two buoys on top (one for the end of the 7/8" messenger and one for the thimble. Both should be set aside as they are not necessary for this type of deployment but are essential to a realistic look when the package is delivered.* Picture of ETS with lid off before leading out the lines, the buoys being removed, removal of the lashing pennant for the towing thimble (not necessary for this evolution) and picture of the thimble run through the pins and connected to the tow wire. Filming of all.

2. Lead out sufficient length of the 7/8" messenger to the top deck of the tug or close to where the line gun will be fired and secure. This end will be secured to the initial messenger sent by line throwing gun. *Note: the 7/8" messenger will already be attached to the soft eye that leads to the ship.* Picture of this step. Film all

3. Depart harbor for distressed vessel.

Step 2. Deployment of the ETS to the ship

1. The tug operator should maneuver the tug into a position relative to the distressed vessel that will allow time for adequate station keeping to pass the messenger and tow line.

2. When in position the tug should communicate with vessel and confirm they are ready for the first messenger. The projectile should be fired so the projectile will land across the forward most hatch on the ship. Do not attempt to fire messenger forward of this point. *Note: Accuracy is not as essential as getting the line across. The ship crew can retrieve from this position until the 7/8" messenger is aboard.* Picture of man in position to fire line throwing gun. Filming of line gun being fired to ship.
3. After the messenger from the line throwing gun is aboard the ship, the end of the line throwing messenger should be clipped or tied into the 7/8" messenger. Upon confirmation that the ship is ready the messenger should be led out directly from the box. *Note: Tug should ensure it remains in a position so messengers are not brought up taught.* The messenger should lead out on its own without need for attendance. Picture: Clipping of line throwing messenger to 7/8" messenger. Filming of line being led out to ship. Should be able to film just the beginning and end of this process. Not the whole 600 feet.

4. After the 7/8" messenger is led out the main towline will be retrieved by the ship. The towline should pay out (without manual assistance) directly from the box. Tug should remain in a position so messenger and towline are not brought up taught. Picture of towing eye (gray) as it leaves the box and also as it goes over the bulwarks of the tug. May have to be quick to get this as it will not be able to stop. Filming of the towing eye leaving the box, as it goes over the bulwarks of the tug and as the eye of the towline is going aboard the ship. Do not have to film all 600 feet of towline being led out.

5. After the signal is given by the ship that the tow line is secure enough wire should be led out at discretion of tug master to take vessel under tow. For the purposes of the exercise a short tow is sufficient. Footage of vessel being towed: Film crew to use its own discretion on how much they want to film of this and how many pictures they want to take

On the ship

On the ship the camera person will likely have to move around to get the best angles as well as to be in a safe position.

1. All personnel should prepare for the projectile messenger line delivered via a line-throwing gun by being behind a fixed object in the bow area. When ready the ship and tug will communicate their readiness and the line throwing gun and projectile messenger will be fired. Filming of messenger fired would be nice but there is a safety issue here. If

it can be filmed safely then we will do it. Position would be either aft or forward of hatch one

2. After the projectile messenger is received via the projectile the ship personnel should retrieve the messenger by hand upon a confirmation by the tug that it is ready to lead out the 7/8" messenger. It is not necessary to bring the line forward until the 7/8" messenger is aboard. *Note: try to save projectile and small projectile messenger.* Pictures of ship personnel retrieving the projectile messenger and picture of the transition from projectile messenger and 7/8" messenger when it gets to the ship. Filming of ship personnel retrieving the messengers. Not necessary to film all 1000' of messengers being retrieved. Start, middle, and finish should be good.

3. After the ship end of the 7/8"messenger is aboard it should unclipped or untied form the projectile messenger and be walked forward and led through the bull nose of the ship and brought to a capstan. Pictures of projectile and 7/8"essenger being unclipped or untied and the crew walking the line forward. Most important picture is of the 7/8" being led through the bull nose of the ship. Filming of the line being walked forward. Can be edited down to 10 to 20 seconds at most. Again important to see the line being led through the bull nose and brought to the capstan.

4. Once to the capstan the rest of the 7/8" messenger and towline should be retrieved until the ship end of the towline (gray) is aboard. In light sea conditions this may be done by hand but the towline is very heavy and at the minimum if power is available the towline eye should be brought out of the water and aboard by capstan. Pictures of 7/8" messenger on the capstan, and ship end of the tow line being brought through the bull nose. Essential filming 7/8" messenger on the capstan and the tow line coming through the bull nose.

5. Enough of the towline should be brought aboard so it can be stopped off and placed on the bitts for towing. After it is stopped off the eye will be placed on the tow bitts. Picture of towline being stopped off and being placed on the bitts. Filming of the towline being stopped off and the tow line being placed on the bitts.

6. The vessel is now ready to be towed. For safety reasons the actual towing should be filmed form the bridge or other safe location.

7. *Note: For the purpose of the exercise a wire pendant or spectra pendant will be substituted to pass through the bull nose and shackled to the towline to avoid damage to the system.* No pictures or filming of this process will be necessary.

8. After the short tow the system should be retrieved to a point where the tow line can be disconnected from the tow wire and released. **Make sure to clip on the thimble buoy before letting go of the tow line. No filming necessary Relax for a bit.**

Intermediate step in preparation for deployment
from distressed vessel to rescue vessel

Once the Tow line is released from the tug and the thimble buoyed off the ship should retrieve the tow line and fake it down thwart ships on deck so the thimble is faked down on the forward end and the ship end of the towing line is aft and placed on the bitts.

DEPLOYMENT FROM THE DISTRESSED VESSEL TO THE RESCUE VESSEL

Note: since the package will not be delivered by helicopter I suggest that we film the package being prepared for deployment at a later time. The ETS can be slung aboard the ship at the dock, placed on the forward most hatch and prepared for deployment as a separate exercise.

On the ship the camera person will likely have to move around to get the best angles as well as to be in a safe position.

On the ship

The following details are intended to outline essential parts of the deployment after the ETS has been delivered to the ship via helicopter and is prepared for deployment.

1. The ETS should be faked down on the fore deck in the following manner from forward moving aft.

- One end of the 7/8" messenger should be led through the led out through the bull nose and led back over the rail with the lighted trailer buoy attached. *Note: a substitute buoy will be used for actual deployment since the actual buoy is water activated and very expensive. For picture purposes we will have the real one aboard but for the exercise we will use a dummy.* Picture of this. Film this

- The other end of the 7/8" messenger should be clipped or tied to the towline thimble. Picture of this. Film this

- The torpedo buoy should be clipped or tied into the thimble. Picture of this. Film this

- The line should be faked down on the fore deck thwart ships with the thimble end forward and the ship end of the tow line aft and placed on the bitts. Picture of this. Film this.

If possible take an overall picture of the whole system rigged and ready to go. Picture from the foremast may be possible.

2. Enough line should be brought though the bull nose so that the buoy when tossed over the side will reach the water with plenty of slack. Picture of this and film this.

3. With one person tending the line and another with the buoy, the buoy should be tossed well away from the vessel. As the buoy drifts all the line, including the towline, should be led out. *Note: if the ship still has propulsion it should be used to back away from the buoy.* Picture of buoy being tossed and intermediate picture of line being led out. Make sure to show a man tending the line, to show the thimble going through the bull nose with the buoy attached, and final picture of all the line led out. Filming should include bits and pieces of all the critical steps in this process

4. At this point the rest is up to the tug. The vessel will be taken in tow. The pictures and filming of retrieval of the system by the tug can be done from the bow of the ship and once the ETS is hooked up to the tug the vessel taken under tow should be filmed or picture taken from a safe location.

On the tug

Film crew should be able to position itself in the same areas as in the first deployment.

1. The tow wire should be prepared for shackling into the thimble of the ETS towline. Picture of the tow wire in ready position. Filming of preparation

2. The lighted messenger buoy should be retrieved by a grapple and the line brought in by either capstan or by hand until the thimble is on deck of the tug. Pictures of retrieval and picture of thimble being brought over the rail of the tug. Filming of the same critical steps.

3. Remove the thimble buoy and shackle the ETS towline to the tugs tow wire. Remove the lashing pennant from the throat of the thimble eye and run to a nearby bit to help control any surge while connecting the towline thimble to the tow wire. Picture and film the connecting of the tow wire and ETS tow line and reconfiguration of the lashing pennant.

4. The tug is now ready to lead out tow wire at the master discretion and commence a short tow. Filming of the wire being led out and vessel being taken in tow. Pictures as appropriate from a safe position.

Final step

Once the final tow is complete, the ship will take the ETS package back to shore, thus the tug will release the ETS tow line thimble with thimble buoy attached and the ETS will be retrieved to the ship, placed in a cargo net, and slung ashore or to a tug for decontamination and storage. No filming/ pics necessary

- ANNEX G -

LOCATION MAP

Appendix B: 2012 ETS Pre-Exercise Meeting Minutes

2012 Emergency Towing System Exercise – Unalaska AK
Initial Planning Teleconference
September 4, 2012
11:00 a.m. to 12:00 p.m.

Purpose: The purpose of the teleconference will be to discuss, develop, and review the exercise plan for the October 2012 deployment of the ETS in Unalaska.

Attendees:
Tim Robertson – Nuka Research
Leslie Pearson – Pearson Consulting
Mike Popovich – Nuka Research
Shirley Marquardt – Mayor, Unalaska, AK
Peggy McLaughlin – Port Director, City of Unalaska
John Brown – ADEC
LT Doug Watson - ETS Exercise POC, USCG D17
CDR Jason Brennell, USCG D17
LT James Fothergill – USCG MSD Unalaska
Rick Entemann – Alaska Marine Pilots
Mike O'Hare – AK Division of Homeland Security and Emergency Management
COL Mike Thompson – AK Army National Guard

Background:
The City of Unalaska and Alaska Department of Environmental Conservation has stationed Emergency Towing Systems (ETS) in Unalaska. These systems are deployed to a disabled ship from the stern of a tugboat or airdropped to the ship's deck via helicopter.

Introductions and Opening Remarks:

Tim Robertson: Briefed on larger AIRA Phase B Project. Intent of exercise to provide training, update manual and training DVD.

Mayor Shirley Marquardt:
Thanked Nuka, ADEC, Leslie Pearson, all for participating in telco.
6th annual ETS EX.
Important to have disciplined approach.
Small group to begin planning then broaden once major exercise parameters are established and planning process begins.

Tim Robertson:
Thanked Shirley for her
efforts thus far in preparing for this years exercise.
Introduced John Brown for opening comments and state-wide ETS update

John Brown:
Rcvd new system to be delivered to Cold Bay. Preparing system for delivery to Cold Bay via AIRSTA Kodiak.
Key objectives for October exercise:

- Test new 7/8" lashing strap
- Practice with additional new straps and chafing guards

Intend to shoot new video during exercise to update training DVD

RFP for two new systems

- Anchorage (7' system)
- Ketchikan (10" system)

Tim – Mentions DEC web page where additional information can be obtained regarding ETS as well as past exercises.

John B – Offers to send training DVD to anyone interested

Group Discussion – Schedule, Participation, Resources, Objectives

Mayor Marquardt – Asks participants as to who can be available and all participants indicate availability with some restrictions.

Provided general overview of exercise and current status

- A platform to act as distressed vessel has yet to be identified
- Typically set aside 3 days for exercise
- Will always conduct ship-to-ship drills
- CG helo availability questionable at this time

Tim Robertson – Provides brief overview of larger Aleutian Islands Risk Assessment (AIRA) Project (Phase B) of which this years ETS exercise is a part of. AIRA Phase B kick-off meeting slated for October 2nd in Unalaska with October 3rd set aside for ETS exercise. Asks participants if October 3rd is feasible.

- LT James Fothergill/USCG MSD Unalaska: 03OCT will work
- LT Doug Watson/USCG D17: No cutter available on those dates in October. Cutter available week of 10-18 SEP. No Helo available until after 15OCT. Adds that HH-65 can't hoist ETS.
    - John Brown indicates that HH-65 has been used in previous exercises. LT Watson indicates that HH-65 must debark air crew and reduce fuel load in order to hoist ETS.
- John Brown – Concerns regarding deteriorating weather if we wait until later in October. Indicates if helo can't be available in early October, plans can be made to shoot ETS hoist vides at AIRSTA Kodiak.
- LT Watson – Indicates CGC ALEX HALEY available week of 10-18 SEP – eliminate helo involvement in this years exercise.
- Mike O-Hare/COL Mike Thompson – Have reviewed ETS Manual. Army National Guard familiar with sling loading with some personnel having shipboard hoisting experience. Timing not good for early October as it is beginning of fiscal year and funding may not be available. Asks if ETS equipment is government owned property. Yes – ETS systems are owned by both the state and certain AK towns (like Unalaska).
- Peggy McGlaughlin – Mid-late October weather a concern as well.
- Mayor Marquardt - Mid-late October weather a concern. If helo unavailable, would like to use CGC ALEX HALEY.
- Rick Essermann - Mid-late October weather a concern.

Tim Robertson – Based on feedback, reviews two potential way forward

- Conduct ETS exercise next week with CGC ALEX HALEY as rescue vessel
- Conduct ETS exercise in October without USCG helo, potential use of Army National Guard helo; utilize commercial rescue tug asset.

LT Watson – Preference would be to utilize CGC ALEX HALEY. CGC ALEX HALEY can load ETS and act as rescue or distressed vessel. USCG still has limited asset availability in October.

John Brown – Agrees with plan

Tim Robertson – Indicates need for planning session prior to exercise (both or only October?) to determine training video content.

Mayor Marquardt – Agrees with Tim and John Brown regarding plan. Important to test system and provide training opportunities.

- Better to conduct earlier to take advantage of weather window
- Grand Aleutian Hotel booked week of September 10th. Lodging will be an issue.
- Recommneds that CGC ALEX HALEY act as rescue vessel vice distressed vessel
- Will struggle with this one (Sep exercise) due to short time frame and availability of lodging, vessels.

Tim Robertson – Nuka has issues with personnel availability for week of September 10th.

Mayor Marquardt - Question to group to verify options being discussed: CGC ALEX HALEY sometime between September 10-18 and Tug-to-Ship on October 3rd?

CDR Brennell – For group awareness: CG does not have robust towing capability. Gave example of 378 foot High Endurance Cutter has a 2,000 long tom capability, which equates to a vessel approximately 200 ft. long.

Mayor Marquardt – CG towing capability understood. Have used small crabbers as distressed vessel in the past. Must use vessels of opportunity. Actually towing vessel not mandatory. ETS exercise will serve to provide training and familiarity with ETS to CGC ALEX HALEY. Maybe only conduct Ship-to-Ship ETS exercise this year.

Peggy McLaughlin – Conducting an exercise in September will be better.

Tim Robertson – Lays out options for group decision

- Conduct ETS exercise during week of September 10-18 with CGC ALEX HALEY as rescue vessel
- Conduct another ETS exercise on original scheduled date (October 3rd) with commercial tug as rescue vessel and another commercial vessel as distressed vessel
- Request to CDR Brennell: communicate with CGC ALEX HALEY to coordinate participation.

CDR Brennell – CGC ALEX HALEY in port September 9-10 only; getting underway on September 11th. Recommends conducting exercise late on September 10th or on September 11th.

Tim Robertson – Reviews To-Do's prior to September 10/11 exercise

- Mayor Marquardt and Peggy McLaughlin to find a vessel of opportunity who can act as distressed vessel and will determine availability of accommodations

- Will develop Exercise Plan
- Plan for reduced participation if unable to arrange for travel and with limited lodging
- Need to meet again? Should at least conduct Ops Brief

Rich Essermann – Pilots Station has one bunk available for anyone needing lodging.

John Brown – Will attend ETS exercise next week and will utilize Pilot Station bunk.

Tim Robertson – Requests name of CGC ALEX HALEY Commanding Officer CO); CDR Kevin Riddle – CO; LCDR Pat Barelli, Executive Officer

Mayor Marquardt – For October 3rd ETS exercise, Dunlap Towing (Tug JAMES DUNLAP) will participate.

Tim Robertson – Nuka will develop Exercise Plan for both evolutions. Question to Mike O'Hare and Mike Thompson: Will Army NG attend on October 3rd?

Mike O'Hare/Mike Thompson - Yes, Army NG will make plans to attend on October 3rd and will also arrange to visit ETS storage site at Navy SUPSALV, conduct gear familiarization, sling load procedure and arrange for potential weekend training mission in future.

Tim Robertson – Solicits final comments/questions form the group. None heard. Nuka will develop Exercise Plan by Friday, September 7th.

Mayor Marquardt thanked everyone for participating in the teleconference and for their upcoming assistance and participation in each ETS exercise.

Tim Robertson thanked everyone as well and closed the teleconference at approximately 12:05 p.m.

Action Items (for September 10/11 exercise):

1. Draft Exercise Plan
2. Identify vessel of opportunity who can act as distressed vessel
3. Determine availability of lodging for participants
4. Determine availability of air transportation to Unalaska

2012 Emergency Towing System Exercise – Unalaska AK
Mid-Planning Teleconference
September 14, 2012
11:00 a.m. to 12:00 p.m.

Purpose: The purpose of the teleconference will be to further discuss, develop, and review the exercise plan for the October 2012 deployment of the ETS in Unalaska.

Attendees:
Tim Robertson – Nuka Research
Mike Popovich – Nuka Research
Mark Janes – Nuka Research
Peggy McLaughlin – Port Director, City of Unalaska
John Brown – ADEC
CDR Jason Brennell, USCG D17
LT James Fothergill – USCG MSD Unalaska
Joanne Villamor – Alaska Maritime Agencies

Background:
The City of Unalaska and Alaska Department of Environmental Conservation has stationed Emergency Towing Systems (ETS) in Unalaska. These systems are deployed to a disabled ship from the stern of a tugboat or airdropped to the ship's deck via helicopter.

Introductions and Opening Remarks:

Tim Robertson: Conducted roll-call and provided brief introduction

Mike Popovich: Reviewed major discussion points from 04SEP teleconference and provide current status of planning efforts:

- USCG unable to provide cutter or aircraft for 03OCT exercise due to operational commitments
- Army National Guard (ANG) likely not able to provide aircraft for 03OCT exercise due to funding issues related to new Fiscal Year.
- Discussed bringing USCG and ANG aircraft together at later date for ETS familiarization and hoist training at USCG Air Station Kodiak
- Tug GRYFALCON committed to 03OCT exercise participation
- Dunlap Towing (Tug JAMES DUNLAP) may be able to participate
- Will conduct Tug-to-Ship and Ship-to-Tug deployments on 03OCT
- Unable to conduct ETS exercise on September 11th due to unavailability of commercial vessel-of-opportunity to act as distressed vessel

Group Discussion – Schedule, Participation, Resources, Objectives

John Brown: Continue moving forward with plans to conduct ETS familiarization and hoist training at USCG Air Station Kodiak with USCG and ANG. Possibly include USCG Buoy Tender to act as platform to deliver ETS to during training. Capture video for inclusion in updated training DVD.

CDR Jason Brennell: USCG can provide aircraft after 15OCT and can likely provide USCG Buoy Tender to support as well.

Tim Robertson: Mentions Aleutian Islands Risk Assessment Contractors meeting scheduled for 20SEP. Can further discuss update to ETS training DVD and determine necessary updates. Nuka will continue to foster comms between ADEC, USCG, and ANG.

Mike Popovich: Will we be utilizing professional video production servise for 03OCT Exercise? UTC provided this in past exercises. Who are they?

Peggy McLaughlin: UTC is local public TV station. Lauren Adams is POC; was involved in past exercises. Will contact and determine their ability to support exercise.

John Brown: ADEC has hi-def video camera and can/will utilize for video capture. USCG Public Affairs at Air Station Kodiak may be able to support future helo training.

Peggy McLaughlin: Tug GRYFALCON available and will support exercise. Will determine if Dunlap towing can support. Still need to identify commercial vessel to act as distressed vessel.

- Question: Will we utilize both 7" and 10" systems? Concerned if both systems unavailable during exercise and if both systems stowed wet in the event there is a need in case of actual emergency.

- Tim Robertson: If both systems used for exercise, re-pack one system immediately after use to ensure it's in ready status.

- John Brown: Can deploy 10" ETS from Ship-to-Tug and 7" ETS from Tug-to-Ship. Important to focus on utilization/deployment of new lashing line and thimble.

Joanne Villamor: Aware of need for commercial vessel. Nothing currently scheduled for week of 01OCT but will monitor and notify if/when vessel becomes available.

Tim Robertson: Need to identify additional POCs not already engaged.

- Peggy McLaughlin: Alaska Vessel Agents notified but not on this call.
  - Chris Izler is POC for Tug GYRFALCON
  - Need to ID POC for Dunlap Towing
- Tim Robertson: FYI to group: Mr. Garth Wilcox (The Glosten Associates) will be at AIRA Phase B meeting on 02OCT and will be attending ETS exercise. He designed the Tug GYRFALCON.

Tim Robertson: Review of plan for exercise: Conduct Tug-to-Ship first then Ship-to-Tug. Possibly use both systems. Pre-rig ETS on tug, rig for tow, then distressed vessel will retrieve ETS and rig for Ship-to-Tug. Demonstrate new technique as indicated by John Brown. IF time permits, conduct Stage IV (notification/activation procedures).

- Mike Popovich: Reviewed six ETS stages that have been exercised in past:
  - Stage I: System Components and Packing
  - Stage II: City of Unalaska harbor/airport operations
  - Stage III: Line-gun operations
  - Stage IV: Notification, activation, command and control
  - Stage V: Tug-to-Ship deployment
  - Stage VI: Ship-to-Tug deployment

Tim Robertson: Line gun operation (with ETS line gun) now ship-specific training. Expectation now for each participating vessel to use their own line-gun equipment during exercises. Look at conducting Stage I and possibly Stage IV on evening of 02OCT.
Mike Popovich: Will we assign Stage Coordinators as has been done in past exercises?
Tim Robertson: Yes

Tim Robertson: Need to develop exercise schedule for 02-03 OCT and need to identify a vessel of opportunity.

- Mike Popovich: If commercial vessel unavailable, should we consider using another tug (Dunlap?) as distressed vessel?
- Group: Yes but only as last resort. Should continue to work on identifying a larger commercial vessel.

Tim Robertson: Nuka will continue to develop Exercise Plan, working with individual work group members to fill-in details. Will coordinate future helo training as previously discussed. Peggy will contact local public TV to determine ability to participate in exercise.

Mark Janes: Provided brief on attempted ETS exercise on 11SEP with CGC ALEX HALEY:

- CGC ALEX HALEY provided with ETS Manual and DVD upon arrival in Unalaska on 09SEP by Mayor Marquardt.
- Conducted ETS familiarization with crew on 10SEP. Did not unpack system. Commanding Officer (CDR Kevin Riddle) and crew enthusiastic and eager to conduct exercise.
- Unable to conduct exercise due to unavailability of commercial vessel on 11SEP.

CDR Jason Brennell: Did receive positive feedback from CDR Riddle following their stop in Unalaska.

- CGC ALEX HALEY only capable CG cutter in D17 (as towing platform) but stressed that generally, CG cutters not best source for towing platforms as capabilities limited to smaller vessels. Cited M/V MORNING CEDAR case as example.
- CG cutters have organic towing capability and likely to use CG towing equipment vice ETS.
- USCG may be able to provide cutter to act as distressed vessel for 03OCT exercise but will depend on cutter availability and operational tempo at time of exercise.
- Question: Plans to build tug for emergency towing and utilization of ETS as part of AIRA Phase B?
    - Tim Robertson: One AIRA Phase B task calls for determination of appropriate specifications for potential construction of dedicated towing vessel for Aleutian Islands.

Tim Robertson: Reviewed action items and adjourned teleconference at approximately 11:45 a.m.

Action Items (for October 3rd exercise):

1. Draft Exercise Plan

2. Identify vessel of opportunity who can act as distressed vessel
3. Determine if Dunlap Towing can/will participate
4. Contact Unalaska Public TV (UTC) to determine ability to support video production.
5. Conduct teleconference on-or-about 20SEP to review Exercise Plan.

2012 Emergency Towing System Exercise – Unalaska AK
Final Planning Teleconference
September 27, 2012
11:00 a.m. to 12:00 p.m.

Purpose: The purpose of the teleconference will be to further discuss, develop, and review the exercise plan for the October 2012 deployment of the ETS in Unalaska.

Attendees:
Mike Popovich – Nuka Research
Leslie Pearson – Nuka Research
Peggy McLaughlin – Port Director, City of Unalaska
John Brown – ADEC
LT James Fothergill – USCG MSD Unalaska
Clayton Christy – Alaska Marine Pilots
David Arzt – Alaska Marine Pilots

Background:
The City of Unalaska and Alaska Department of Environmental Conservation has stationed Emergency Towing Systems (ETS) in Unalaska. These systems are deployed to a disabled ship from the stern of a tugboat or airdropped to the ship's deck via helicopter.

Introductions and Opening Remarks:

Mike Popovich: Conducted roll-call and provided brief introduction. Reviewed major discussion points from 14SEP teleconference and provide current status of planning efforts:

- Alaska Vessel Agents has indicated that M/V POAH, SUAH, or BARON can be made available to act as distressed vessel. All three vessels currently at anchor in Dutch Harbor (Captains Bay).
- Tug GRYFALCON committed to 03OCT exercise participation
- Dunlap Towing (Tug JAMES DUNLAP) may be able to participate
- Will conduct Tug-to-Ship and Ship-to-Tug deployments on 03OCT

Group Discussion – Schedule, Participation, Resources, Objectives

Peggy McGlaughlin: M/V TIDEBREAKER (Harbormaster vessel) will participate and act as Safety Vessel

John Days: Using City's ETS? Yes.

Alaska Marine Pilots: Two Container Ships (MAERSK and APL) scheduled to arrive on 03 OCT. One in the morning and one in the afternoon. Pilots and tugs will need to be available for these arrivals but should be able to conduct exercise in between arrivals. Pilots tugs should be available by 0630 on 03OCT but must be released from exercise by 1430 for APL arrival. Pilots prefer M/V POAH or SUAH for exercise. AMP will ensure that ETS Manual and training DVD get delivered to appropriate vessel once identified.

John Days: Will utilize new line gun purchased by the City for the exercise.

LT Fothergill: Must determine weather parameters for exercise. Group agrees to use established severe weather guidelines to determine go-no-go. Current forecast calls for Southeast winds between 20-25 knots.

David Arzt: Sea State more critical than wind speed in determining go-no-go.

Peggy McGlaughlin: M/V TIDEBREAKER more restricted than larger vessels in terms of heavy weather capabilities.

Brief discussion regarding location/transport of observers. Concern expressed over potential transport/transfer of observers to distressed vessel at anchor. Will avoid putting observers on distressed vessel. Leslie Pearson will solicit interest from AIRA Phase B Advisory Panel members who may want to participate in the ETS exercise.

David Arzt: Flexibility exists in terms of where we hold the exercise. Will determine once vessel is identified and immediately prior to exercise.

Mike Popovich: Reviewed action items and adjourned teleconference at approximately 11:30 a.m.

Action Items (for October 3rd exercise):

1. Complete Exercise Plan
2. Identify vessel of opportunity who can act as distressed vessel
3. Determine if Dunlap Towing can/will participate
4. Contact Unalaska Public TV (UTC) to determine ability to support video production.
5. Popovich to visit key participants in Unalaska/Dutch Harbor on 02OCT to finalize details and review Exercise Plan.