

3rd DRAFT Exercise Plan
Aleutians Emergency Towing System
30, 31 July 2007
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 airport and dock for deployment by helicopter and tug
- Practice actual deployments
 - Helicopter - Ship - Tug
 - Tug - Ship
- 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 Tim Robertson, Nuka Research and the following team coordinators:

- Safety: LT. Ben Duarte, USCG MSD Unalaska
- Port Operations: Alvin Osterback, Port of Unalaska
- Aerial Operations: CDR Steven Pearson, USCG, Anchorage
- Tug Operations: Chris Starkenburg, Horizon Lines and Rob Campbell, Dunlap Towing
- Shipboard Operations: Steve Moreno, AMPA

- ETS Configuration/Packing, and Line Gun Operations: John Days, Harbor Master, Unalaska
- Communications: Vern Johnson, Alaska Maritime Agencies
- Video Production: Kelly O'Brien, UCB

5. Exercise Participants.

The following organizations will participate in the exercise:

- USCG - MSD Unalaska, Sector Anchorage, 7 participants
- Alaska Department of Environmental Conservation, 3 participants
- City of Unalaska, 3 participants
- Alaska Marine Pilots Association, 2 participants
- Horizon Lines, ? no. participants, 8 participants - Gyrfalcon
- Dunlap Towing
- Freight Logistics, ? no. participants
- Alaska Maritime Agencies, 1 participant
- Alaska Marine Exchange, 1 participant
- Nuka Research and Planning Group, 2 participants

In addition to participants, there will be a number of VIP observers during the deployment stages. The Exercise Director will coordinate observers during the exercise.

6. Scenario Overview.

The scenario is that a tramper vessel <50,000 DWT with a non-english speaking crew is disabled and in need of towing assistance. For the purpose of this exercise two deployment methods will be practiced: helio-ship-tug and tug-ship. 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. 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. Helicopter mobilization to ship and tug
- Stage VI. Ship to tug deployment
- Stage VII. Tug to ship deployment

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 1300 hr on July 30th and end at 0930 hr on August 1st.

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. Ben Duarte
- ADEC - John Brown
- City of Unalaska - Debra Mack
- Alaska Marine Pilots Association - Steve Moreno
- Horizon Lines - Peggy McLaughlin
- Dunlap Towing -
- UBC - Kelley O'Brian
- Alaska Maritime Agencies - Vern Johnson
- Nuka Research and Planning Group - Amy Gilson, amy@nukaresearch.com, 907.234.7821

12. Safety.

The Safety Officer for this exercise is LT Ben Duarte, USCG. 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 officer.

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
Monday July 30, 2007			
	Arrive Dutch Harbor and check-in with Amy Gilson	City Council Chambers	Amy Gilson, Nuka Research
0930 hr	Film crew briefing	UCB	Kelly O'Brien, UCB
1300 hr	Participant briefing	City Council Chambers	Tim Robertson, Nuka Research
1330 hr	Stage I: System components and packing	DOT Hanger	John Days, City of Unalaska
1500 hr	Stage II. City of Unalaska harbor/airports operations	DOT Hanger	Alvin Osterback, City of Unalaska
1600 hr	Stage III. Line-gun operations	Seaplane Ramp	John Days, City of Unalaska
1900 hr	Stage IV: Notification, activation, command and control	City Council Chambers	CDR Steve Pearson, USCG Sector Anchorage
Tuesday July 31, 2007			
0630 hr	Breakfast - hosted by City of Unalaska	Grand Aleutian	
0730 hr	Ops Briefing	Grand Aleutian	LT Ben Duarte, USCG MSD Unalaska
0800 hr	Stage V. Helicopter mobilization to ship - discussion	Grand Aleutian	CDR Steve Pearson, USCG Sector Anchorage
0900 hr	Transportation to vessels and exercise location	Participants to disperse to their assigned vessels and the vessels will move to their assigned locations	
1030 hr	Stage VI. Ship to tug deployment	Tbd Unalaska Bay	Captain Steve Moreno, AMPA
	Brown bag lunch - hosted by Horizon Lines	Aboard vessels, bag lunches to be picked-up at breakfast	
1400 hr	Stage VII. Tug to ship deployment	Tbd Unalaska Bay	Captain Chris Starkenburg - Gyrfalcon Captain Rob Campbell - James Dunlap
1930 hr	Participants Dinner - hosted by City of Unalaska	Grand Aleutian Hotel	

Time	Event	Location	Stage Coordinator
Wednesday August 1, 2007			
0900 hr	De-brief	City Council Chambers	Tim Robertson, Nuka Research
	Return critique, check-out of exercise, return to duty	City Council Chambers	Amy Gilson

16. 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 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-2) Exercise Safety –

Safety pre-briefs shall be conducted prior to each stage.

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.

Safety Officers from the Coast Guard will be on board each vessel platform and provide safety oversight for the exercise.

Airlift of ETS from Airport to disabled vessel has been approved for drop off of ETS only.

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.

A-3) Stage Safety –

Specific safety issues associated with each stage are provided in this section.

Stage I – System Components and Packing

- Avoid dragging the line over rough surfaces and watch out for snagging of the line on objects to minimize fraying of the line.
- Inspect and confirm the tamper proof storage band is intact with certified weight attached prior to any deployment operations
- Provide regular inspections and maintenance of all ETS components
- Inspect container van and locking mechanisms
- Provide Ports Office with a list of authorized personnel to access storage van keys and ETS (key: sign out-in list)

Stage II – City of Unalaska Harbor/Airports Operations

- *To Be Developed - AMP?*

Stage III – Line-gun Operations

- Ear and eye protection for the operator.
- Watch for personnel in the target area and deploy the line projectile beyond the target.
- Give adequate warning prior to firing the launcher.
- Treat the line launcher system with the same safety considerations as a firearm.
- Make sure there is an operator safety zone for the deployment of the launcher.

Stage IV – Notification, Activation, Command & Control
- *To Be Developed*

Stage V – Helicopter Mobilization to Ship/Tug

The transfer of the Emergency Towing System (ETS) by cargo sling will sometimes be more practical than transferring via surface craft. Considerations are:

- Disabled vessel stability
- Distance from Dutch Harbor to disabled vessel
- Availability of aircraft
- Mission urgency

The ETS can be delivered to either a commercial tug or a disabled commercial vessel. Prior to departing Dutch Harbor, AK a tentative delivery location shall be established. The Aircraft Commander has the final authority to change ETS delivery location based on on-scene conditions.

Emergency Towing System Equipment

CAUTION: The ETS shall be deemed certified as long as the tote remains banded and seals unbroken.

Emergency Towing System Components: The ETS is stored in a certified banded tote with the Harbor Master in Dutch Harbor, AK and consists of the following:

Cargo net
7/8" x 600' Spectra Messenger Line
7" x 500' Tow Line w/ 8" eye and a 3" thimble
50' of chafing gear on eye end
80"x40"x44" storage tote,
Tote to be lined with a cargo net for helicopter deployments
A pneumatic line-launcher.

Emergency Towing System certified weight: _____ lbs

ETS Load Preparation

The primary goal of load preparation is to provide a load that will ride safely in flight, and arrive at the destination undamaged. External loads are subject to extremely high winds during transportation, and shall be prepared accordingly.

Cargo Net Loading

- The provided cargo net will be utilized to transport the ETS. The load shall be prepared as follows:
 - Avoid lightweight (less than 100 lbs.) loads because of their instability during flight.
 - Do not load small items on the bottom of the net where they could be forced out of the openings in the net.
 - Cover or secure together lightweight or small items to keep them from blowing out of the net.
 - Once lightweight or small items are packed together, place them on top of the larger loads.
 - One method of safeguarding small items against loss in flight is to secure the corners of the net together by taking opposite corner rings and weaving them through at least two (2) web straps in the webbing below the opposite rings.

- Fasten the sling leg through all four (4) corner rings.
- When the helicopter lifts the net, the weight of the load will cinch the net tight, and prevent losing items through the net.
- Secure the net corner rings with a becket.
 - **WARNING** - Lightweight loads can be blown up into the bottom of the helicopter, or fly up into the rotor blades.
 - **CAUTION** - Never attach the safety hook to any point other than the designated attachment point. Never connect a load in any way other than directly to the safety hook. Kinking and chafing will damage the lifting equipment.

Attaching ETS to helicopter

- To Be Developed based off configuration of Stage I – System Components and Packing -

Delivery of ETS

Delivery of the ETS may be conducted with vessels provided a 15-foot obstruction clearance can be maintained at all times. These operations should not normally be conducted above Sea State 4. Before any ETS delivery operations, a thorough brief shall be conducted to include at a minimum the following items:

- Drop off area shall be suitable to both the disabled vessel's Captain and the Aircraft Commander.
- The disabled vessel shall conduct a Foreign Object Debris (FOD) walk down as best able before commencing operations and includes examining the drop off area and removing or securing lightweight and small items.
- Procedures to follow in the event of an emergency.
- Relative wind direction for drop off.
- Ensure the ETS is properly secured and free of FOD.
- The approach of the helicopter shall be announced as best able to the disabled vessels topside crew.
- Only personnel needed to conduct ETS deliver operations should be allowed on deck.
- Before moving in to pick up the ETS, the helicopter shall be clear of the disabled vessel.
- The disabled vessel's crew shall be aware of the danger associated with static discharge and briefed not to touch the load until the helicopter has released the cargo hook and the ETS is safely on deck.
- Radio communications with the helicopter while it is in a hover over the ETS delivery zone are distracting, and should be limited to urgent communications only.
- The helicopter will normally complete the approach into the wind, arriving in a hover just off the disabled vessel.
- When the approach of the helicopter is announced, all personnel will clear the ETS delivery area.
- Pilot, when ready, transmits on the radio to the disabled vessel: "Request permission to hover for ETS delivery."
- Disabled vessel Captain answers: "Roger, you are cleared to hover for ETS delivery."
- Pilot, using commands from the helicopter crewman, maneuvers the helicopter over the ETS delivery area.
- Helicopter crewman gives directions for spotting and lowering the load. As soon as the load is on deck, the crewman informs the pilot.

- When the pendant slackens, the crewman in charge on disabled vessel signals the pilot to release the load. The pilot or crewman (as briefed) releases the cargo hook.

- **WARNING** - Once the helicopter has been cleared to hover, personnel shall not enter the ETS delivery area until after the load is on deck. No attempt shall be made by personnel to steady the load during delivery.
- **WARNING** - The crewman in charge on disabled vessel shall be stationed well clear of the ETS delivery area. The pilot shall attempt to maintain visual contact with the crewman in charge on disabled vessel at all times.

If the pilot loses sight of the crewman in charge on disabled vessel, he or she shall advise the aircrew who will relay the crewman in charge on disabled vessel signals.
- **WARNING** - The pilot shall maneuver the helicopter so to be able to see and avoid all obstructions.
- **WARNING** - Releasing the load before there is slack in the pendant can cause damage to the aircraft, cutter, load, and/or injury to personnel.
- **NOTE** - The sling may not immediately release from the aircraft cargo hook. If the sling hangs up, the pilot shall initiate a slow vertical climb, gradually applying tension until it separates from the hook.
- **CAUTION** - Nets, beackets, and cargo wrap-around straps shall never be cut.
- **CAUTION** - If the cargo handling procedures are not followed, damage to the helicopter, loss of equipment, and injury to personnel could result.

Night ETS Delivery

The primary difference between day and night ETS delivery is a reduction in the speed of the operation because of reduced visibility. Night ETS delivery is performed in the same manner as day ETS delivery subject to the limitations set forth in this section.

- **NOTE** - The final decision regarding the helicopter's ability to safely delivery the ETS at night rests with the pilot.

Factors Affecting Night ETS delivery

- Since night flying offshore is essentially instrument flying, the helicopter shall be capable of instrument flight.
- Adverse weather conditions further reduce night ETS delivery capabilities.
- **WARNING** - Under no circumstance shall flash pictures be taken during night ETS delivery since the flash will temporarily blind the pilots.
- **WARNING** - For ETS delivery conducted using NVGs (night vision goggles), all NVG compatible flight deck lighting will be turned up to 100% intensity before personnel are directed to connect or disconnect the load.

ETS delivery Night Procedures

The same procedures are used for both day and night ETS delivery but with a wider pattern being flown and greater care and precision being exercised at night. Consequently, delivery rates at night are slower than during daylight operations. In addition:

- Chemlights shall be worn by the crewman in charge on disabled vessel.

- If practicable, a Chemlight shall be securely attached to the ETS to aid the crewman in charge on disabled vessel in maintaining visual contact.

- **WARNING** - All Chemlights used when conducting ETS delivery under NVGs will be either Infrared or blue for compatibility with the NVGs.

Stage VI – Ship to Tug Deployment

- Provide proper picture ID and documentation for vessel boarding
- Shipboard safety briefing presented by crew covering emergency life saving equipment and where to go in the event of a shipboard emergency (will work with ship's Chief Officer).
- There will be an Alaska Marine Pilot stationed on the bridge 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.
- General safety officer shall be pilot or other person assigned by pilot.
- There will be a minimum number of persons located on the bow
 - Steve Moreno – Alaska Marine Pilot
 - One camera operator – UCB and safety observer
 - Vessel crew needed for deployment operation

Stage VII – Tug to Ship Deployment

- *To Be Developed*

A-4) 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

- ANNEX B -
COMMUNICATION PLAN

1. Incident Name ETS Deployment Exercise		2. Operational Period (Date/Time) From: 07/30/07 0800 To: 08/01/07 0900		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	Gyrfalcon standby	Chris Starkenburg	Captain Gyrfalcon
Motorla Handhelds	1	Film Crew	All film/camera personnel	Camera to Camera, UCB - Film Crew
Cell Phone	359-2077	Exercise Director	Shirley Marquart	Exercise Director
Cell Phone	359-8850	Nuka Research	Tim Robertson	Exercise Coordinator
Cell Phone	359-8849	Nuka Research	Amy Gilson	Exercise Administration
Satellite Phone		Ship Ops	Steve Moreno	Alaska Marine Pilots
Cell Phone	359-7800	Gyrfalcon	Chris Starkenburg	Captain Gyrfalcon
Cell Phone	359-2744	James Dunlap	Rob Campbell	Captain James Dunlap
Cell Phone	359-2120	Film Crew	Lauren Adams	General Manager, UCB
Cell Phone	359-	USCG		
Cell Phone	359-	ADEC	John Brown	
INCIDENT RADIO COMMUNICATIONS PLAN				ICS 205-OS

- ANNEX C -

STAGE SPECIFICS

Stage	Time Date Location	Stage Coordinator	Objectives
Stage I. System components and packing	1330 hr 30 June DOT Airport Hangar	John Day, City of Unalaska	<ul style="list-style-type: none"> • Break-out and inspect the Unalaska ETS • Re-pack the ETS for Stage V mobilization • Establish ETS components and nomenclature • Establish procedures for packing the ETS • Establish maintenance and inspection procedures • Capture stills and video for training and procedures manual
Stage II. City of Unalaska harbor/airport operations	1500 hr 30 June DOT Hanger Airport	Alvin Osterback, City of Unalaska	<ul style="list-style-type: none"> • Walk through mobilization of the ETS from its storage location to the airport for helicopter mobilization and to the harbor dock for vessel mobilization • Establish procedures for security and storage of the ETS • Establish procedures for mobilization of the ETS to the airport • Establish procedures for mobilization of the ETS to the harbor • Discuss safety issues associated with harbor operations • Establish training process for harbor personnel • Capture stills and video for training and procedures manual

Stage	Time Date Location	Stage Coordinator	Objectives
Stage III. Line-gun operations	1600 hr 30 June Seaplane Ramp	John Day, City of Unalaska	<ul style="list-style-type: none"> • Demonstrate line-gun operations, including re-charging the air cylinder • Establish procedures for line-gun operations • Establish procedures for line-gun storage, inspection, and maintenance • Discuss safety issues associated with line-gun operations • Ready the line-gun for Stage VII • Capture stills and video for training and procedures manual
Stage IV. Notification, activation, command and control	1900 hr 30 June City Council Chambers	CDR Steve Pearson, USCG Sector Anchorage	<ul style="list-style-type: none"> • 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 • Capture stills and video for training and procedures manual

Stage	Time Date Location	Stage Coordinator	Objectives
Stage V. Helicopter mobilization to ship	0800 hr 31 June Grand Aleutian	CDR Steve Pearson, USCG Sector Anchorage	<ul style="list-style-type: none"> • Discuss safety issues associated with helicopter mobilization • Establish procedures for helicopter mobilization • Discuss Mobilization of ETS to the rescue vessel by helicopter
Stage VI. Ship to tug deployment	1100 hr 31 June TBD	Captain Steve Moreno, AMPA	<ul style="list-style-type: none"> • 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 • Recover ETS and ready for Stage VII • Capture stills and video for training and procedures manual
Stage VII. Tug to ship deployment	1400 hr 31 June TBD	Captain Chris Starkenburger, Gyrfalcon Captain Rob Cambell, James Dunlap	<ul style="list-style-type: none"> • 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 tug • Recover ETS and ready for storage • 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	Steve	Moreno	Baltic - bow ops	AMP vehicle	Stage VI Coordinator
AMP				Baltic - bridge	AMP vehicle	AMP on vessel
Horizon Lines	General Manager	Jim	Weimer	Gyrfalcon	Gyrfalcon vehicle	Observer
Horizon Lines	Port Captain	Scott	Manley	Gyrfalcon	Gyrfalcon vehicle	Observer
Horizon Lines	Captain	Chris	Starkenbug	Gyrfalcon	Gyrfalcon vehicle	Stage VII Coordinator - Captain
Horizon Lines	Mate	Travis	McGrath	Gyrfalcon	Gyrfalcon vehicle	Tug Crew
Horizon Lines	Chief Engineer	Mark	Hurst	Gyrfalcon	Gyrfalcon vehicle	Tug Engineer
Horizon Lines	Able Seamen	Paul	Cagle	Gyrfalcon	Gyrfalcon vehicle	Tug Crew
Horizon Lines	Deckhand	Brain	Radcliff	Gyrfalcon	Gyrfalcon vehicle	Tug Crew
Horizon Lines	Deckhand	Troy	Lynch	Gyrfalcon	Gyrfalcon vehicle	Tug Crane Ops
UCB	TV Ops	Kelly	O'Brien		UCB vehicle	UCB main contact
UCB	Campera Op	Lauren	Adams		UCB vehicle	Camera Crew
UCB	Campera Op	Pipa	Escalante		UCB vehicle	Camera Crew
UCB	Campera Op	Daniel	Weirich		UCB vehicle	Camera Crew
Nuka	General Manager	Tim	Robertson		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	Airport Hangar/Seaplane Ramp	Port	Stage I, III Coordinator
Port	Port Director	Alvin	Osterback	Airport	Port	Stage II Coordinator
ADEC		John	Brown	F/V Lucille	ADEC Rental	
ADEC		Leslie	Pearson	F/V Lucille	ADEC Rental	

Agency	Title	First	Last	Assigned Location	Ground Transport	Role
ADEC		John	Kotula	F/V Lucille	ADEC Rental	
USCG, MSD	LT	Ben	Duarte		USCG Vehicle	Safety Officer
USCG, MSD						
USCG, MSD						
USCG, MSD						
USCG, Sector	CDR	Steve	Pearson		USCG Vehicle	Stage IV Coordinator
USCG, Sector						
AMA	Vessel Agent	Vern	Johnson		AMA Vehicle	Communications Coordinator

Vessel Information

Vessel	Organization	Designation	Participant Capacity	Contact	Boarding Location
Baltic Prosperity	Freight Logistics	Distressed Vessel	10	Steve Moreno	
Gyrfalcon	Horizon Lines	Rescue Tug	4	Chris Starkenburg	
James Dunlap	Dunlap Towing	Rescue Tug		Rob Campbell	
F/V Lucille	Magone Marine	Observer/Film	6	John Brown	
Port Vessel	Port of DH	Safety	0	Alvin Osterback	
USFW Patrol	USFW – Trooper	Safety/Security	0		
Saratoga	Dunlap Towing	Observers			

CRITIQUE FORM

Aleutian Islands Emergency Towing System

DEPLOYMENT EXERCISE CRITIQUE SHEET

Stage I – System Components and Packing	
1. Where Stage I objectives met as outlined in the exercise plan?	π YES π NO
2. Were participants able to view and familiarize themselves with all ETS components? Was consistent nomenclature used throughout Stage I?	π YES π NO
3. Did the Stage Coordinator establish specific procedures for configuring the ETS for rescue vessel transport? for helicopter transport? If no, what components were missing?	π YES π NO
4. Did the Stage Coordinator establish specific maintenance and inspection procedures?	π YES π NO
5. Where safety considerations discussed prior to any Stage I activities?	π YES π NO
6. Were Stage I objectives captured on film and with still photography?	π YES π NO
5. What do you see as the most important Stage I procedures?	

Stage II – City of Unalaska Harbor/Airport Operations

2. Where Stage II objectives met as outlined in the exercise plan?	<input type="checkbox"/> YES <input type="checkbox"/> NO
7. 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?	<input type="checkbox"/> YES <input type="checkbox"/> NO
8. Did the Stage Coordinator establish specific procedures for ETS storage and security?	<input type="checkbox"/> YES <input type="checkbox"/> NO
9. Did the Stage Coordinator establish specific mobilization procedures for ETS transport to the airport for helicopter deployment?	<input type="checkbox"/> YES <input type="checkbox"/> NO
10. Did the Stage Coordinator establish specific mobilization procedures for ETS transport to the harbor dock for rescue vessel deployment?	<input type="checkbox"/> YES <input type="checkbox"/> NO
11. Where safety considerations discussed prior to any Stage II activities?	<input type="checkbox"/> YES <input type="checkbox"/> NO
12. Were ETS training guidelines established for Ports personnel?	<input type="checkbox"/> YES <input type="checkbox"/> NO
13. Were Stage II objectives captured on film and with still photography?	<input type="checkbox"/> YES <input type="checkbox"/> NO
14. What do you see as the most important Stage II procedures? Where these procedures covered during the deployment exercise?	

π YES π NO

Stage III – Line Gun Operations

3. Where Stage III objectives met as outlined in the exercise plan?	π YES π NO
15. Did the Stage III Coordinator demonstrate line-gun operations (including re-charging the projectiles)?	π YES π NO
16. Did the Stage Coordinator establish specific procedures for line gun operations?	π YES π NO
17. Did the Stage Coordinator establish specific procedures for line gun storage, inspection and maintenance?	π YES π NO
18. Where safety considerations for line gun operations discussed prior to any Stage III activities?	π YES π NO
19. Were Stage III objectives captured on film and with still photography?	π YES π NO
20. What do you see as the most important Stage III procedures? Where these procedures covered during the deployment exercise?	π YES π NO

