Alaska Emergency Towing Systems
ETS History

- **Background:**
  - Selendang AYU grounding in Dec. 2004
  - Cougar Ace in March 2006
  - Near grounding in March 2007 (Salica Frigo)
  - ETS Work Group formed
- **Two ETS purchased for Dutch Harbor 2007**
- ETS purchased for Coast Guard Air Station Kodiak 2008
- ETS purchased for Adak 2011
- ETS purchased for Coast Guard Air Station Sitka and a ETS for Anchorage 2011 (CIAP)
  - ETS purchased for Cold Bay (Grant)
  - ETS purchased for Ketchikan and Nome is on order 2013 (CIAP)
Tug to Ship Deployment

- **Line Gun**
- **3" Thimble (Tug end)**
- **7" x 500 ft. Tow Line**
- **EMERGENCY TOW SYSTEM**
- **Storage Tote**
- **6 ft. Eye w/ Chafing Gear (Ship end)**
- **Buoy**
- **7/8" x 600 ft. Messenger Line**
- **Line Gun Line**
Tug to Ship Layout
Ship to Tug Deployment

- Storage Tote
- Helicopter with ETS to drop off on ship
- 6 ft. Eye w/ Chafing Gear (Ship end)
- 3” Thimble (Tug end)
- 7” x 500 ft. Tow Line
- Buoy
- 7/8” x 600 ft. Messenger Line
Air Deployable
A Successful ETS Employment: M/V Golden Seas (December 2010)
Salvage crew aboard the Kulluk receiving ETS which was deployed to the drill rig after it went aground.

The drill rig Kulluk aground north of Ocean Bay near Partition Cove - December 31, 2012
Tow Plates

Simpler, stronger, and safer—that’s the MARQUIP tow plate. Its patented design lets you rig the bridle with only three shackles, eliminating the extra weight, cost, time, and risk of older-style flounder plates. The No. 2 plate features an extra hole for a tandem shackle to tow additional barges, or to haul in the bridle. Cast from nickel-chrome steel, MARQUIP plates also provide maximum corrosion resistance. They are available in 300,000-, 485,000-, and 624,000-pound pull test capacities, and can be certified on request.

<table>
<thead>
<tr>
<th>Specifications</th>
<th>No. 1</th>
<th>No. 2</th>
<th>No. 3</th>
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<tbody>
<tr>
<td>Shackle</td>
<td>1-1/2</td>
<td>2-1/4</td>
<td>3</td>
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<tr>
<td>Sizes*</td>
<td>1-3/4</td>
<td>2-1/2</td>
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<td>2</td>
<td>2-3/4 – 3</td>
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<tr>
<td>Dimensions</td>
<td>17-1/2 x 16</td>
<td>22-1/2 x 23-1/2</td>
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<td>Weight (lbs.)</td>
<td>70</td>
<td>170</td>
<td>548</td>
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<tr>
<td>Proof Test (lbs.)</td>
<td>300000</td>
<td>485000</td>
<td>624000</td>
</tr>
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*All dimensions in inches
2 ½ inch Tow Shackle

#10 synthetic tow thimble
Gary,

You may of heard of this, Tim Robertson brought this drogue system to my attention. I've included the link to the web page. I'm not a proponent lassoing the bow of a ship, but if we could reduce the drift by one knot, it may be enough to make a difference.
