



EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

District 11 Response Advisory Team
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EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

Why did we get an Emergency Towing System?

- Significant events: PRESIDENT EISENHOWER 984 ft, DELPHINIUS 984 ft, and WAN HAI 176 561 ft
- USCG flew a towing system in from Alaska for potential use on the WAN HAI 176 incident
- State of Alaska owns multiple towing systems many stored at USCG Air Stations
- Emergency towing systems allow a vessel of opportunity to tow a vessel in distress in adverse environmental conditions





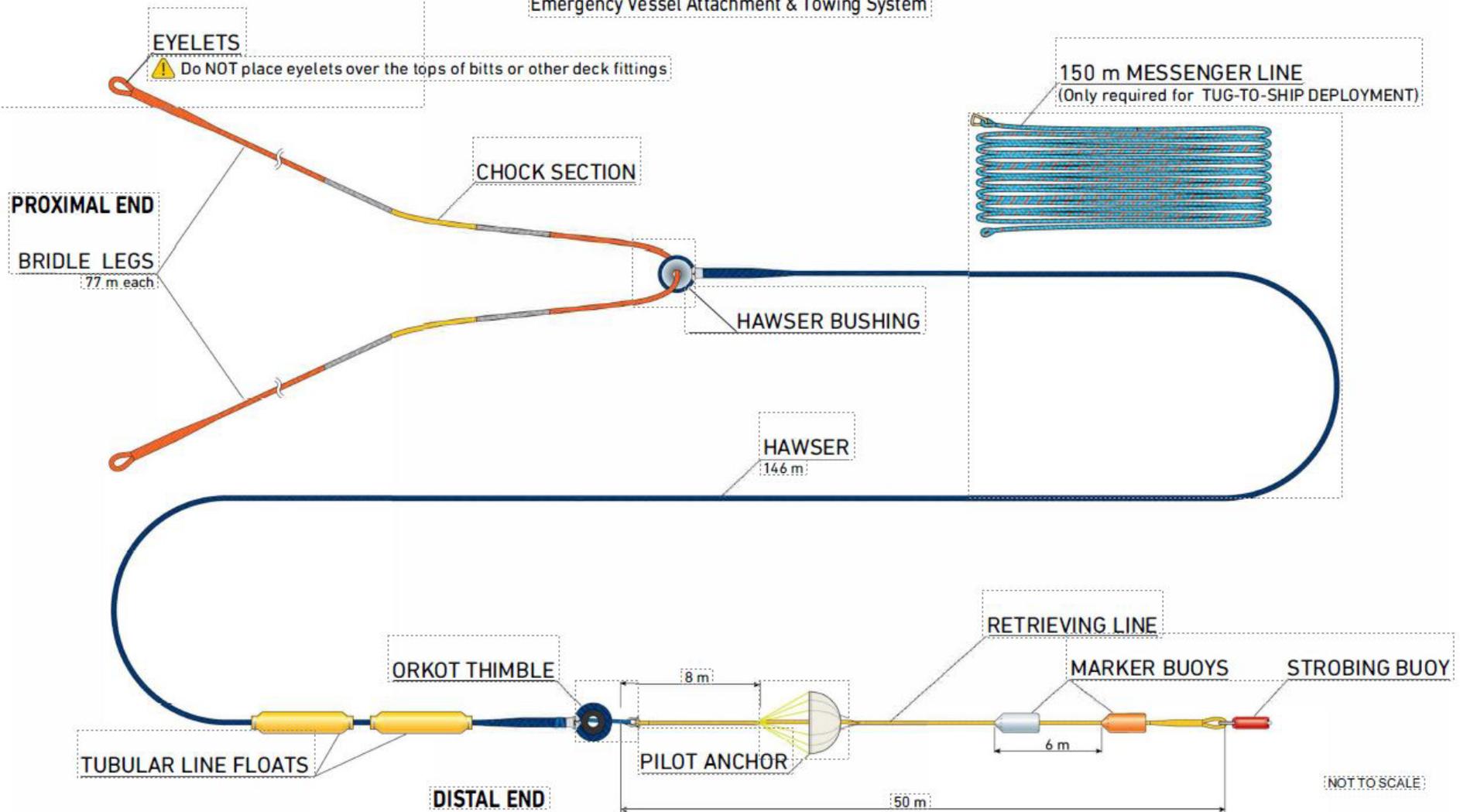
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- D11 DRAT – Emergency Vessel Towing System
- Acquired in November of 2022
- Available for use in CA, OR, or WA

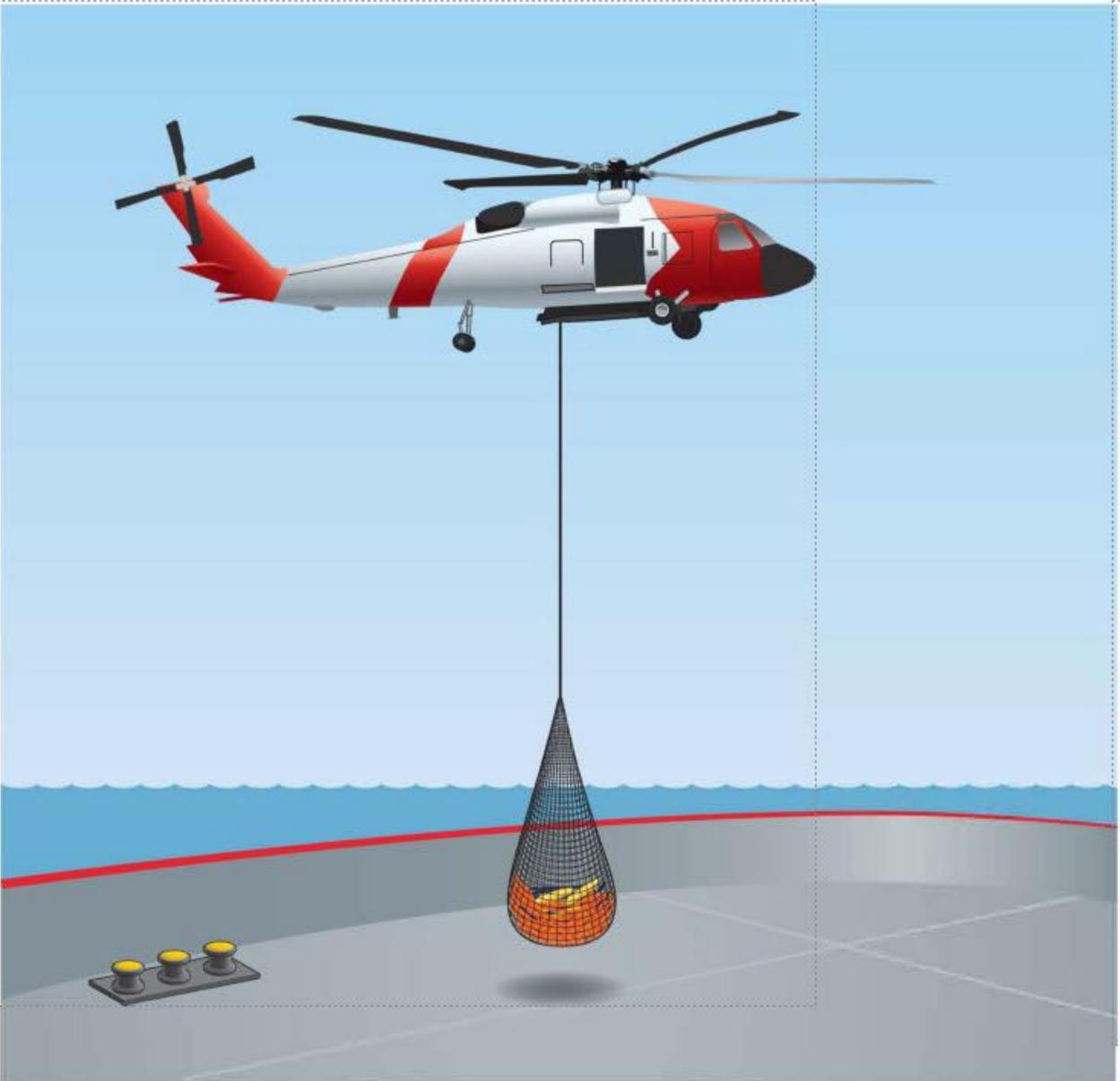


EVATS

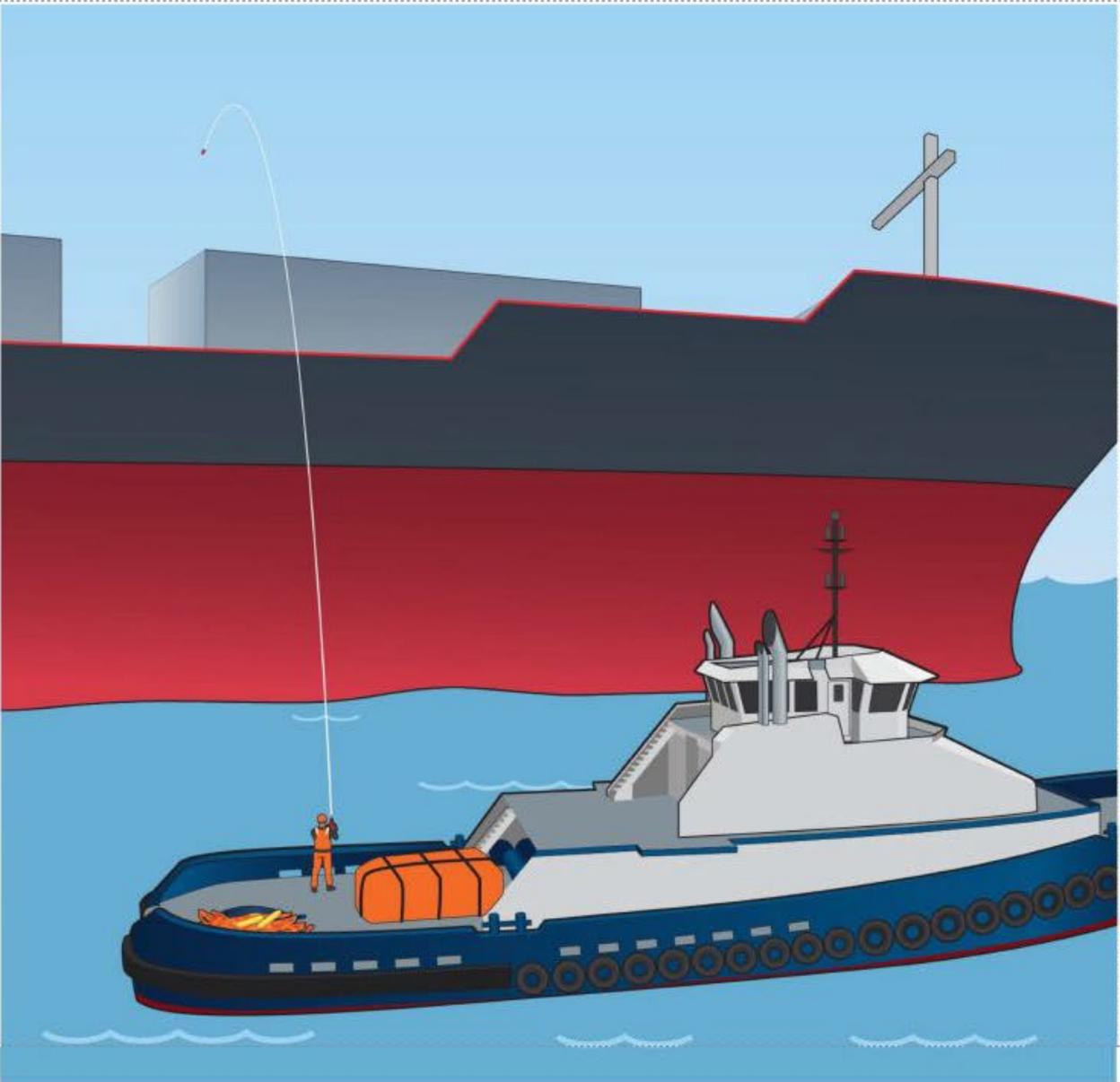
Emergency Vessel Attachment & Towing System



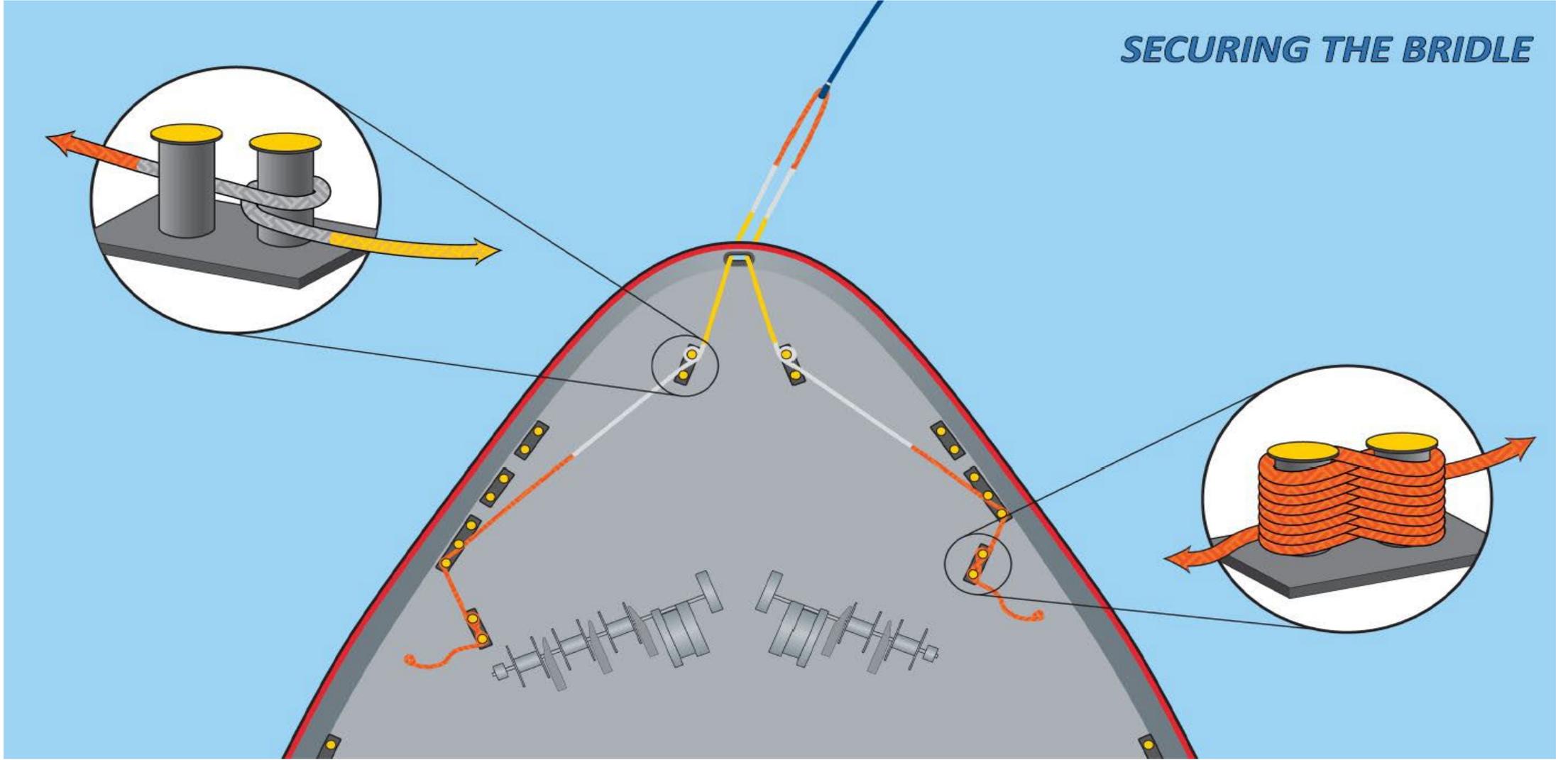
EVATS MOBILIZATION VIA HELICOPTER



EVATS MOBILIZATION VIA SHIP



SECURING THE BRIDLE





EMERGENCY VESSEL ATTACHMENT & TOWING SYSTEM EVATS™

- Sized for payload capacity of USCG H-60 helicopter. Also suitable for use by different helicopters with sufficient payload capacity (system weighs less than 2000 lbs / with storage tote 2,585 lbs).
- Ship-to-Tug deployment preferred, such that EVATS is recoverable from the water on arrival
- Vessel position must be within the unrefueled mission radius of USCG H-60 helicopter (~100 nm)
- Tug-to-Ship deployment option maintained - as alternate method (as with existing systems)





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- The system is stored at USCG Air Station Sacramento
- It can be moved by CG C-27 Cargo Aircraft or by truck to a location near the incident to be airlifted on scene by a CG H-60 Helicopter
- D11 DRAT is developing program procedures for the system
- D11 DRAT is planning to conduct annual equipment deployment exercises starting in FY23



Questions?

