



TOW PLAN

M/Y GYPSY QUEEN

Departing: Steamboat Slough, Snohomish River, Everett, WA

Arriving: Port Townsend, WA

Voyage Date (Weather Dependent): January 12, 2012

Submitted By:

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Signed / Dated:



1 / 9 / 2012

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1 Introduction

The objective of this Tow Plan is to clearly outline the important information associated with the transit of the derelict vessel M/Y GYPSY QUEEN from her current position to Port Townsend, WA.

The GYPSY QUEEN is a 93' motor yacht built in 1936. The vessel was abandoned at her berth approximately 0.6 miles upstream of the mouth of Steamboat Slough in Everett, WA. On December 24th the vessel the vessel was found sunk adjacent to her berth resting on bottom and listing heavily to starboard. Global Diving & Salvage, Inc. was engaged by the Washington Dept. of Ecology (WADOE) to respond to the incident.

In order to safely access fuel tanks and HAZMAT onboard the GYPSY QUEEN on January 6th, 2012 the vessel was stabilized afloat and shifted to a more secure berth in the marina. The vessel has been defueled and HAZMAT has been removed. WADOE has turned over custody of the vessel to the Dept. of Natural Resources (DNR) who has engaged Global to maintain watch on the vessel and execute the transfer of the vessel to Port Townsend, WA where the vessel is to be lifted from the water and secured ashore.

2 Participants & Key Personnel

Participants in the planned tow include:

Global Diving & Salvage, Inc.

3840 W Marginal Way SW
Seattle, WA 98106
Phone: 206-623-0621

POC: Kerry Walsh, Marine Casualty Project Manager
Cell: 503-413-9059
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Dunlap Towing Company

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Everett, WA 98201
Phone: 425.259.4163

POC: Jim Sanford
Cell: 360-661-2331
Email: jims@dunlaptowing.com



3 Description of the Tow



Figure 1: GYPSY QUEEN - 1/6/2012

Name:	GYPSY QUEEN
Official Number:	234685
Length:	93' LOA / 87.5' BP
Beam:	17'
Mean Draft:	6'
Midship Freeboard:	4.5'
Displacement:	Net 68 tons (registered)

4 Description of the Towing Vessel

Dunlap Towing will provide one vessel, the T/V FIDALGO, to transport the GYPSY QUEEN from her berth to Port Townsend. The tug will have a competent and well trained crew licensed to perform the service. The FIDALGO is a well maintained vessel that is well suited for this operation due to her relatively small size and draft which will allow her to safely transit Steamboat Slough. In addition her size and horsepower will mitigate the application of unnecessary force to the GYPSY QUEEN during the tow.





Figure 2: T/V FIDALGO

Name: FIDALGO
Length: 42'
Draft: 6'
Horsepower: 800 HP
Towing gear: 3 & 1/2" ultraline polypropylene hawser.

5 GYPSY QUEEN - Condition

The GYPSY QUEEN is an old wooden boat that has fallen into disrepair over the years. During the efforts to refloat the vessel Global patched and secured all through hull penetrations. The one area of water ingress has been accessed and mitigated by diver. As of this writing Global is maintaining a watch on the vessel who will monitor for changes.

6 Rigging and Preparation for Tow

The hull of the vessel has been inspected by diver. The three propeller shafts have been secured from rotation by chain. The rudders are fixed and secured amidship with chains.

6.1 Tow Bridle

The GYPSY QUEEN will be rigged with a towing bridle consisting of 7/8" x 30' wire rope slings rendered through the port and starboard hawse pipes and secured to the bit immediately aft of the anchor windlass on the bow. The wire ropes will have swaged eyes which will be connected to the towline by a 1" shackle. On board the GYPSY QUEEN the wires will be properly rigged with "Molly Hogan" eyes and secured to the bit. The anchor windlass will serve as backup in unlikely event the bit was to fail during the tow.





Gypsy Queen - anchor windlass, hawse pipe and bit arrangement

6.2 Tow Hawser

The T/V FIDALGO is equipped with a 3 & 1/2" ultraline polypropylene hawser with a breaking strength of 46,000 pounds.

6.3 Planned Route of the Tow

The voyage from Steamboat Slough to Port Townsend will be completed in three phases:

1 – Transit from berth in Steamboat Slough to the mouth of the Snohomish River. During this phase the GYPSY QUEEN will be taken alongside the FIDALGO in order to maintain control of the vessel in the tight confines of the Slough and the river. The distance to be traveled is approximately 7 miles and will take approximately 2 hours.



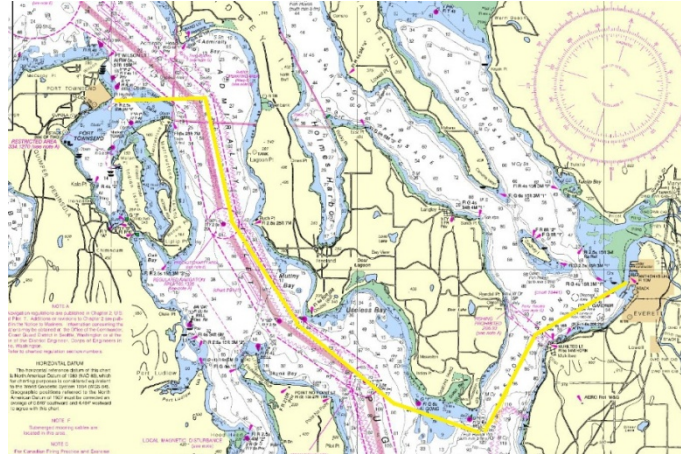


Figure 3: Route from Everett to Port Townsend

2 – Tow from the mouth of the Snohomish River to Port Townsend. The GYPSY QUEEN will be taken under tow for the transit. This phase of the tow of the GYPSY QUEEN will only be conducted during daylight hours.

3 – Transit from Port Townsend to the boat lift. During this phase the GYPSY QUEEN will again be taken alongside the FIDALGO.

7 Precautionary Considerations

7.1 Riding Crew

Two Global Diving & Salvage, Inc

. crewmen will be on board the GYPSY QUEEN during the voyage. The vessel will have 2 – 3” diesel powered trash pumps rated at 280 GPM on board. Hoses will be rigged into the fore and aft compartments of the vessel. The crew will monitor the vessel for water ingress and changes in integrity. The crew will be provided with survival suits and will be in radio communication to the tug and the escorting Global dive support vessel.

7.2 Escort vessel

Global will escort the tow with a dive support vessel. The vessel will have a 3 person crew and will be capable of conducting dive operations if necessary and will be equipped with patching materials and basic tools. The escort will also serve as the safety boat.

8 Weather Considerations

The maximum allowed wind and sea state that the tug and tow would anticipate to encounter is 15 knots a 2 foot sea. Due to the nature of this tow either Global Diving & Salvage and/or the master of the tug may modify these standards if necessary to protect the tow or the safety of the vessel and crews.



Global Diving will monitor the weather in the days leading up to the tow to make sure plans are developing around favorable weather. The tow will only commence if the weather is considered safe for the tow. NOAA and/or National Weather Forecasting will be used by the tug masters and Global managers.

If unanticipated / non-forecasted weather develops during the tow then the FIDALGO will seek the most appropriate refuge where the vessel can be safely moored until the weather event passes and conditions improve.

9 Communication

The tug and Global personnel will use VHF radio to communicate between the FIDALGO, the GYPSY QUEEN and the escorting vessel. Cell phones will serve as backup.

9.1 US Coast Guard

Global Diving & Salvage will contact US Coast Guard Sector Puget Sound prior to getting underway from Steamboat Slough and on an hourly basis throughout the voyage. The FIDALGO will check in with VTS upon entering the traffic system.

US Coast Guard contact information:

Sector Command Center: 206-217-6001, VHF CH 16

VTS Puget Sound: 206-217-6151, VHF CH 5A, 14.

Dunlap Towing / FIDALGO contact information:

Dunlap Towing dispatch: 425-259-4163

FIDALGO: 425-754-3406, VHF CH 19

Global Diving & Salvage, Inc. contact information:

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