

J.K. FABRICATION, Inc.
 HYDRAULIC MARINE EQUIPMENT
 Exclusive Manufacturer of NORDIC Products
 Email: jkfabrication@comcast.net
 206-297-7400
 Web site: jkfabrication.com

Emergency Tow Wire Storage Reel

2016 Pricing



Part number: ESR-60-23-24 HE

Hot dipped galvanized frame with flame sprayed & epoxy coated drum \$31,900.00

Part number: A-36BP: (recommended)

One set blasted & primed weld down plates with grade 8 fasteners \$1,790.00

Part number PDU-10K Drive Unit To Spool Wire Onto Storage Reel

140 chain x 164 1/2", 140 B-11 sprocket, 10K Charlynn motor, motor mount \$3850.00

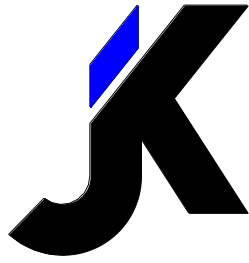
Spooling on wire rope onto storage reel. Labor only \$400.00

Work to be done at JK Fab, 2 employees – 3 hours

Install chain, motor mount and hook up to shop hydraulics to power wire rope onto storage reel

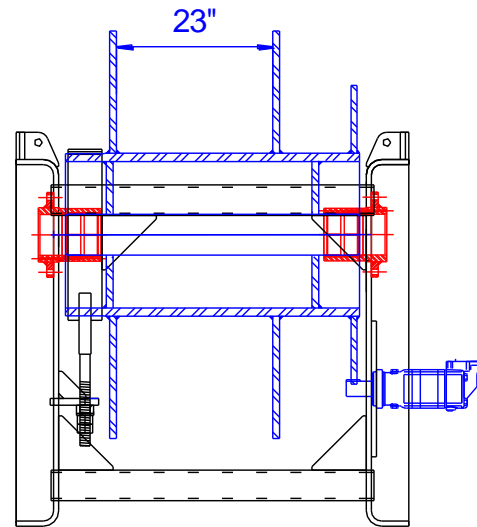
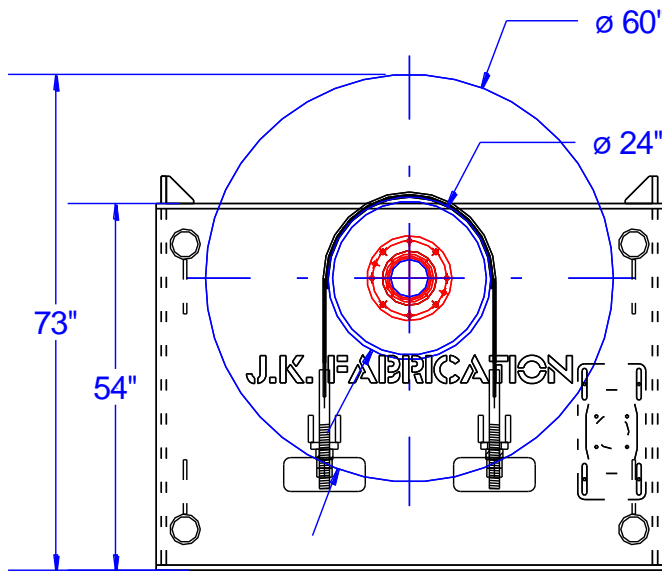
20HP hydraulic power unit: 230V 3 phase motor, includes starter \$8570.00

Does not include incoming or outgoing freight charges

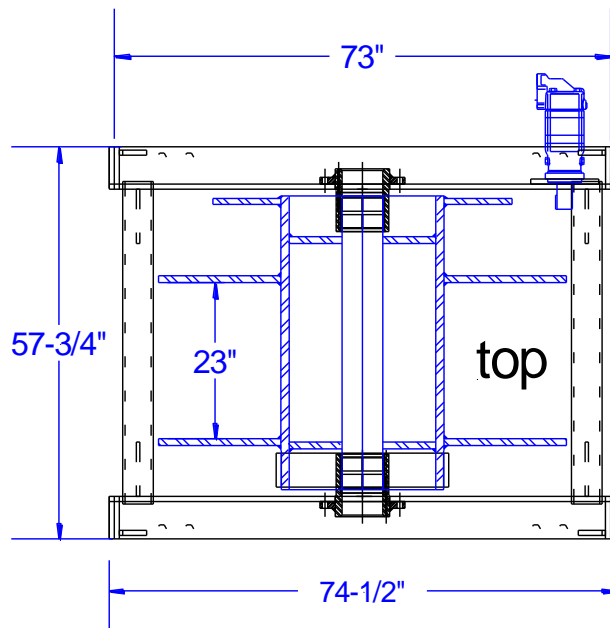


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JK Fabrication's Emergency Tow Wire Storage Reel

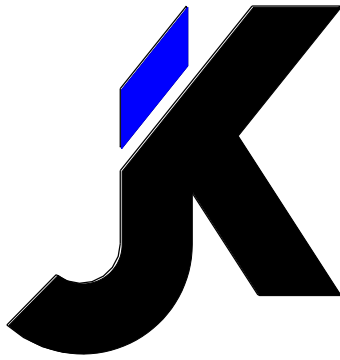


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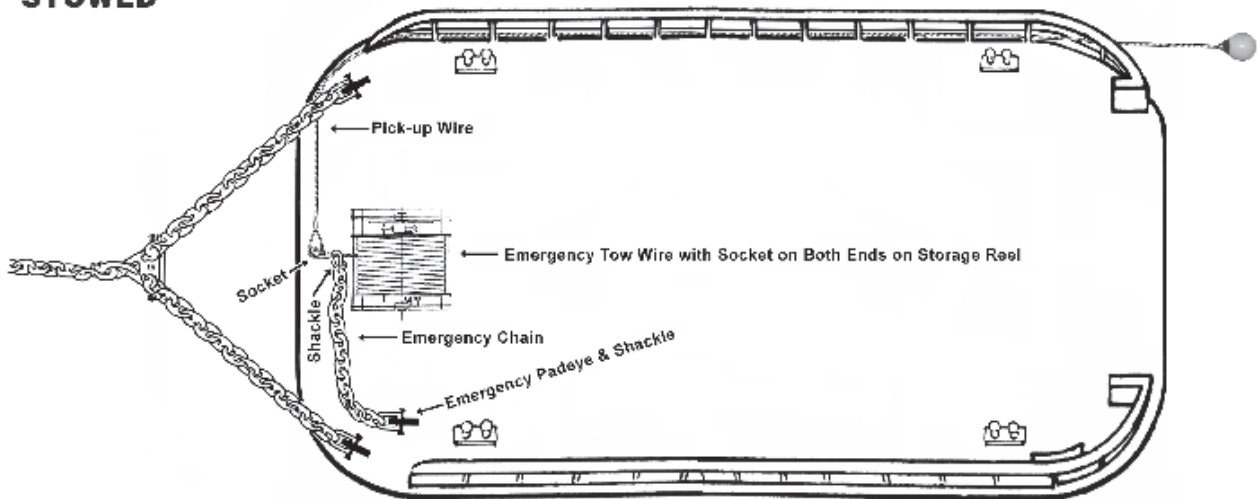
ADVANTAGES OF THE JK FABRICATION SYSTEM:

1. Large capacity of wire, as shown 1600ft of 1 $\frac{3}{4}$ ", 1200 ft. of 2", 900 ft. of 2 $\frac{1}{4}$ "
2. Unit can be made either smaller or larger to meet individual customers' needs
3. Designed and engineered to carry sufficient diameter wire to continue the tow
4. Reusable and transportable, can be moved from one barge or vessel to another
5. Constructed to outlast the barge
6. Can be mounted above or below deck or behind the bullwarks
7. Brake will apply sufficient tension to allow for all hookups before entire cable is Deployed
8. Wire can be lubed and covered to dramatically Reduce the effects of the marine environment.
9. Can also be mounted on the tug for storing The under rider.

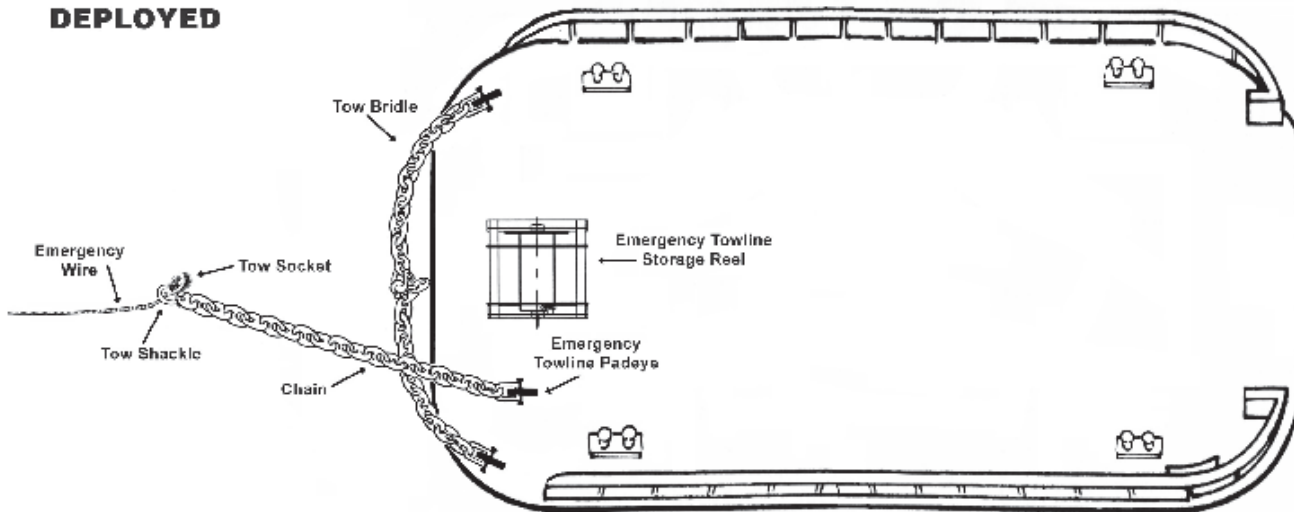


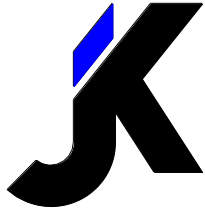
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STOWED



DEPLOYED





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Emergency Barge Towline Reel System

The emergency towing system is a simple and proven means of storing the emergency towline, retrieving the loose barge and continuing the tow.

When the pick-up line is pulled, the emergency tow wire runs completely off the reel and engages with the auxiliary tow chain. The chain is connected to a center tow pad, allowing the barge to be towed to the next port.

The storage reel is designed for years of reliable service with its large wire capacity, stainless steel tension brake, and bolt down mount.

JK Fabrication INC. has just made several major upgrades to the emergency storage reel. The end results are a built in sprocket flange that allows the customer to retrieve the deployed cable easily, and at a much reduced cost as the previous design. The frame is hot dipped galvanized. The drum receives a commercial sand blast, flame sprayed zinc aluminum, then coated with 2 part marine epoxy. All design changes were approved by a local marine architect. Marine surveyors and ABS have recommended our system to store the emergency cable. JK Fabrication has applied for patent protection. HME Construction in Vancouver Washington as well as Harley Marine Services in Seattle Washington have purchased the newly designed reels. The Coast Guard in Southern California deployed and tested the operation of the storage reel and liked how it preformed. With the threaded weld down base plates, the customers can move the storage reel from barge to barge, or anywhere it's needed. These storage reels are for any marine vessel including, barges, ferries, as well as passenger vessels. Imagine how many disasters could have been avoided if the industry would step up and have a requirement to a system that has been tested and proven to work. This storage reel system was put together and used to save a vessel in the 1980's. The operations manager at the time was employed in Washington State.

The wire rope stored on the storage reel could also be used as an under rider or a tandem tow in an emergency. Aside from common perils of the sea during a voyage, the risks and potential emergencies in the presence of a tow might cause additional problems. There are no hard and fast rules that can be laid down on how to deal with any particular situation in case of an emergency or incident. Good seamanship, correct judgment, quick thinking and preparation by the masters and crew as well as those onboard the towing tug would obviously be the best course of action.

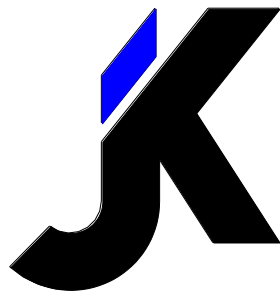
It is not uncommon to have towline breaks or parts.

The current system most commonly used in the towing industry stores the exposed cable on the break plate on the bow of the barge. The problems with the current system are:

1. Only a very small amount of wire can be stored in this manner.
2. The diameter of wire is, in some cases, smaller then the tow cable, thus only usable for barge retrieval not towing.
3. Installing the wire requires a crane and large number of man hours which are expensive.
4. This system is only capable of one use
5. It is vulnerable to corrosion from marine environment.
6. Must be mounted above deck
7. Inability to remove for maintenance
8. Will it work when needed?

Advantages of the JK Fabrication system:

1. Large capacity of wire, as shown 1600ft of 1 3/4", 1200 ft of 2", 900 ft of 2 1/4"
2. Unit can be made either smaller or larger to meet individual customers needs
3. Designed and engineered to carry sufficient diameter wire to continue the tow
4. Reusable and transportable, can be moved from one barge or vessel to another
5. Constructed to outlast the barge
6. Can be mounted above or below deck or behind the bulwarks
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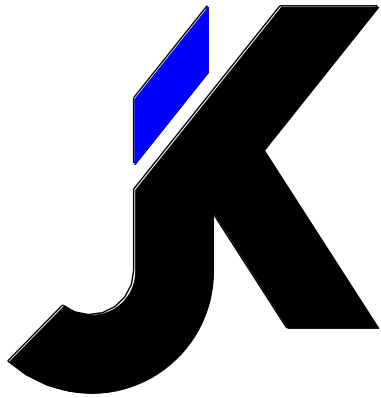
Storage Reel Brake Torque

When we spooled the wire on here at our shop we tightened the break nuts to secure the drum from rotating. If you need to pay out any cable, loosen the hex nuts slightly until the drum rotates. Talk to your rigging crew as to how much force you want on the brake band. Might be a good idea to tag the brake nuts after tightening, letting others know that it was torqued to a certain spec.

Nut Torque FT LBS	Brake Force Applied FT LBS
75	3,488
125	5,814
175	8,139
200	9,302
250	11,628

Base Fasteners Torque

Make sure hex head cap screws are free of rust, dirt, or lubricant. Use 1 ¼ grade 8 hex cap screws with hardened flat washers. Torque to 1,300 FT LBS.



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