

MV COUGAR ACE

SALVAGE REPORT # 04

29 JULY 19:30 LT

A – Situation and Today's Actions:

The current situation of the Cougar Ace as reported by the USCG Cutter Rush at 0500 LT. The USCG Cutter Morgenthau arrived on scene and will be assuming duties from the Rush.

Casualty Position : 49 58.7 N 172 26.3 W Drifting 145 degrees at 1.5 knots . Vessel is 127 miles SE of Amilai Isl and due S of Segum Isl. Overnight the vessel was drifting Easterly and slightly Northerly

At 0730 LT, a conference call was held. Participants included myself, QI Bob Umdenstock, Paul Gallagher of Foss, Titan Crowley Rep at USCG ICS Anchorage Charlie Huber, Doug Davis of KYL, Captain of the Emma Foss, and several people from the owners side. We discussed the current weather, the salvage team and their gear, the possibility of the Emma Foss making a connection and the gear she has onboard, and the possibility of performing helo ops to transfer the salvage team.

At 0900 LT approximately The Emma Foss arrived on-site . She has a bow pud and large Ueke tires around the bow are. She is equipped with a 2 - 2200' x 2" tow wires, 1 shot of surge chain, a 600' x 9" nylon towline and a line throwing gun. They reported weather is Lite Southerly winds and SW swell of 5-7' , with fog.

At 0920 LT, we made contact with Makushin Bay. Salvage Master Capt. Rich Habib reported they were progressing well and expected to be on-site am/30. They were making 8 knots, and were approx. 210 miles from the casualty. Calculations indicate that between 1130/27 and 0300/29 the vessel has drifted at 1.5 knots heading 042 degrees, and is not in eminent threat of going aground.

As the port ramp is submerged, there may be leakage through the seals, if so this would lead to additional free surface area. Salvage Master would like the Emma Foss to stand off until the salvage team arrives. He does not want the area that the salvage team encumbered by the tugs line. He will need use that area to hang the Makushin Bay from and transfer the team and gear, and to work from.

The same group from the 0730 call reconvened at 1000 LT. The Emma captain reported heavy fog and he had to get within 900' to see the vessel. He did not see a place that he can safely get a line onboard the Cougar Ace with his crew. He thought that the best way was to get the experienced salvage team aboard and have them pass back the ships mooring lines. The closed chock on the stern is about 12-15' above his bow. The starboard anchor is to high above his bow to reach. The port anchor is about water level. There is ice buildup in the starboard area of the stern cutout due to the CO2 venting.

The Salvage Master instructed the Emma Foss to perform a detailed survey around the vessel from the tug's noting points of interest and pass along to te salvage team. The agreement was made that the Emma Foss would stand off and wait till the salvage team arrives in the morning. The weather forecast for the next 48 hours is good.

At 1500 LT a conference call was established between Salvage Master Rich Habib and the Captain on the Emma Foss to discuss the initial visual inspection and specific points of interest as subsidy to boarding options and safety aspects evaluation.

Upon the Salvage Master's arrival on site, safety procedures to board the casualty will be defined and discussed directly with Capt. Kevin O'Day, Commanding Officer of USCGC MORGENTHAU, prior to any action.

Once a plan is agreed and the initial assessment team is cleared to proceed, they will begin inspecting critical areas during the rest of the day. Due to the extreme difficulties in moving around the vessel, we should not expect a preliminary brief earlier than Monday am.

The Sea Victory is making 12.3 knots and has an ETA to Dutch Harbor of 1800/31. We are determining if a stop in DH is necessary. It may be necessary to top off with fuel. The Owners indicated they would like the vessel towed to the US West Coast.

B - Weather (Source NOAA / Wilkens):

PKZ170-301400
EASTERN ALEUTIANS CAPE SARICHEF TO NIKOLSKI
400 PM ADT SAT JUL 29 2006

...SMALL CRAFT ADVISORY THROUGH SUNDAY NIGHT...

.TONIGHT...W WIND 25 KT...STRONGEST WIND BERING SIDE. SEAS 8 FT.
.SUN...W WIND 25 KT. SEAS 9 FT. RAIN.
.SUN NIGHT...NW WIND 20 KT. SEAS 8 FT.
.MON THROUGH TUE...W WIND 25 KT. SEAS 8 FT.
.WED...NW WIND 20 KT. SEAS 7 FT.
.THU...SE WIND 15 KT. SEAS 5 FT.

Jul 29 23:00 UTC - 14:00 LT : No significant changes needed to the previous forecast. High pressure to the South will continue to influence the region. At the same time weak areas of low pressure will pass to the North bringing about the chance for precipitation. SW'ly swells will keep seas at moderate heights .

C - Intentions :

1. Salvage Master and assessment team to arrive at the casualty site and evaluate situation and boarding options.
2. Salvage Master to address safety issues (addressed on separate message to follow
3. Currently, 5 pieces are in Anchorage and the blance is in Oakland, expected to depart late tonight. ETA Anchorage Sunday 30 Jul 10:00 am and are scheduled to be transferred on the same day to Dutch Harbor on chartered Ace cargo planes
4. Arrival of TG Sea Victory in Dutch Harbor to top up fuel tanks than immediate dispatch to Cougar Ace

D - Salvage Crew :

1. UB MAKUSHAN BAY : Salvage Master, Salvage Engineer, Naval Architect, Salvage Foreman/Dive Supervisor, Topside Salvor, Owner's Rep
2. DUTCH HARBOR : Logistics Coordinator, 1 Diver Medic (DMT), 1 Safety Officer / DMT, 1 Diver/Salvor
3. ANCHORAGE / USCG ICS/UC : Titan Representative

E - Summary Vessels Engaged & Status:

1. TG SEA VICTORY - En route Dutch Harbor for refuel ETA Jul 31st 18:00
2. UB MAKUSHAN BAY - Departed Dutch Harbor 28 Jul 16:00 LT - En route to casualty ETA 30th July am
3. TG EMMA FOSS - Departed Adak 28 JUL 15:00 LT - ETA Cougar Ace 1200 Sat 29 July
4. UB REDEEMER - Dutch Harbor - Stand By for additional salvage equipment & personnel in transit

F - Areas of Concern :

Addressed on specific e-mail message to follow

Alvaro Guidotti
LC Titan/Crowley - Dutch Harbor