

MV COUGAR ACE

SALVAGE REPORT # 08

01 AUGUST 20:30 LT

A – Situation and Today's Actions:

1. 12:00 LT position is 50-37.0 N and 171-04.0 W

2. TG SEA VICTORY arrived on location COUGAR ACE @ 09:50 LT

10:10--10:25 Radio conference Capt Fox with Salvage Master Rich Habib

11:05--A/S EMMA FOSS

11:20-- Tow passed from EMMA to SEA VICTORY

11:50-- SEA VICTORY in tow of COUGAR ACE

3. Tow Gear Configuration;

SEA VICTORY Port (2 3/4") tow wire, 2 layers out (832') connected to 9" x 600' Nylon Line connected to 90' x 3" chain connected to 9" x 720' Poly Oliphant braided line connected to a 1 1/2" wire strap doubled over a bitt on the stern of the COUGAR ACE and led through the centerline closed chock. The ends of the wire strap are shackled into the poly line with two 55 ton shackles.

4. Instructed by Salvage Master to try and maintain course 070 at dead slow, no more than 3 knots. Salvage Master is concerned that a higher speed will increase flooding into the COUGAR ACE.

5. Towing aspect of the COUGAR ACE: The COUGAR ACE is running slow side to side, going nearly 90 degrees to the course the SEA VICTORY wants to make good. Hand steering required and hard over rudder needed at times, but able to mostly maintain course without having to increase rpm's. At present Capt. Fox still getting a "feel" for how to handle this tow.

6. Follows report from the SEA VICTORY :

Vessel\_Name :Sea Victory

Date :08/01/2006

Time :12:00

Position :200 Mi SW Unmak Pass Lat 50-37 N / Long 171-04 W

Position\_Comments\_=Arr. C. Ace pos 09:50; 11:50 have Cougar Ace in tow,

Weather= Seas\_Direction\_\_\_\_=W  
Seas\_High\_\_\_\_\_ =2  
Seas\_Low\_\_\_\_\_ =1  
Seas\_Condition\_\_\_\_=calm  
Swell\_Direction\_\_\_\_=WNW  
Swell\_High\_\_\_\_\_ =6  
Swell\_Low\_\_\_\_\_ =4  
Wind\_\_\_\_\_ =7-10 Knots  
Beaufort\_Scale\_\_\_\_=3  
Wind\_Direction\_\_\_\_=W  
Visibility\_\_\_\_\_ =10  
Barometer\_\_\_\_\_ =30.04  
Air\_Temp\_\_\_\_\_ =50  
Cloud\_Cover\_\_\_\_\_ =8 Completely Covered

7 - The TG GLADIATOR (7200 bhp) departed Anacortes, WA, enroute Dutch Harbor. She will relieve the TG Emma Foss.

8 - Titan converted the contract from a BIMCO Tow hire to a Lloyd's Open Form as of 12:00 PST 01 August.

9 - Operations continued on the COUGAR ACE. Plan is to put the Salvage team onboard by helo and begin transferring pumps and hoses.

10 - Unified Command Center in Anchorage studied a port of refuge matrix considering aspects such as marine access, shelter, environmental risk, historic properties, logistics, commercial and subsistence impact as well as other concerns. Additional consultation with the salvage team, pilots, FOSC and SOSC concerning port locations for salvage operations and voyage routing is continuing. No decision to bring the COUGAR ACE into port will be made until the salvage assessment has been completed and internal transfer operations have been completed to reduce the list and improve stability.

11 - UB REDEEMER departed Dutch Harbor 11:00 LT destination Cougar Ace with salvage equipment, salvage personnel and owner's rep on board.

12 - Charter flight departed Anchorage 13:15 LT arriving Adak ~ 18:50 LT with 4 salvage personnel and selected climbing equipment, subsequently transferred to USCGC SYCAMORE

14 - Salvage crew was put onboard COUGAR ACE with the helo assistance @ 13:00LT with salvage equipment including 2 x 3" pumps

One USCG observer remained onboard to provide communications with the Morgenthau while they were inside.

They succeeded in reaching AND removing the air vent for # 5 STBD Ballast Tank

Team ran out of time today but due to fog, helo cannot operate safely and they will probably spend the night onboard. All are fine and have some food and drinks to spend the night. Sea is bumpy to get the Makushin alongside and pass them additional provisions at this stage.

To overcome the 100' head, 3 pumps in series are needed. Plan is to bring one more pump onboard and pump water from # 9 deck into the open vent pipe.

Salvors will have to rappel down to rig pumps and hoses which shall take another 2 days, weather permitting

15. Tow is progressing at 2 Knots speed due E. Intention is reaching helicopter range to Dutch Harbor, on the West side of Unalaska. Course will be altered according to sea state to prevent rolling. Currently the list has increased 1-2 degrees probably due to wind and the large sail area

B - Weather ( Source NOAA / Wilkens ):

PKZ170-021400-  
EASTERN ALEUTIANS CAPE SARICHEF TO NIKOLSKI  
400 PM ADT TUE AUG 1 2006  
.TONIGHT...SW WIND 15 KT. SEAS 4 FT. RAIN.  
.WED...S WIND 10 KT BECOMING E 20 KT IN THE AFTERNOON. SEAS 5 FT.  
RAIN.  
.WED NIGHT...N WIND 15 KT. SEAS 6 FT.  
.THU...NW WIND 15 KT. SEAS 7 FT.  
.THU NIGHT...W WIND 15 KT. SEAS 7 FT.  
.FRI...SW WIND 20 KT. SEAS 7 FT.  
.SAT...SE WIND 25 KT. SEAS 9 FT.  
.SUN...NW WIND 20 KT. SEAS 8 FT.

PKZ172-021400-  
EASTERN ALEUTIANS NIKOLSKI TO ADAK  
400 PM ADT TUE AUG 1 2006  
.TONIGHT...VARIABLE WIND 15 KT OR LESS. SEAS 5 FT.  
.WED...NW WIND 15 KT. SEAS 5 FT. PATCHY FOG.  
.WED NIGHT...NW WIND 15 KT. SEAS 6 FT. PATCHY FOG.  
.THU...W WIND 20 KT. SEAS 7 FT.  
.THU NIGHT...SW WIND 20 KT. SEAS 7 FT.  
.FRI...S WIND 20 KT. SEAS 8 FT.  
.SAT...NE WIND 20 KT. SEAS 8 FT.  
.SUN...NW WIND 15 KT. SEAS 8 FT.

Wilkens / Aug 01 16:20 LT : Valid for 200 NM S of Adak . Forecast period 02 - 04 Aug .  
Through the forecast period, a series of low pressure systems/ troughs will influence the area. This will allow for moderate to fresh winds and moderate to rough mixed seas. There will also be a chance for precipitation at the time of the lows moving through the are

C - Intentions :

1. Salvage Master and assessment team to continue evaluation, planning and coordination of salvage activities.
2. Start rigging pumps and hoses. Transfer additional pump and hoses to Cougar Ace. This task may take 2 days, weather permitting. Once pumping spread is connected and operational, it will be possible to fill No.5 stbd ballast tank with approximately 120 tons of water that has entered cargo hold #9. If No.5 ballast tank is filled, it should result putting the vessel at 20-25 degrees port heel and remove the side ramp from the water ingress.
2. Await decision on port of refuge
3. Transfer salvage personnel from Adak to COUGAR ACE location. Transport provided by USCGC SYCAMORE.

D - Salvage Crew:

1. UB MAKUSHIN BAY : Salvage Master, Salvage Engineer, Salvage Foreman/Dive Supervisor, Topside Salvor, Owner's Rep
2. DUTCH HARBOR : Logistics Coordinator
3. ANCHORAGE / USCG ICS/UC : Titan Representative
4. Adak: Titan's senior naval architect and 3 salvors and two owners representatives
5. UB REDEEMER : 3 salvage divers ( 2 are DMT,'s ), owner's rep. En route COUGAR ACE

E - Summary Vessels Engaged & Status:

1. TG SEA VICTORY - On site Cougar Ace as of 9:50 LT 01 Aug - Towing Cougar Ace as of 11:50 LT 01 Aug
2. UB MAKUSHIN BAY - On site Cougar Ace as of 09:30 LT 30 Jul

3. TG EMMA FOSS - On site Cougar Ace as of 08:30 LT 29 Jul. Transferred tow line to SEA VICTORY 11:20 LT 01 Aug
4. UB REDEEMER - Departed Dutch Harbor 11:00 LT 01 Aug with 3 additional salvors and Owner's Rep.
5. TG GLADIATOR - Departed Anacortes, WA, enroute Dutch Harbor. She will relieve the EMMA FOSS

#### F - Safety

A number of procedures are being implemented regarding the safety of the operations:

1. JSA to be held before all operations such as but not limited to:

- tow transfer operations
- helo operations
- climbing procedures and gear
- working onboard the COUGAR ACE

- 2 - Salvors to work in pairs and watch partner

- 3 – Pre-boarding safety meetings

- 4 - Clean air analysis

- 5 - Emergency evacuation procedures.

- 6.- Awareness of fatigue in onboard operations

#### G - Areas of Concern :

Weather deterioration expected for the end of the week according to forecast

#### H - Remarks :

Alvaro Guidotti  
Titan/Crowley  
Logistics Coordinator  
Current Base : Dutch Harbor