SITUATION REPORT

INCIDENT NAME: RO/RO Cougar Ace

SPILL NUMBER: 06259920501 - Potential Spill

TIME/DATE OF INCIDENT: The Roll-on/Roll-off (RO/RO) Cougar Ace has been adrift since approximately 1:00 AM, July 24, 2006, when the ship attempted to adjust ballast and heeled over onto its port side. The vessel’s status was reported to ADEC at 8:00 AM, July 24, 2006 by the USCG.

TIME/DATE OF SITUATION REPORT: 12:00 PM July 31, 2006.

TIME/DATE OF THE NEXT REPORT: As the situation warrants.

TYPE/AMOUNT OF PRODUCT SPILLED: A small sheen (25-75 yards in length) of unknown substance has been seen near the bow. The vessel is carrying 142,184 gallons of Intermediate Fuel Oil (IFO) 380 and 34,182 gallons of Marine Diesel Oil (MDO). The vessel is reported to be carrying approximately 4813 vehicles as cargo.

LOCATION: The vessel position as of 8:00AM, July 31, 2006 was 50° 03.00 N, 171° 30.00 W. The vessel has been drifting in an easterly direction (Set 080°T @ 1.0 kts) and is approximately 140 miles south of the Aleutian island of Amlia.

CAUSE OF SPILL: This is a potential spill only. All efforts are being made to salvage the vessel prior to further incident.

POTENTIAL RESPONSIBLE PARTY (PRP): Mitsui OSK Lines, Tokyo, Japan.

RESPONSE ACTIONS:

On July 29, 2006, the U.S. Coast Guard vessel Morgenthau and the tug Emma Foss arrived on scene. The Morgenthau relieved the U.S. Coast Guard Cutter Rush which had been on scene since July 25, 2006. Helicopter operations were conducted to assess condition of the vessel and get estimate of any discharge of fuel. Plans were examined for stabilizing and righting the Cougar Ace.

On July 30, 2006, the Makushin Bay arrived on scene with salvage master and team. Salvage personnel boarded the Cougar Ace from the stern but were unable to access the vessel. After returning to the Makushin Bay, the five salvage personnel with equipment were hoisted onto Cougar Ace by helicopter and basket-hoist from the Morgenthau. A vessel survey was conducted including the engine room, which showed no signs of flooding. Preliminary reports indicate that cargo of cars on deck # 9 are still secured to the deck and have not shifted. This free board deck is partially flooded. Cargo deck #1 showed no signs of water.

Contingency strategies have been identified, in the event of a discharge. The PRP has communicated with response organizations to confirm availability in order to provide nearshore and onshore response services, if needed.

An Incident Action Plan (IAP) has been approved by the Unified Command. This plans addresses overall incident objectives for this operational period.

SOURCE CONTROL: None at this time.

RESOURCES AFFECTED: Marine waters. No oiled wildlife has been observed.
FUTURE PLANS AND RECOMMENDATIONS: Continue inspection of Cougar Ace cargo decks. Develop a salvage plan. The tug Sea Victory is proceeding to the scene to assist (ETA 2:00 PM August 1, 2006). The tug Redeemer is standing by in Dutch Harbor to transport equipment to the scene on completion of assessment. The U.S. Coast Guard Cutter Sycamore will be arriving on scene today and will provide Spill Oil Recovery System (SORS) pollution response equipment.

WEATHER: Weather for Monday, July 31, 2006: Cloudy with patchy fog, highs in the mid 50s, West winds to 25 kts and seas to 7 feet.

UNIFIED COMMAND AND PERSONNEL
F.O.S.C: Capt. Mark DeVries (USCG)
S.O.S.C: Gary Folley (ADEC)
R.P.I.C: Theo Camlin (O’Brien’s Group)

FOR ADDITIONAL INFORMATION CONTACT:
ADEC: John Brown (907) 269-7688, cell: (907) 748-1639;
USCG: Anc. – Sara Francis (907) 271-2660.

For more information, see ADEC website:
http://www.dec.state.ak.us/spar/perp/response/sum_fy07/060728201/060728201_index.htm

AGENCY/STAKEHOLDER NOTIFICATION LIST
This sitrep has been distributed via email to the Governor’s office, ADF&G, ADNR, SECC, USEPA, USDOI, NMFS, USFWS, and USPS in addition to the following:

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Salvage team attempting to access Cougar Ace from stern. (USCG photo)