



The Good Oil

Issue twelve

December 2006

Welcome to The Good Oil – an e-newsletter designed to keep people in touch with what's happening in the oil spill response (OSR) area of Maritime New Zealand. Comment/contributions/feedback are welcome and can be emailed to: steve.corbett@maritimenz.govt.nz.

Latest news

- 1) The 2006 Regional Council Oil Spill Response Workshop was held in New Plymouth in November. The workshop was themed on the NZ off-shore exploration industry and was opened by Hon Harry Duynhoven.

Around 50 delegates heard excellent industry presentations from Tui Development's Ian Browning, OMV's Maury Loney and STOS representatives on a bus trip to the Pohokura site. The scale, planning and technology involved in the operations around the Taranaki Basin are amazing and it was fascinating to see and listen to a snapshot of all the activity. Of particular note was the commitment to partnerships with the community and environmental protection and the preparedness for 1 in 100-year events.

The locals couldn't control the weather but were excellent hosts and gave the workshop some food for thought with their view on pro-active monitoring and enforcement.

MPRS staff updated the workshop on Maritime NZ activity and a new innovation to allow regions time to speak on their own activity was well received.

The workshop also farewelled and paid tribute to the excellent work of Richard Norman who is moving to a new role with Biosecurity NZ.

After a suggestion raised at the workshop, the timing of next year's event will be moved to August to allow greater freedom for regions to attend.



Hon Harry Duynhoven



Ian Browning,



MPRS Neil Rowarth and Nick Quinn

- 2) The owners of the passenger ro/ro *Dieppe* were fined £15,000 (\$NZ42,800) plus costs of £9,373.27 in a Southampton Magistrates court for a pollution incident in the English Channel.

In August 2004, a French customs helicopter was conducting a routine patrol when it observed an oil slick. The aircraft followed the slick and found it to be coming from the vessel. Photographs were taken and a report made.

The owners subsequently admitted to releasing three cubic metres of oily water. In passing sentence the Chairman of the Magistrates' Bench highlighted that there had been a problem with the oily water separator over two years and that the vessel had continued to use a troublesome piece of equipment whilst alternatives were available.

- 3) The European Maritime Safety Agency has signed up two more emergency oil spill pollution response vessels and signalled that next year it will branch out into the Black Sea.

The Portuguese standby vessel *Galp Marine*, with a storage capacity of 3,023 cu m, is now part of the EMSA fleet covering the Atlantic, as is the Malta-based *Santa Maria*, storage capacity 2,421 cu m, which will help cover the Mediterranean.

The Lisbon-based agency said there will be a "third strengthening phase" in 2007 aimed at improving response capacity in the Atlantic, Mediterranean and the Black Sea.

The latest vessels will be equipped with rigid sweeping arms and boom and skimmer systems as well as large oil storage and local radar-based oil slick detection systems.

The standby vessels are designed to supplement national spill capacity in the event of an emergency.

Meanwhile Britain's Maritime & Coastguard Agency has awarded Klyne Tugs a two-year extension to the contract to provide Emergency Towing Vessels at four strategic areas around the British coast.

This extends the present eight-year contract until September, 2011.

Managing director Carl Beare said: "Since the original contract was signed in 2001 the tugs have been involved in providing emergency towing services and environmental protection duties on numerous occasions.

"We are contracted to give 24-hour cover 365 days of the year and the tugs have gone to the assistance of many vessels in all weather conditions.

"On several occasions the ETVs have averted potentially dangerous situations from developing into major incidents where loss of life and marine pollution was a distinct possibility.

The removal of the threat of marine pollution is the primary task for the ETVs. Each vessel has been engaged in such operations during the existing contract.

"Clearly prevention is better than cure where removing such threat means there is no actual marine pollution".



The present ETV fleet of four tugs includes the purpose-built offshore tugs *Anglian Monarchon* stationed in the Straits of Dover, in joint operation with the French Maritime Authorities, the *Anglian Princess* (pictured left) on station in the western approaches at Falmouth and the *Anglian Sovereign* based off the northwest coast of Scotland at Stornoway.

The powerful salvage tug *Anglian Prince* is based in Lerwick to cover the east coast and sea areas of northern Scotland.

- 4) Egypt is asking a reported \$US1.7m from the owner of a tanker that spilled 5,000 tonnes of oil in the Suez Canal.

Following a breach of the ship's hull, the eventual spill covered an area of about 3 km by 500 m.

But ironically, *Anna PC* seems to have been taking evasive action to avert a collision that might have resulted in a full-scale disaster.

Anna PC's manager said both vessels would have collided if she had not taken evasive action and grounded.

"Having been astern of the *Front Vanguard* in a convoy of ships passing through the Suez Canal, the master on the *Anna PC* managed to successfully avoid a collision when the *Front Vanguard* stopped suddenly after suffering an apparent technical failure on board.

"Unfortunately during such avoidance measures some of *Anna PC*'s cargo escaped as the ship touched bottom and one cargo tank containing light crude oil was breached."

Egypt has only recently released another vessel it has held since last February, for being involved in a 3,000 tonne oil spill, after the owner of *Grigorousa I* reportedly agreed to pay \$3.4m in compensation.

Comms lessons

- 1) The furore surrounding Wither Hills Sauvignon Blanc and its entry into wine competitions has highlighted some excellent crisis communication principles.

The company was on a hiding to nothing after media stories had seriously threatened their corporate reputation but rather than burying its head and trying to ride out the storm they (or their PR contractor) employed some excellent tactics.

They didn't duck for cover and always had a spokesperson available to media; they took out full page newspaper ads, ensuring the whole side of their story was told; they used their own communication channels (e.g their website) to communicate directly with their stakeholders and (maybe not of their own doing) had external champions (in this case a fellow noted winemaker) coming out in support of them.

Only time will tell what, if any, damage this incident has done to the company but for now they should be congratulated for doing everything possible to fight back.

2) The truth but the whole truth?....

A security guard had worked for three years in the same firm. One night he got drunk. This was the first time it ever happened. The duty manager recorded in the log book; "The security guard was drunk tonight".

The guard read it and he knew this comment would affect his career, so he went to the duty manager, apologised and asked the manager to add that it had only happened once in three years which was the complete truth. The manager refused saying what he had written was the truth.

The next day it was the guards turn to fill in the log. He wrote, "The duty manager was sober tonight".

The manager read the entry and asked the guard to change or add to it explaining the complete truth because this implied that the manager was drunk every other night. The guard refused and told the manager that what he had written in the log was the truth.

3) If you can't beat them.....change the rules! My answer to Mark's magnificent Movember mo.



Quotable quotes

"There is no substitute for playing in front of 80,000 people. Going to Tesco isn't quite the same."
Wales rugby union star Ryan Jones, after an injury comeback.

"It's better to look ahead and be prepared than to look back and regret"
Anon

"Guinness ability, that's why they picked me for the team, there was no other reason whatsoever."
Darren Clarke gets stuck into the Ryder Cup celebrations.

Thanks for reading Issue 12 of The Good Oil – have a safe and very merry Christmas

Steve