

50 Years of Response Technology



**Interspill
London
15th April 2012**

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International Oil Pollution Compensation Funds**

**Cleanup and Prevention
Property Damage
Consequential Loss
Pure Economic Loss
Environmental Damage**

**If Effective
Reduced
Reduced
Reduced
Reduced**



TORREY CANYON (1967)

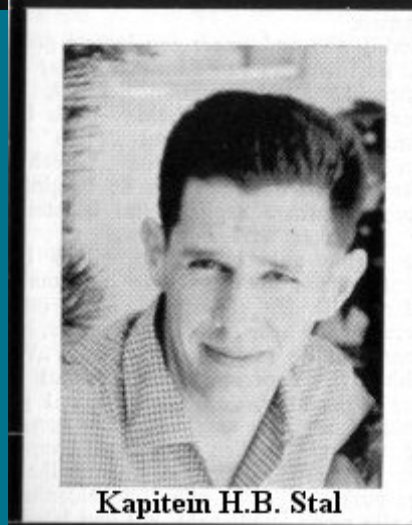
121,000 tonnes of crude oil

Salvage
At Sea Recovery
Burning
Dispersants
Shoreline Cleanup
Waste
Compensation
Media Management





The salvage experts were unanimous in the view - shared by the British government - that the best chance of preventing the further escape of oil was to try to salve the tanker in one piece and refloat her. Provided that the weather held out, the chances of saving her were at that time reasonable.



Kapitein H.B. Stal



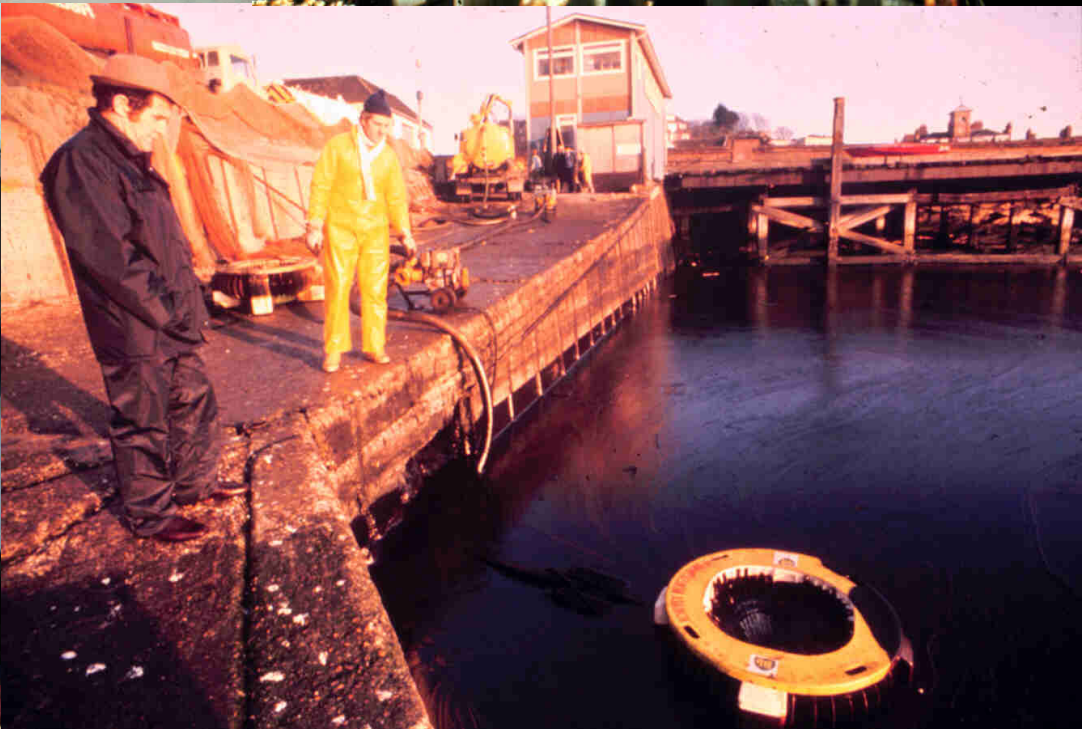
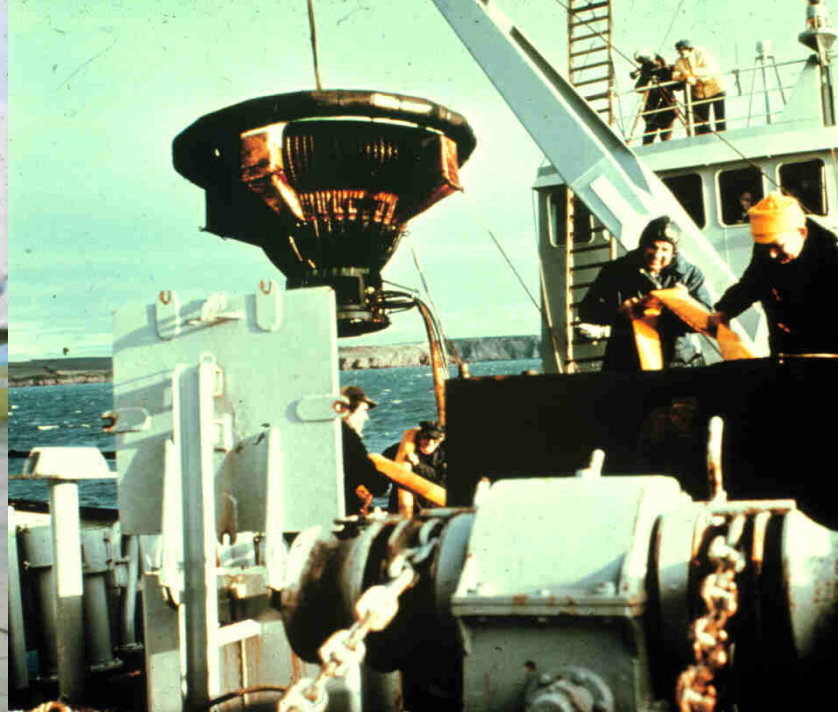
Amoco Cadiz 1978



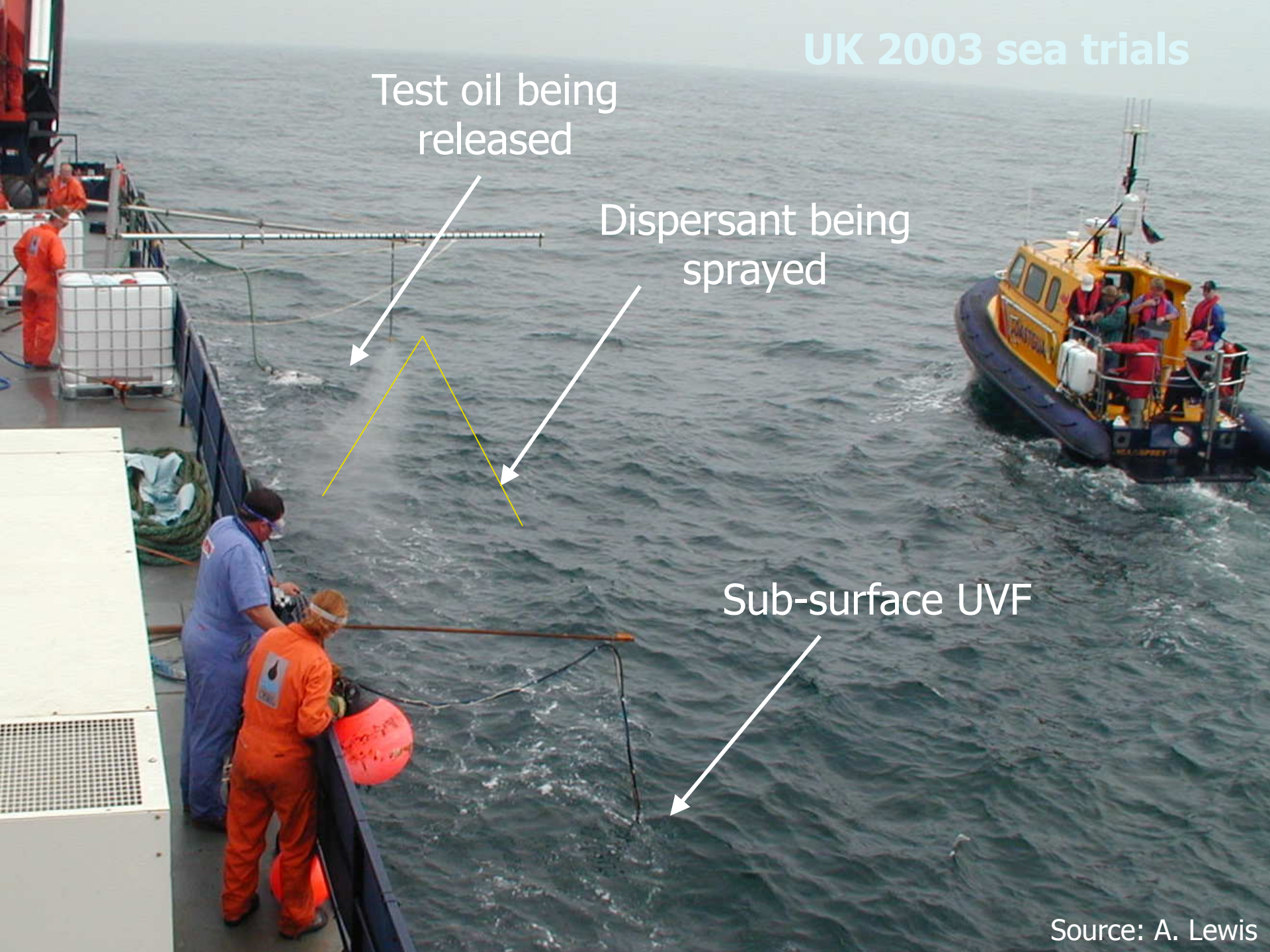
The Amoco Cadiz off Portsmouth

© Maritime Group





UK 2003 sea trials



Test oil being
released

Dispersant being
sprayed

Sub-surface UVF





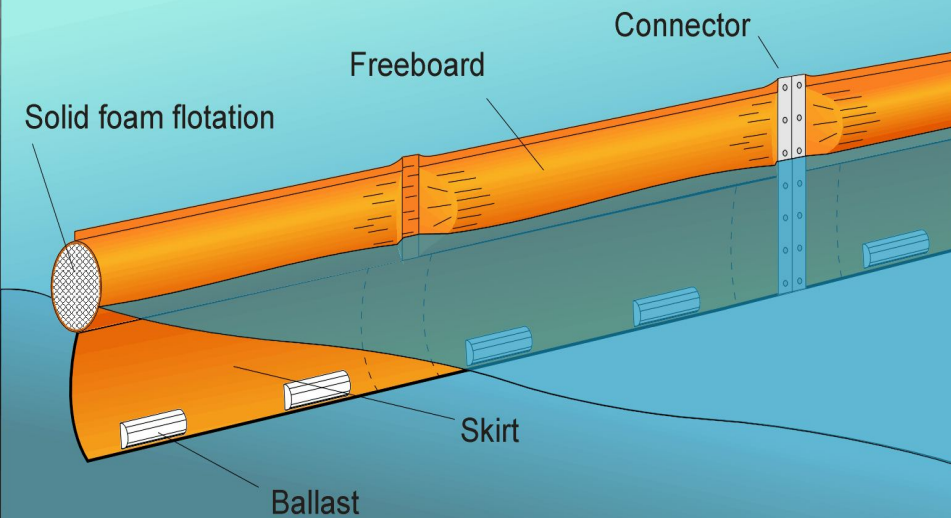




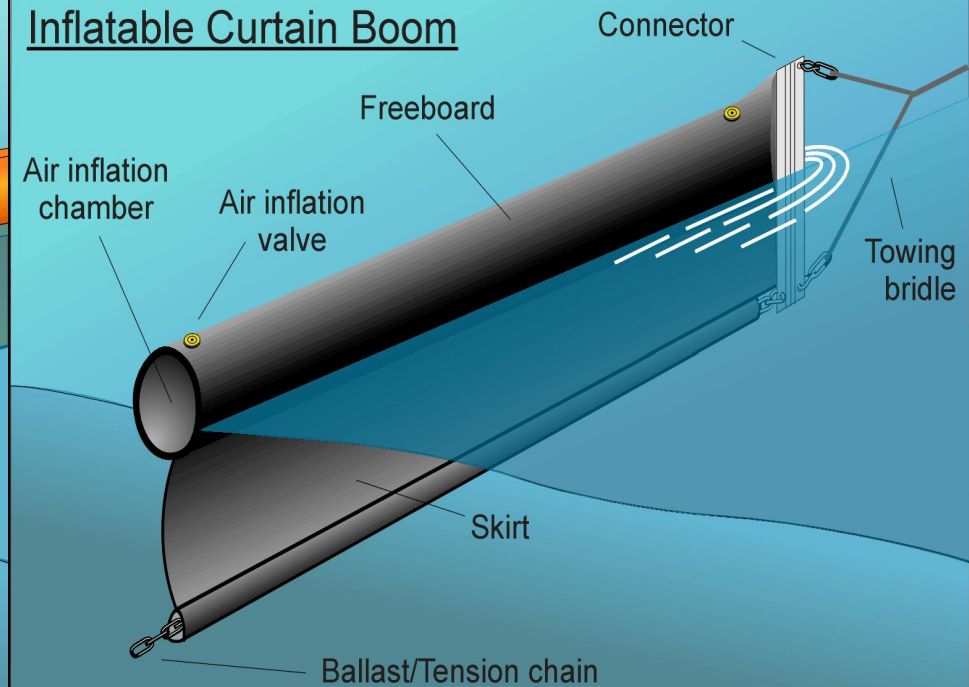




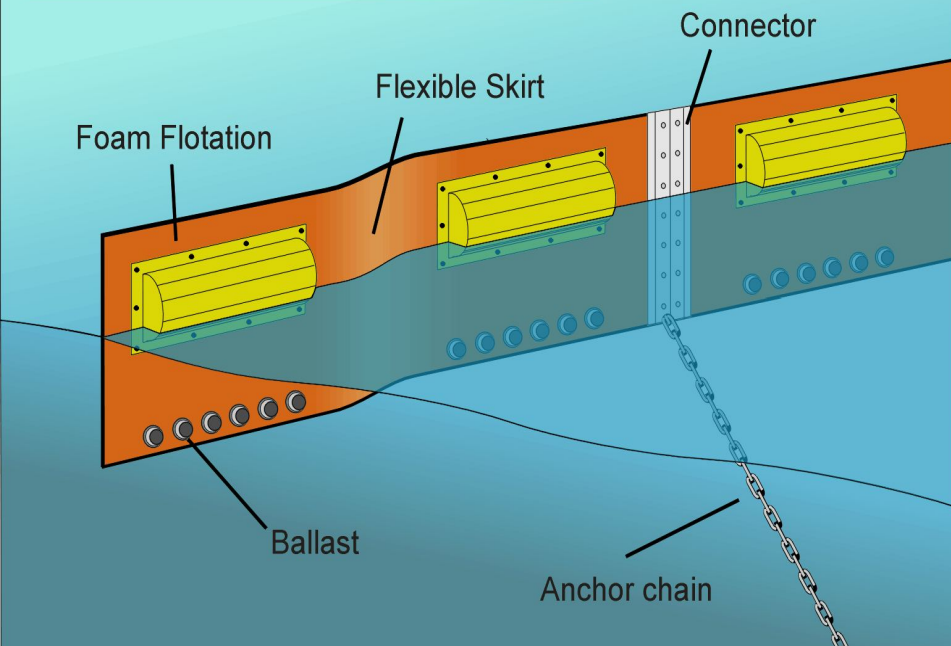
Solid Flotation Curtain Boom



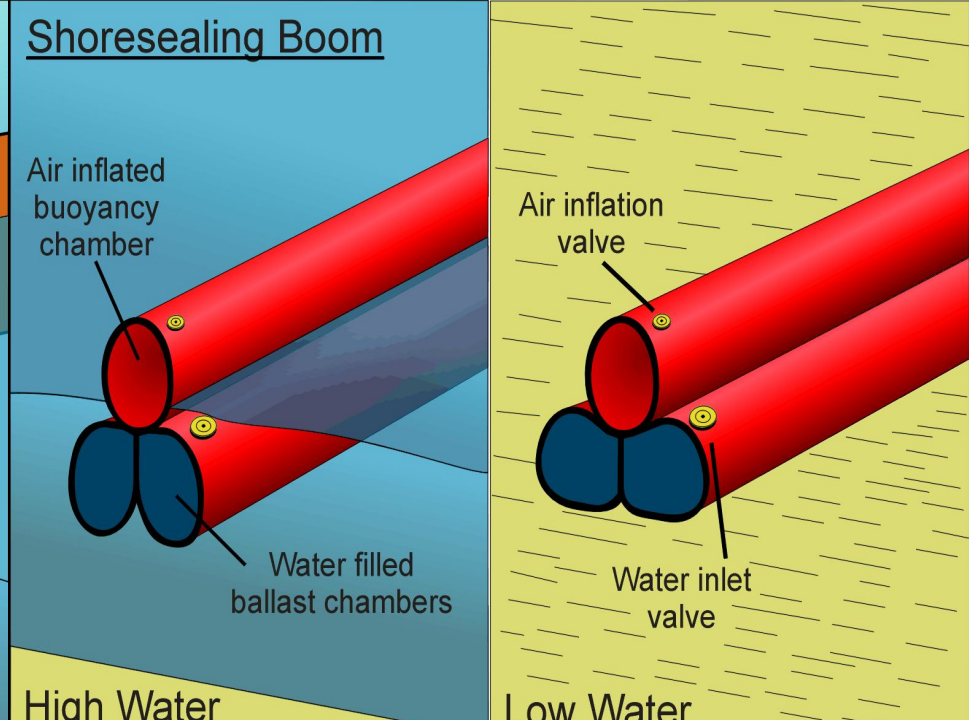
Inflatable Curtain Boom

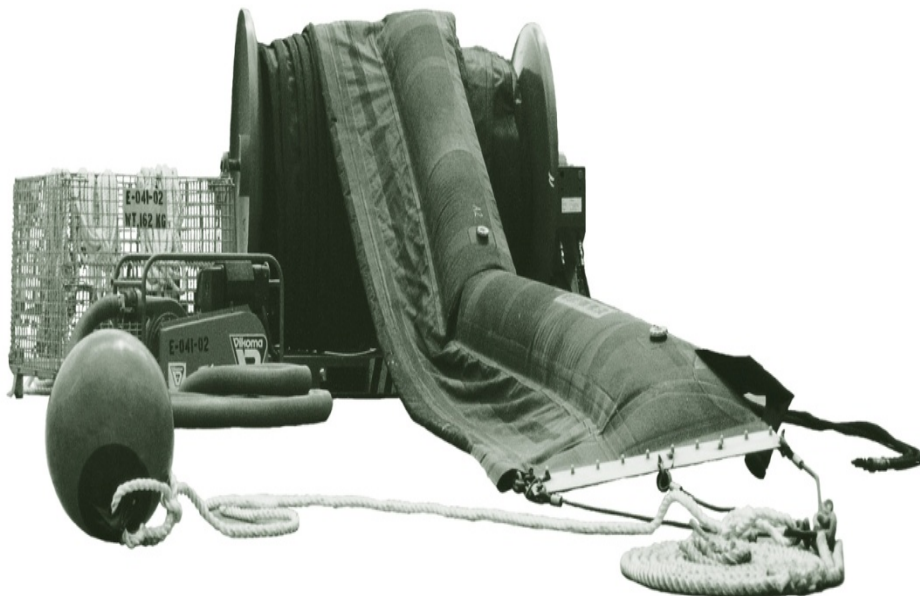


External Flotation Fence Boom



Shoresealing Boom

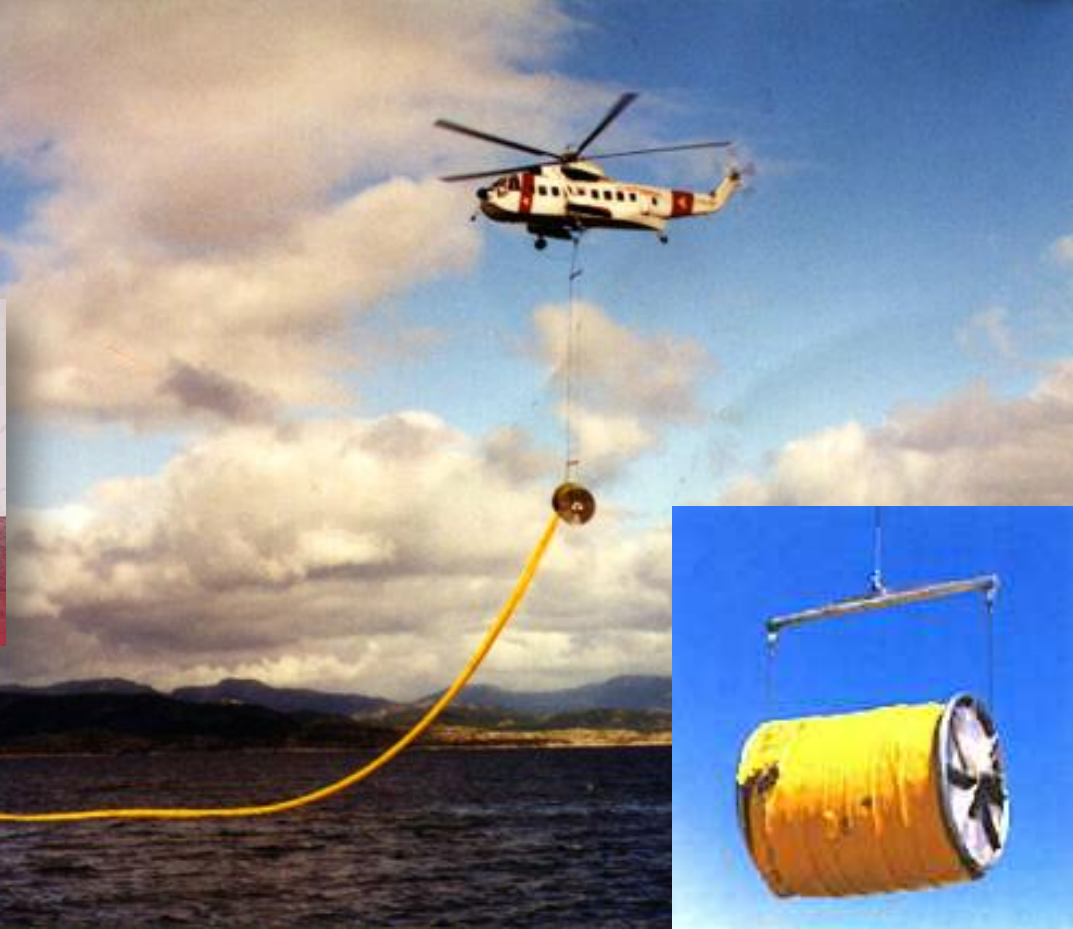
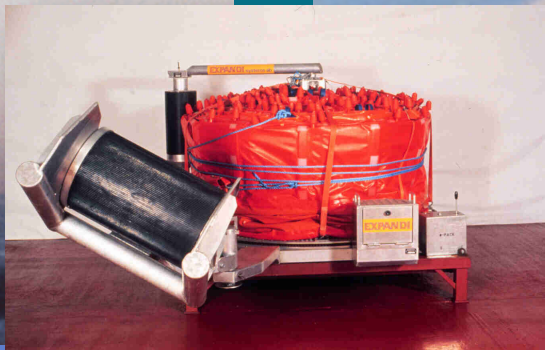




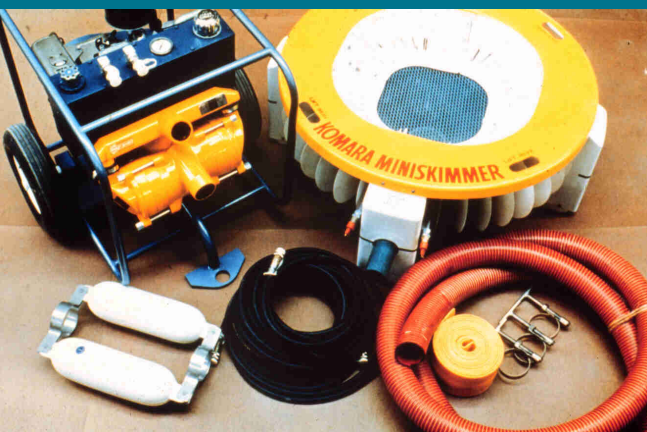
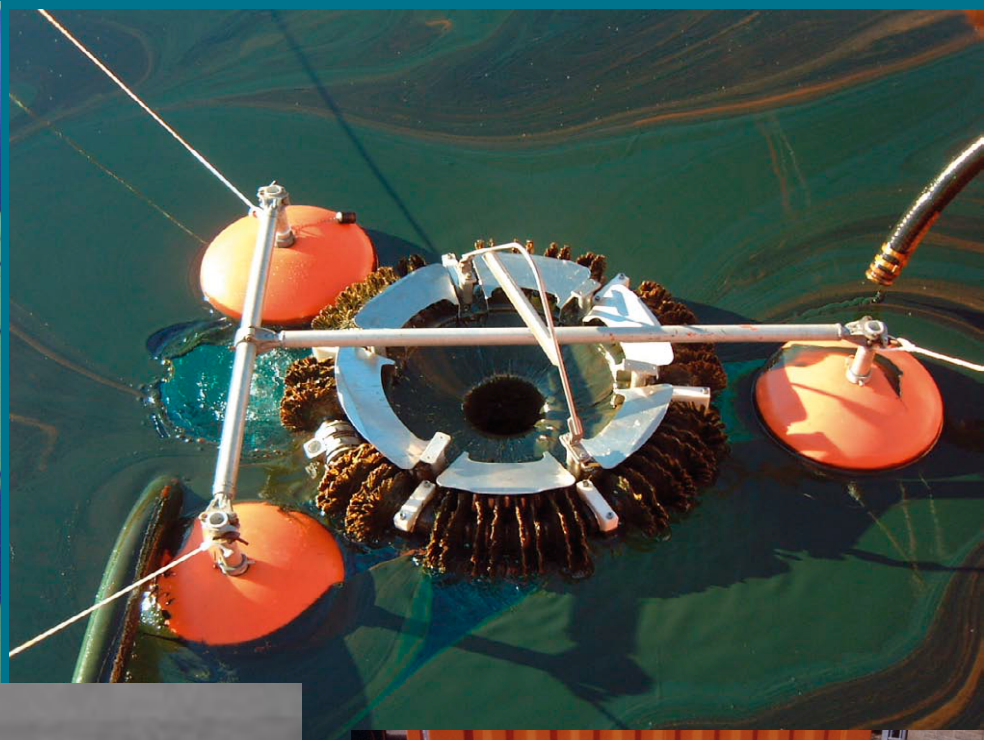


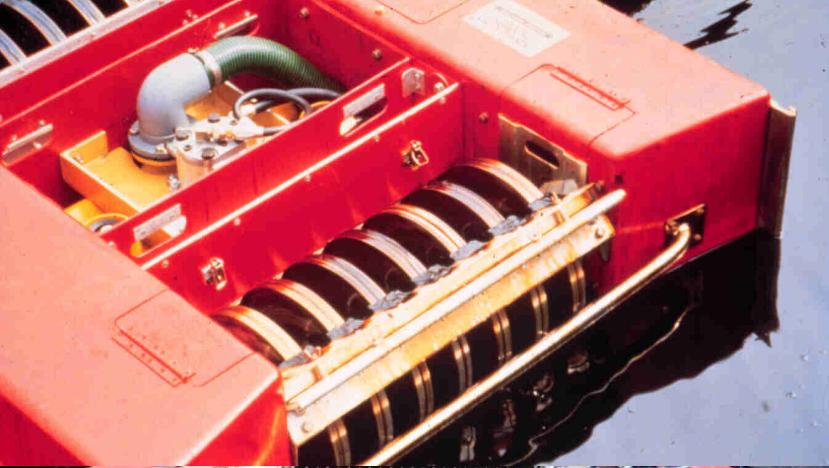






Skimmers

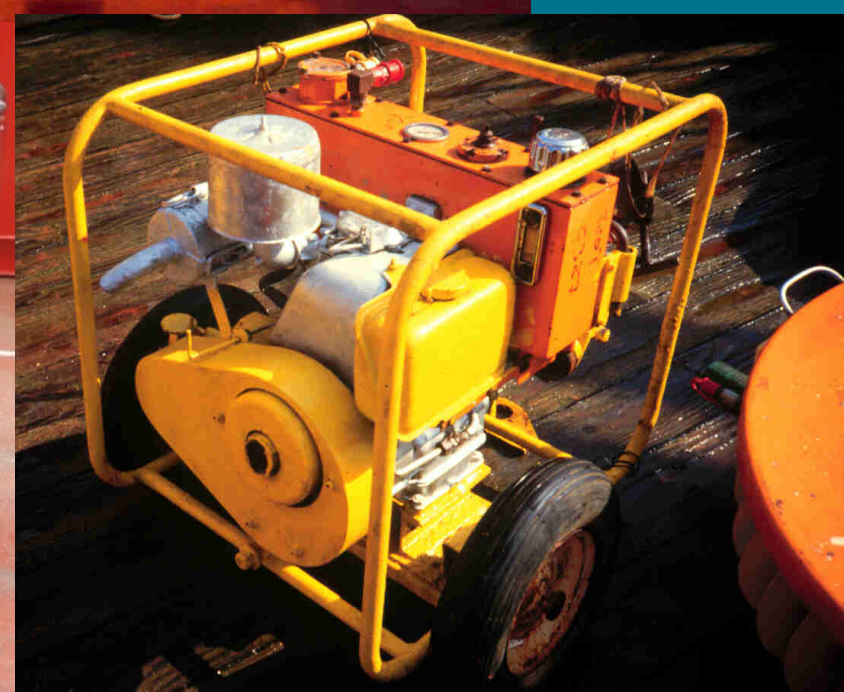
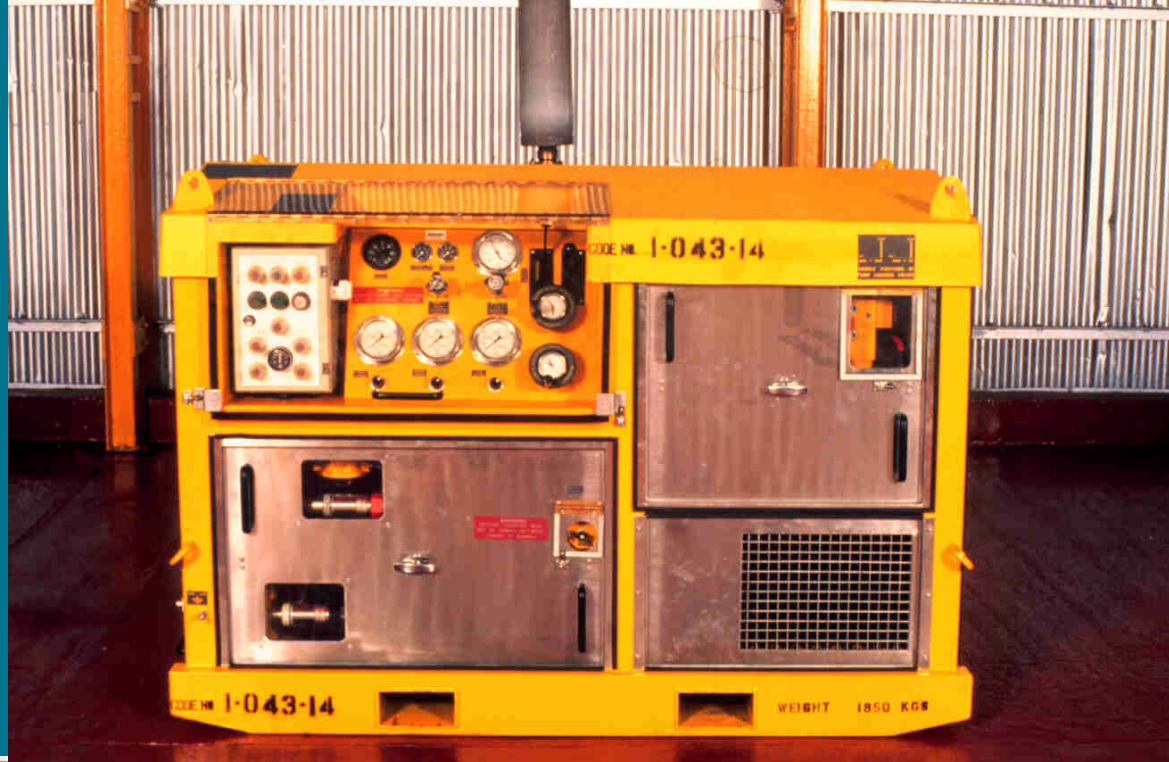








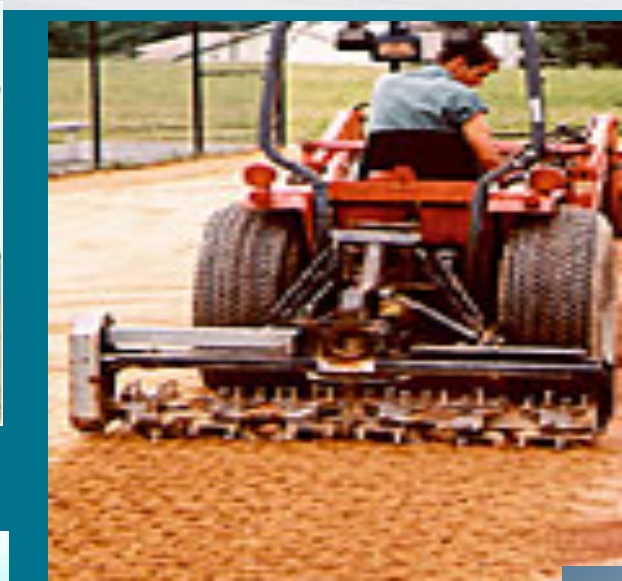




Shoreline















Any Questions !

The Answers are in the Exhibit Hall



IOPC Funds

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