



Is Spill Response More About Luck and Timing than Preparedness?

Dr Sharon Burton



The Idea for this paper

- *Rena*, 2011



Source: CEDRE



Source: Maritime New Zealand

“It was a lucky escape, but no-one can be lucky every time” *European Space Agency*

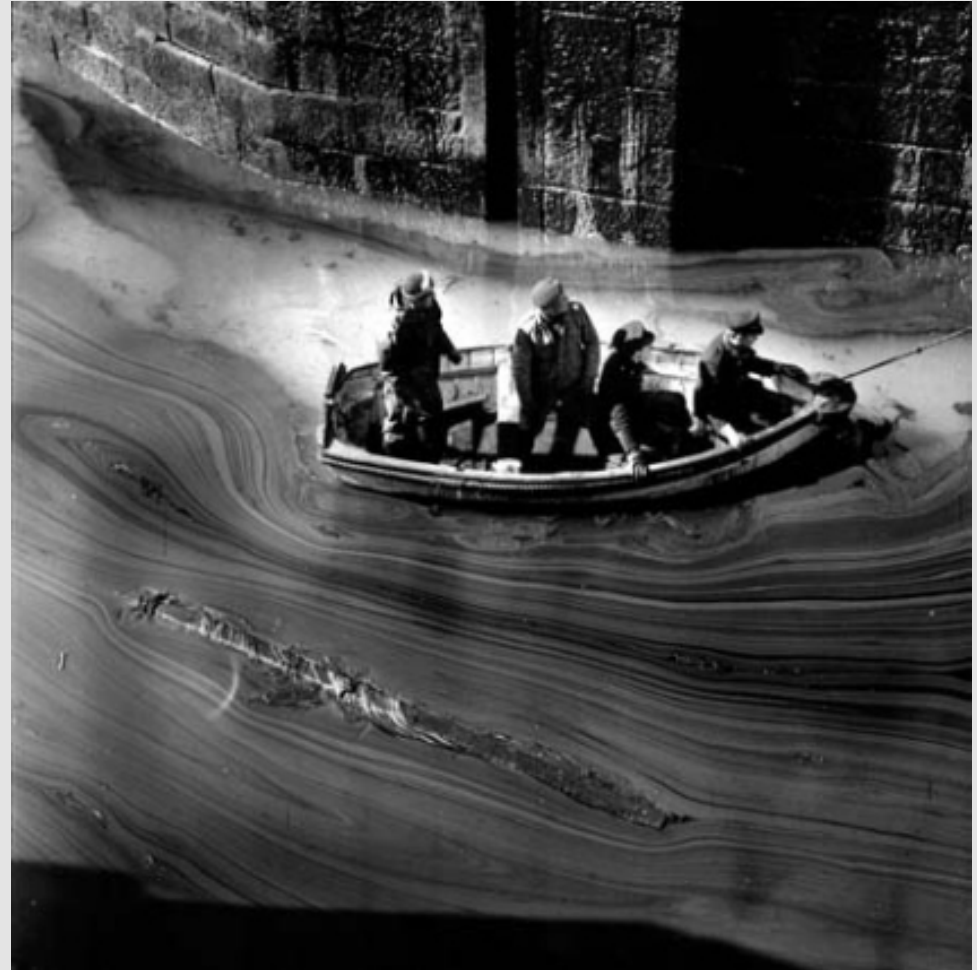


Petrobras Platform 36, 2001



Source: Versatel

The Birth of the Oil Spill Response Industry ? *Torrey Canyon, 1967*



Source: CEDRE

Lessons Learnt – *Amoco Cadiz, 1978*



Source: CEDRE

Better Prepared

– *Amazzone, 1988*



Source: CEDRE

Unprepared but Very Lucky

- *Argo Merchant*, 1976



Source: Timeline.com

Lucky Again – *Hawaiian Patriot, 1977*



Honolulu Advertiser
Hawaii's Prizewinning Newspaper

home edition
Honolulu - Bessy (1/1/77)

Only the stern of the Hawaiian Patriot was visible through a thick cloud of black smoke when Advertiser photographer David Yamada took this shot yesterday.

Tanker dies in agony of fire

By BRUCE BENSON and JAKE WILLIAMS
Advertiser Staff Writers

"Ship's on fire! Ship's on fire!" yelled a crewman aboard a Coast Guard C130 monitoring the laborious progress of the disabled oil tanker Hawaiian Patriot.

Those words launched a three-hour rescue effort in the sea surrounding the fiercely burning vessel.

A merchant vessel picked up 38 survivors of the super-tanker Hawaiian Patriot after the Liberian vessel exploded, burned and sank 370 miles due west of Honolulu yesterday.

The 39th crew member reportedly jumped into the blazing oil slick and is presumed dead. Others received minor injuries as they abandoned the ship and were rescued by the vessel Philippine Batan.

The Hawaiian Patriot had been carrying 50 million gallons of light crude oil from Indonesia to the Hawaiian Independent Refinery at Barber's Point on Oahu.

Lt. Cmdr. F. N. "Rick" Gallien, pilot of the C130, compared the scene to photographs he has seen of Pearl Harbor. "Flames were shooting ... into the air and smoke was billowing. Fire engulfed the entire vessel," he said.

Bob Jones, a Coast Guard public information officer making the flight, said, "It was the biggest fire I ever saw."

Jones said the C130 immediately started down from a climb it was making to reach an altitude where the plane could conserve fuel.

He said there was "heavy black smoke, thousands of feet up. Then someone saw a life boat, and then other bodies in the water."

Gallien said the plane was at about 3,000 feet when he received a radio call from the Philippine Batan that "the crew of the Hawaiian Patriot had all gone overboard and the vessel was in flames."

The pilot looked down and saw black smoke billowing from the ship.

"The smoke was so thick we couldn't even see the ship, just the horizon," he said.

Jones said that after an hour of searching only two men were missing and that nearly two hours were spent finding the final crewman, who was clinging to a partly inflated life raft dropped from the aircraft.

As soon as the first survivors were spotted, the back ramp of the C130 was opened and life-saving gear tossed out. Gallien said his crew "started throwing things out of the airplane — rafts (six of them), flotation gear, anything that floats."

The pilot said crew members could feel heat from the burning ship, which had 25 million gallons aboard when it caught fire. Five million gallons had already spilled.

Jones said the skipper of the Philippine Batan, which reportedly

See BLAST on Page A-4

Source: David Yamada, Honolulu Advertiser

Prepared & Lucky

- Maritrans barge *Ocean 225*, 1993



Source: Peter Clark



Source: NOAA

Nature Helps Out

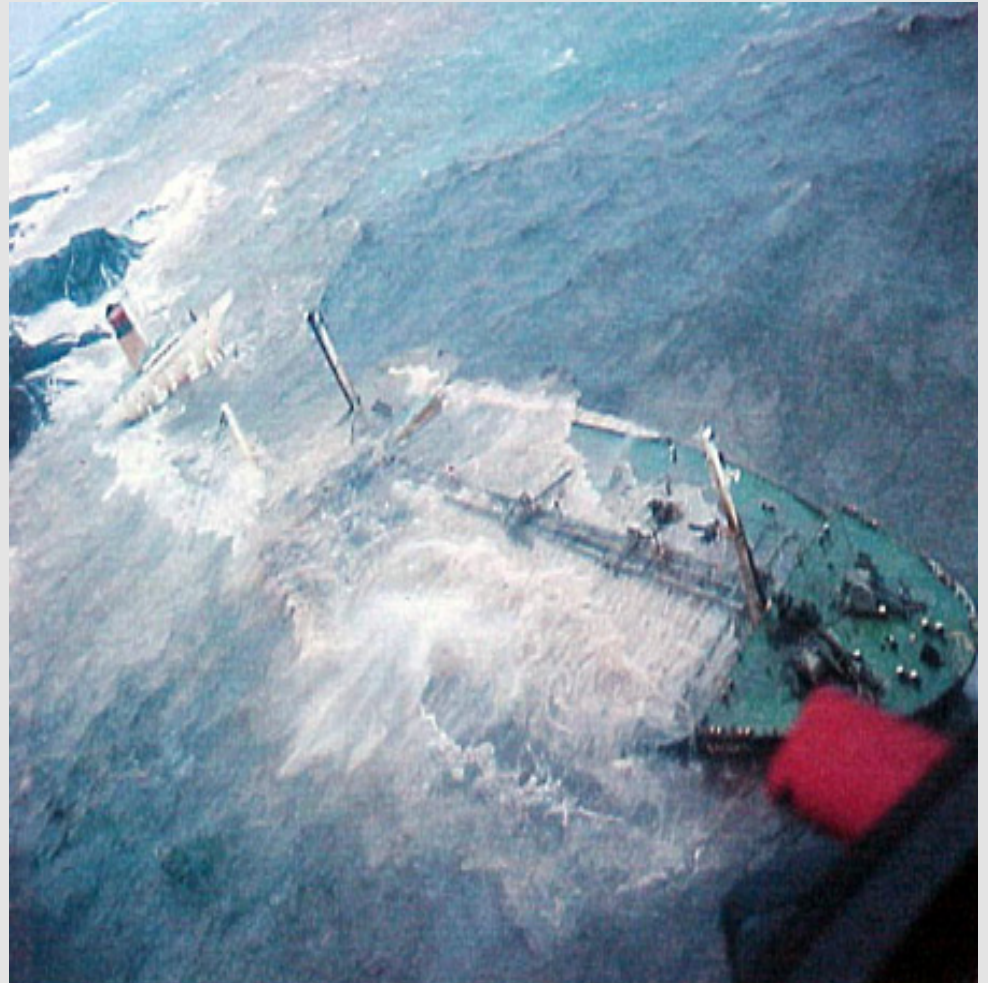
- B-14 well Bravo Platform, 1977



Source: Versatel

Nature Cleans Up

- *Braer*, 1993



Source: ITOPF

Hindered by Nature

-*Erika*, 1999



Source: ITOPF

Successful Wildlife Response

- *Treasure, 2000*



Source: ITOPF

Successful Wildlife Response

- *Treasure, 2000*



Source: IBRRC

Successful Wildlife Response

- *Treasure, 2000*



Source: The Penguin Lady

Wildlife Rescue

- *Jessica, 2001*



Source: CEDRE



Source: Charles Darwin Foundation



Using Volunteers

- *Nakhodka, 1997*



Source: ERC.PREF.FUKUI.JP



Source: YokosoJapan

Volunteers on a smaller scale

- *Pacific Adventurer*, 2009



Source: ABC news & Brisbane Times

Cross-border Co-operation?

- *Vistabella, 1991*



International Co-operation

- Macondo, MC 252, 2010



Source: USCG

Conclusion



**Good Timing and Good Luck Help
BUT**

Nothing Beats Being Prepared



Source: aramcoexpats



Source: cy.wa.gov



Source: cnbc.com



Source: izismile.com



COMPLACENCY

APATHY COMES BEFORE CALAMITY. LOOK IT UP.

Thank you for listening.

Any Questions?