Briggs Environmental Services Ltd
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Proposal Pollution Prevention Measures During Salvage of the Seamate barge

POLLUTION SPILL RESPONSE METHODS

Briggs has unrivalled experience providing pollution response services responding to the full spectrum of spill related incidents that threaten the environment. Our highly trained oil spill response personnel deal with over 500 incidents a year covering industrial, coastal and offshore installations. Full Service, Tier 1, 2 & 3 Marine Pollution Response

- Asset procurement, commissioning & maintenance
- Simulation and exercise management
- Global deployment logistics
- Land based pollution response
- Land and water remediation
- Hazardous and noxious substances containment and recovery
- Waste management
- Equipment hire
- Sorbent sales and after care
- Salvage support

VESSEL PARTICULARS

Name: Seamate 84
Type: Fish feed barge
LOA:14m
Beam: 14m
GRT:unknown
Flag: GB
Cargo:up to 450t of feed and 20t of Diesel
Location: NE of Portree, Isle of Skye 57 25', 15.25" N 06 09' 04.6" W

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Image of Casualty (Source gaelforce website)

From the latest information received, the following response methods have been proposed. Presented is the capability and methods of response in the event of a release from the “Seamate”. Primary and Secondary response will be implemented due to the dynamics of the situation.

For responding to a pollution release from the cargo of the seamate, the strategies and tactics will have to be decided following an initial risk assessment based on: quantity spilled, current weather conditions (Wave height, Air temperature, Wind Speed).

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PRESENT RESPONSE PLAN AND STRATEGIES

The present response plan for an incident involving a pollution release at the location of Seamate is to use the Forth Warrior multi-cat. The Forth Warrior will have anti-pollution equipment prepositioned aboard ready for deployment.

Rapid response capability

Forth Warrior – dedicated as deployment vessel and oil recovery vessel for coastal areas.

Primary response –

Deployment of the single ship system/sweep arm for pollutants/weathered oil/debris or contaminated debris (small to med spills) This has proven to be a swift and very effective method for collection and recovery of an release. The estimated time to be rigged and ready to recover pollutants is approximately 15 - 20 minutes from the time of notification. Capability of holding approx. 1 ton in the apex. Recovery will vary due to a variety of factors.

Secondary response –

2-boat system. Forth Warrior will carry on deck, a RIB for use as tow vessel. The HI-SPRINT boom will be deployed for larger slicks. Two skimmers will be on board for primary and secondary response.

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Primary spills will be dealt with utilizing a single sweep system installed on the Forth Warrior which can be deployed in less than 20 minutes from activation or pre-deployed during salvage operations.

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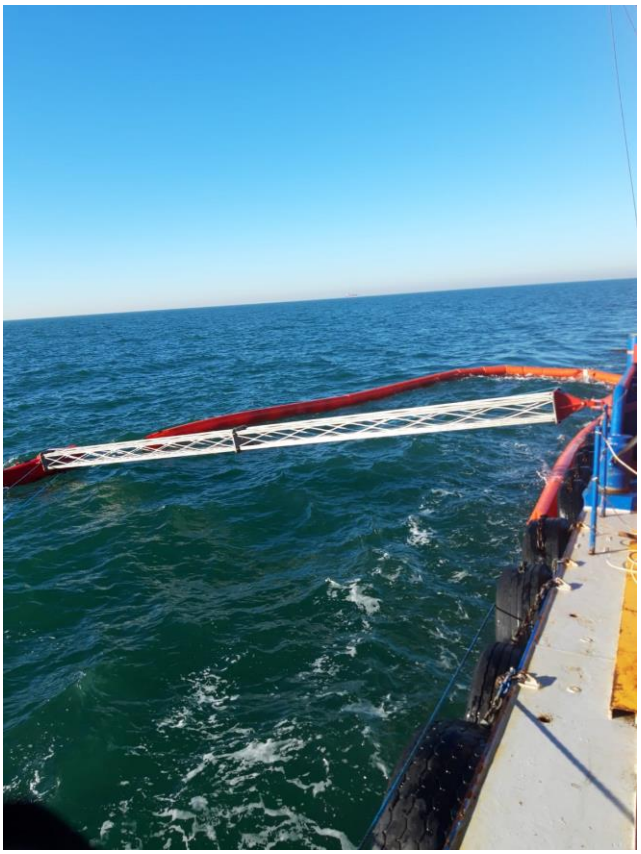

Single sweep system (photos deployment in North Sea)

2-ship system

The FW will act as the deployment vessel when responding to major spills along with the FRC jet boat stored on deck acting as the tow vessel.

2-Ship system in “U” Formation

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2-Ship system in “J” Formation

This system will be implemented only for greater spills out with the parameters of the primary response.

Once deployed, the boom is towed into position by both vessels. As the spilled pollutants are encountered it becomes concentrated at the apex of the boom. Skimming can commence once there is a suitable concentration at the apex.

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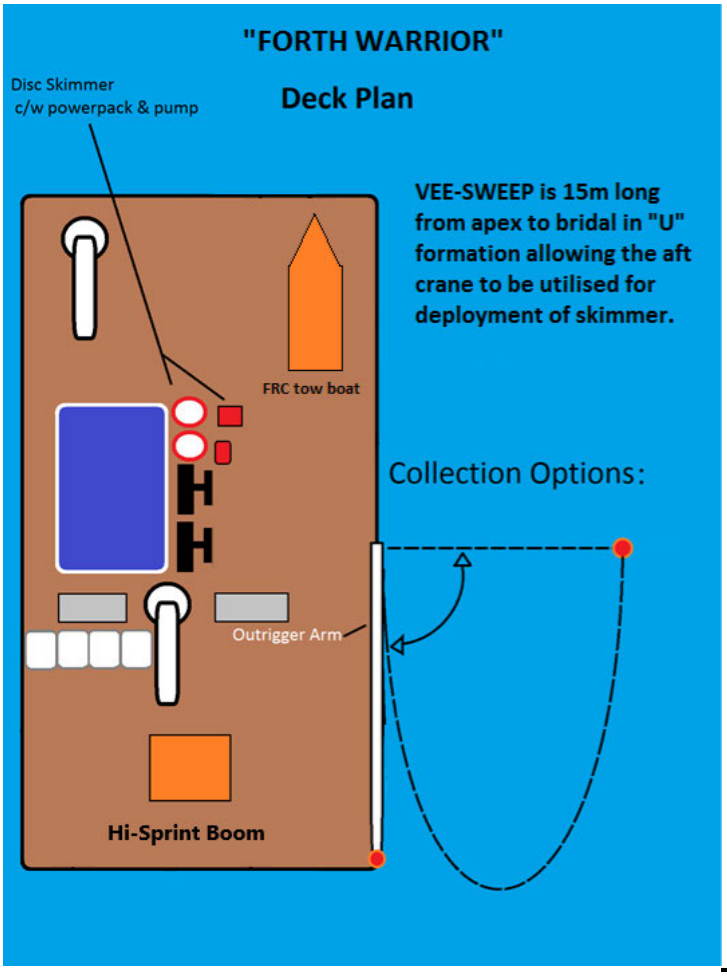
Forth Warrior deck plan



Forth Warrior

Supporting resources and logistics considerations

The use of vessels that are suitably specified and carry appropriate equipment is essential to ensure that containment and recovery operations are carried out safely and effectively.

The preferred specifications for deployment vessels include:

- a clear deck space
- an open stern, if possible
- sufficient bollard pull
- deck crane
- the ability to maneuver and/or tow at a low speed (VP Propeller)
- accommodation/shelter for responders
- onboard storage for recovered oil/pollutants

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Usually containment at source, or prevention at source can minimize the spread of oil on the sea surface, facilitating its recovery.

During fuel/cargo transfer operations as in an STS, where the spilled product could cause devastating impacts to the environment and local economy it is essential counter pollution measures are in place prior to operations commencing.

Use of sorbent booms and pads will be onsite to be used around and inside the vessel for any minor spills.

Shoreline consideration

Oil spills from the sunken vessel can be a threat to nearby shorelines, potential oil slicks from the vessel could be moved by wind and currents towards Isle of skye or mainland Scotland. Contamination of shorelines by oil can have a consequent impact on the various functions and services provided by those habitats and can also impact the populations of species associated with the affected shorelines.

The sunken vessel is located around 2.5km NE from the Portree and some 250m from the nearest shore which has areas of concern that are highlighted below and must be taken into consideration for potential shore impact of hydrocarbons. It is essential that all efforts are to contain any spills at site, but in the event of a release reaching the shore a shoreline container is available. Shoreline response areas will be determined upon tracking of oil and Local knowledge will play a major part in establishing the existence of areas of high sensitivity and natural catchment areas. Preventative measures will be implemented to limit impact with sensitive sites, and every effort will be made to deflect oil into areas whereby it can be recovered with minimum damage to the environment and aquaculture.

Special areas of conservation

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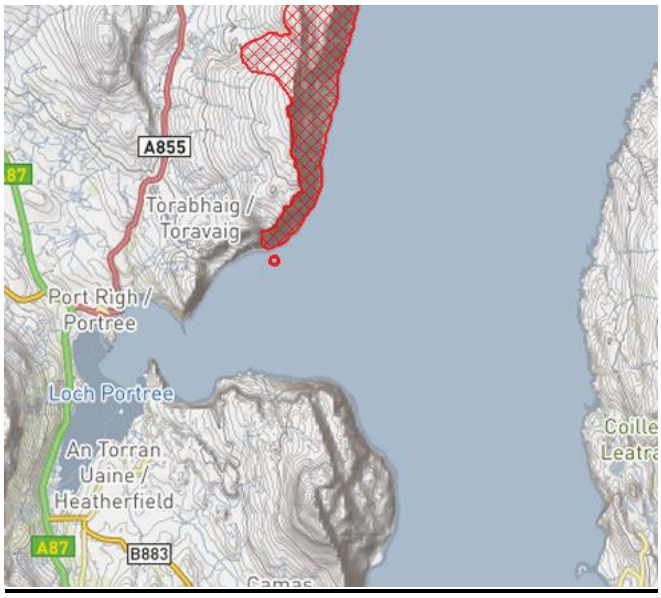
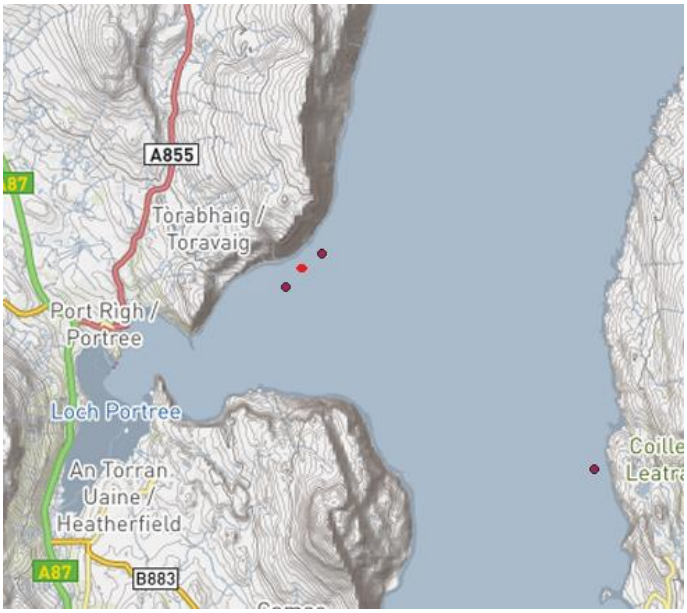
Sites of special scientific interest



CAR licenced fish farms



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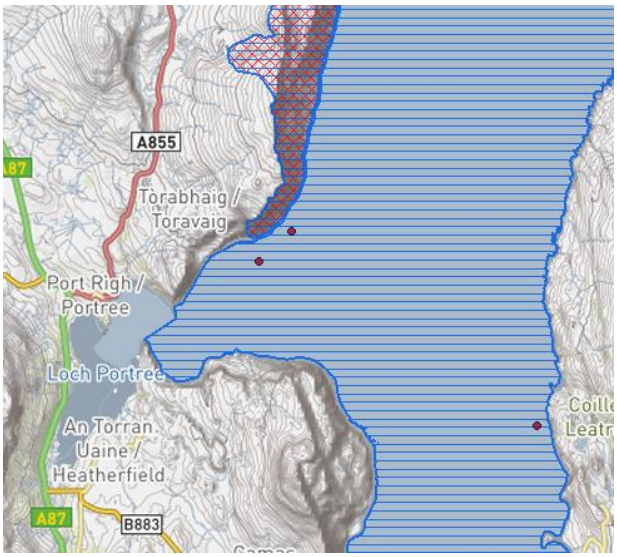
Overview of all sensitive areas



Summary

In all operations of this nature it is imperative that we prepare for the maximum potential loss and not the minimum. We have experienced many operations where full containment has been lost and as and in some cases more oil than expected has been recovered, this means the unknown is never a surprise to us. With the equipment proposed we will be prepared to deal with all likelihoods whether small, large, solid or liquid. And undertake all operations in a safe and responsible manner.

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