

SHIPPING

FISHING

MARINE MINING

MARINE ENGINEERING

SHIP SUPPLY

STEVEDORING

MARITIME

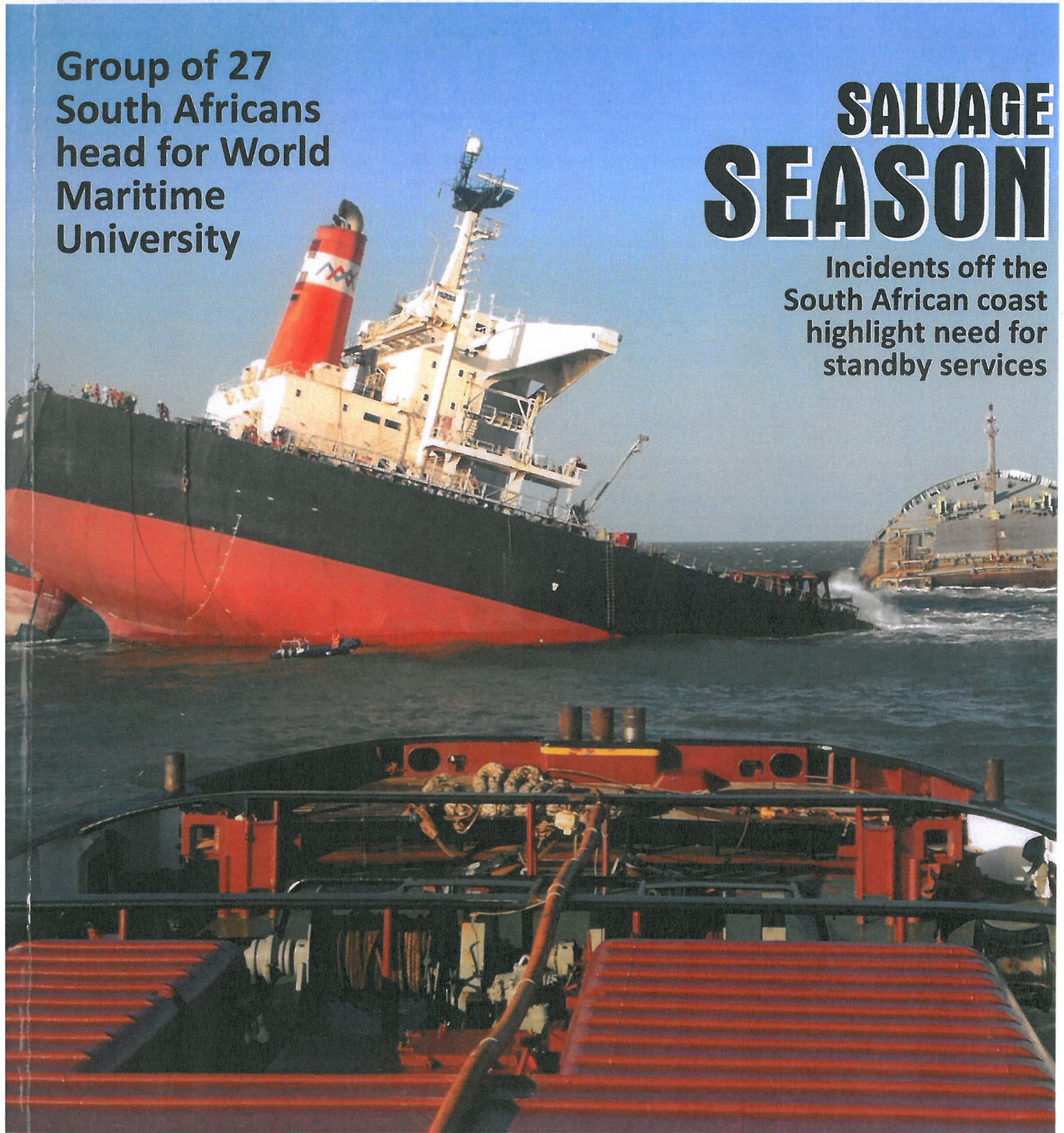
REVIEW AFRICA

SEPT/OCT 2013

Group of 27
South Africans
head for World
Maritime
University

SALVAGE SEASON

Incidents off the
South African coast
highlight need for
standby services



It all comes together with a....

TEAM

I take my hat off to the Smit team who worked tirelessly throughout the day and who spent many nights on board the casualty as they pumped oil and pressurised tanks. But behind the scenes, there were a number of individuals and organisations whose Herculean efforts should not be overlooked.

JOC works together

The project was steered superbly by Capt Nigel Campbell from the South African Maritime Safety Authority (SAMSA). Campbell headed up the joint operational committee (JOC), which consisted of representatives from a technical and nautical aspect, representatives from the two local municipalities, NSRI, pollution response companies, Department of Environmental Affairs, environmentalists, SANCCOB and other interested stakeholders such as SANPARKS and Cape Nature.

This committee took strategic decisions with regard to the vessel and the beaches.

Equally important, was the local JOC set up jointly by the Eden and Knysna municipalities. Between them, they have set the benchmark for other local governments on how to respond to a shipping emergency.

The two municipalities immediately set up a disaster management committee and established a base at a house in Buffels Bay near the Goukamma estuary. The local community also responded.

The local ratepayers associations were obviously interested in the operation to refloat the vessel and equally keen to see the environment protected. They were kept regularly informed about the opera-

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On the August 8, the Kiani Satu grounded in the Goukamma Nature Reserve, which is a marine protected area (MPA). As it is well documented, the vessel was refloated over a week later. The team from Smit salvage, lead by Capt Ian Carrasco, was fantastic and achieved a very rare feat of successfully refloating a ship along the South African coastline. The number of successful refloats are few and far between. I can recall the Ikan Tanda, the Sealand Express, and the Nino.

tion.

The community came out in force and walked the beaches looking for any oiled birds as well as cooking and providing meals for all the volunteers.

Fighting oil pollution

Leaking oil from the vessel washed up on to beaches and within the MPA. Responding to the situation, the local disaster management advised that they had teams of fire fighters on call to attend forest fires and that these teams could be trained to collect oil off the beaches.

They have now developed a new skill to add to their arsenal and can now be deployed to other local areas should another maritime accident occur.

As soon as the vessel grounded, the Department of Environmental Affairs was on hand with their own team. In terms of the national disaster management plan, the three important estuaries needed to be protected.

Two river estuaries were immediately closed off and boomed in order to prevent oil from entering and damaging sensitive eco systems. The Knysna estuary is world famous and one of the most documented and studied river estuaries in South Africa. It is also home to the Knysna seahorse, which is endemic to Knysna.

Despite concerns about booming the Knysna estuary based on the need for water to flow in and out through the Knysna Heads, pollution response companies, who joined forces in supplying urgent equipment needed to boom off the estuary, soon made this a reality.

SANPARK, who look after this vital river estuary, worked alongside these compa-

nies in achieving this goal. The booming of Knysna is now part of the national contingency plan.

Once the vessel was successfully refloated and towed out to sea, the clean-up operation immediately got underway. The beaches have been cleaned and the oily sand removed and safely disposed of at an approved site.

South Africa's maritime response

I occasionally hear comments that we lack the skill base in South Africa to respond to maritime emergencies. Alan Reid and I often speak at conferences around the world and are often asked respond to questions from the maritime community about South Africa's marine response.

The world knows about our expertise and in fact, one ship owner said to me in Greece last month that should he ever suffer a maritime casualty in the world, he hopes that it will be in South Africa.

I think this statement underlines the great international recognition that we have so rightly earned as being an extremely competent nation of people with the skills and ability to handle major maritime casualties in a professional and competent manner.

This is evidenced further by Nick Sloane and his South African team who have worked so hard on the Costa Concordia project to make that such a success so far.

As with any major project, success comes through team work. TEAM = together everyone achieves more. The *Kiani Satu* success was an endorsement of such Team work.

By Michael Heads

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