

Case Study

M/V Nesa R3

- Lamor Middle East (LME) is an Oil Spill Response Company (CR No. 1007628).
- Joint venture between Shwar International LLC, and Lamor Corporation Ab
- Operating in Oman since 2006
- LME employs 22 personnel with 60% Omani Nationals with operational centers in; Muscat, Sohar and Salalah.





- 19 June 2013, Nesa R3 sunk, 1.4 nm from Sultan Qaboos Harbor in 65 meters water
- 816 tons grade 60/70 asphalt/bitumen from Banda Abbas Islamic Republic of Iran
- Owned by Welance Marine, Saint Kitts and Nevis registered, bareboat chartered to Cyrus Transportation, UAE. Built in 1981, 62m X 10m, 4m draft
- Iranian Crew: 9 rescued, Master Died
- Spill estimated at >250 tons (~1,400 bbls)



Nesa R3

LAMOR



Cargo

- Grade 60/70 asphalt, refinery bitumen
- Loaded at a temperature of 122 C (250 F)
- Specific Gravity of 1.01 – 1.06

Response Operations

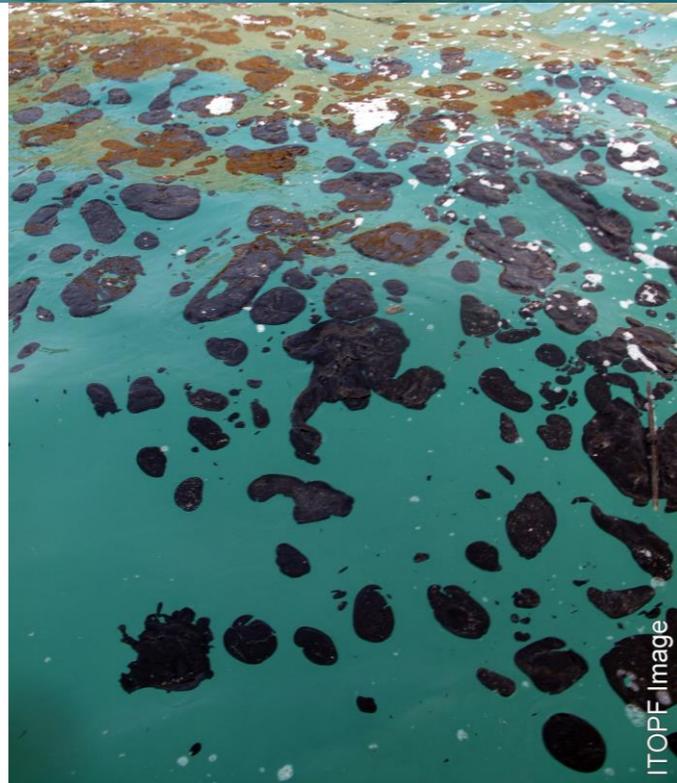
- National Technical Committee set up: identify and deploy resources, survey vessel, identify cause and determine status of cargo
- Two oil spill contractors engaged to undertake clean up under Committee direction
- September 2013 underwater survey of vessel conducted, estimated 500 tons cargo and 1,500l of fuel/lube remain onboard
- October 2013 estimated 250 tons cargo recovered, additional cleanup conducted and completed in June 2014
- March 2014 second underwater survey conducted and no further threat of pollution was determined



ITOPF Image



Image



ITOPF Image



ITOPF Image

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On Water Operations



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Typical "Pocket Beach" Yiti2
27 June 2013





Floating Tar Balls New Yiti Marina



Typical Large Tar Paddy, Pocket Beach



Tar Balls and Paddies Found South of Sifah Beach



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South of Sifa Beach 28 June 2013



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Recovery Operations 27, 28 June 2013





Before



After

LAMOR



Before



After

Yiti Beach



Before



After

Yiti Beach Access Road

LAMOR



LAMOR

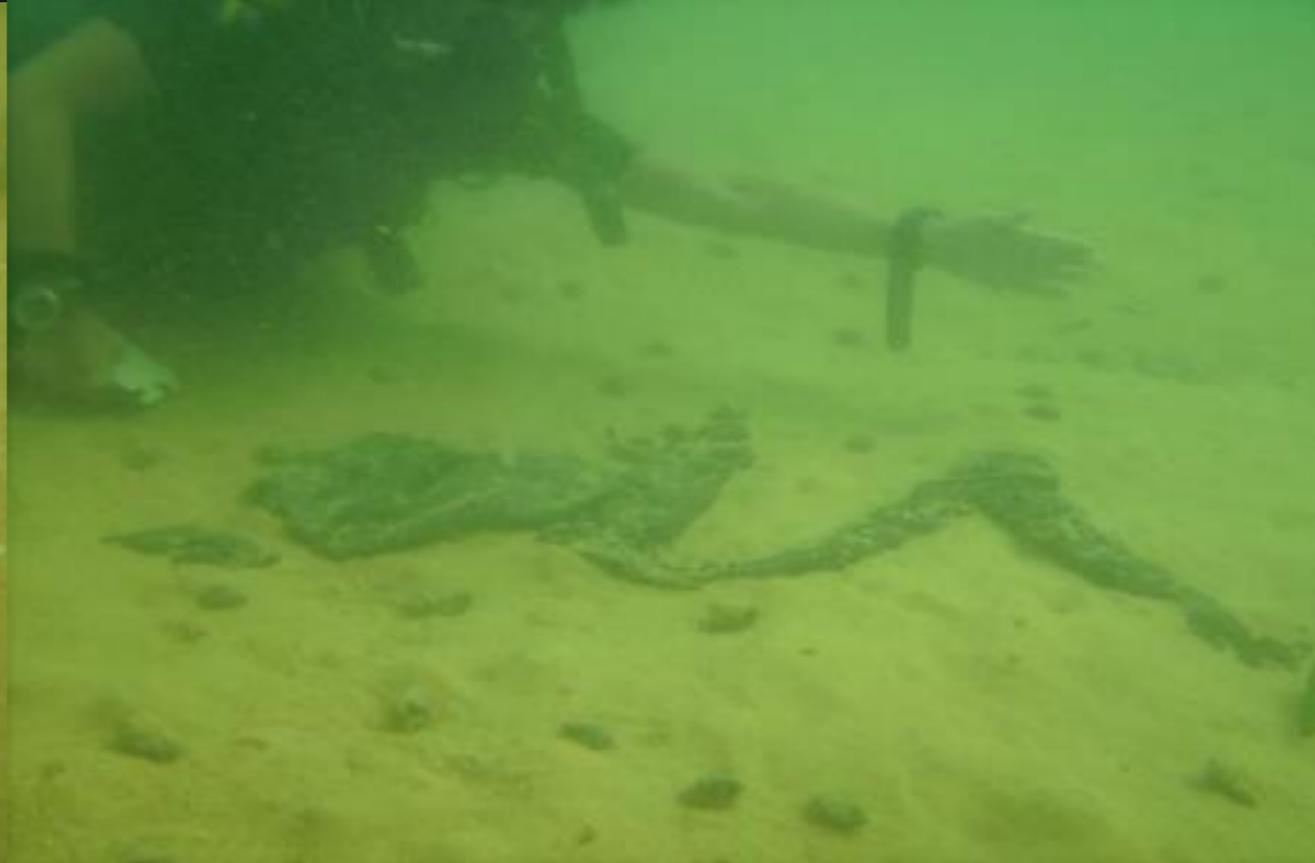
Shallow Water Submerged Oil Recovery



LAMOR

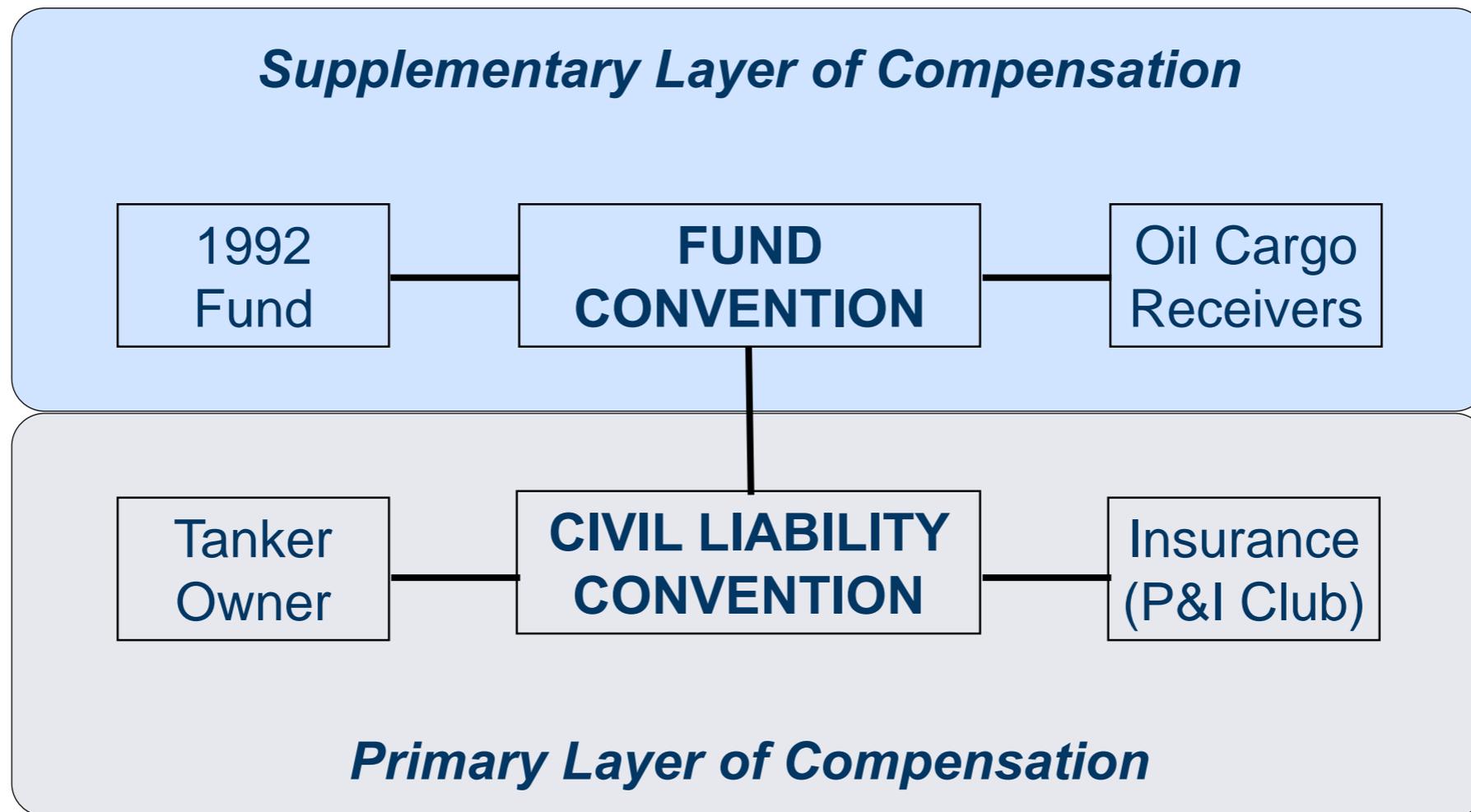
Shallow Water Recovery Sifah Beach 25 June 2013





- Oman is a party to the 1992 CLC and Fund Convention
- Nesa R3 carried less than 2,000 tons persistent cargo – insurance not required under '92 CLC, but the owner did maintain insurance
- Insurer Indian Ocean Ship Owners Mutual P&I club based in Sri Lanka refused claims as the cargo came from the Republic of Iran
- Attempts to obtain financial commitments from the owner unsuccessful

Compensation Conventions a two-tier system



1992 Civil Liability Convention: Strict Liability ~ Right To Limit Liability

- Registered owner liable, regardless of fault with very few exceptions (e.g. act of war)
- Required to have insurance and certificate
- Enables direct action against insurer
- 133 States have ratified

1992 Fund Convention

- Funded by a per barrel levy on oil received, >150,000 tons, levy .0025 GBP (.004 USD)
- 114 States have ratified

1992 CLC and 1992 FUND Limits of Liability

Nesa R3

CLC Limit	4,510,000 SDR _{FC}
CLC + Fund	203,000,000 SDR

1 SDR = \$.72 as of 4/21/2015

Scope Of Compensation *Reasonable* costs associated with:

- Preventive measures (clean-up)
- Property damage
- Economic loss
- Environmental damage (restoration)

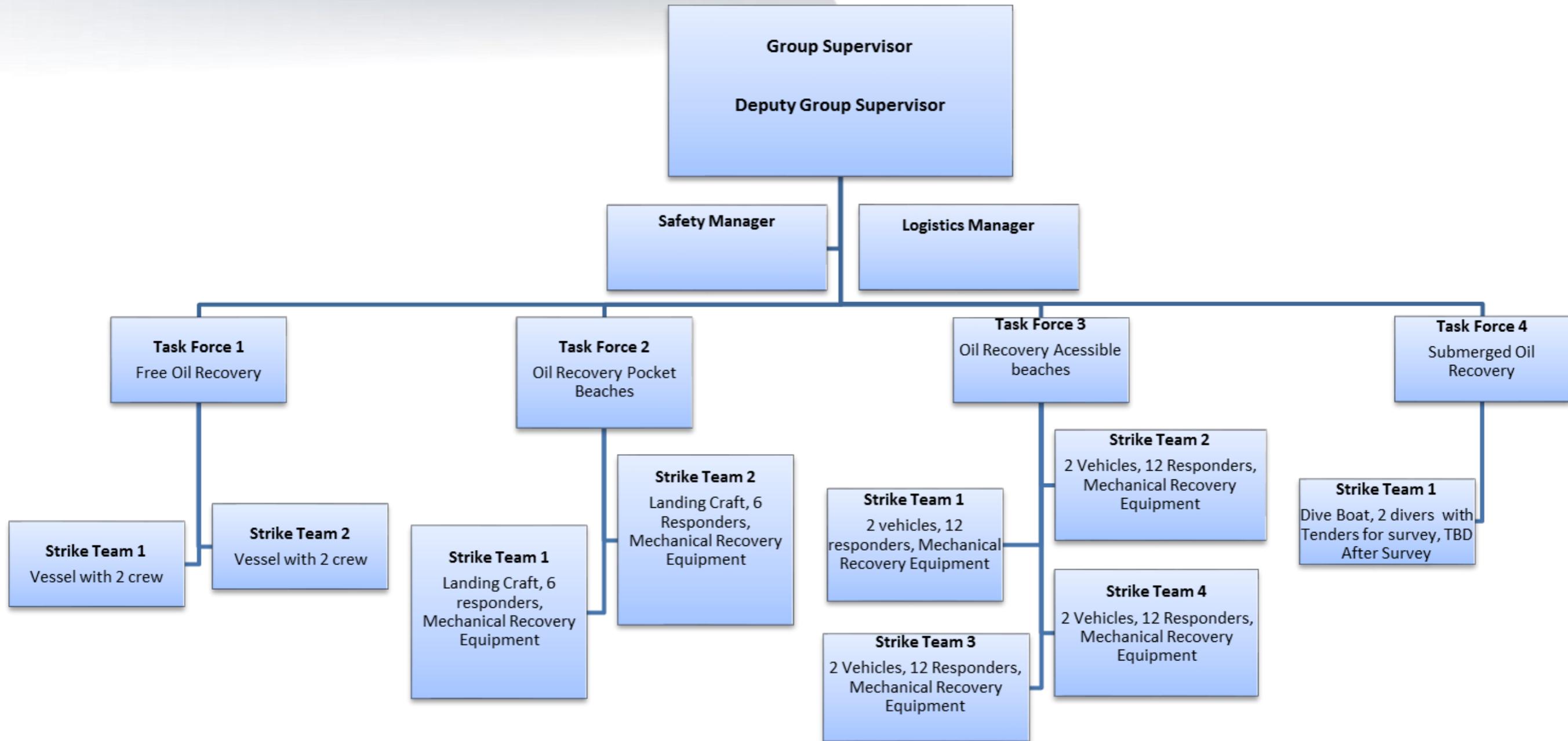


LOCATION: BAR AL JISSAH , AL SIFFA , YETI BEACH	DATE: 26 TH JUNE 2013
TYPE OF SUPPLY: OIL SPILL RESPONSE	
CONTRACT: _____ ELEMENT No: _____	

S No.	Crew Member name/ Vehicle	Designation/Description	Regular Hours worked	OT Hours worked
1.	Lamor team 23 persons		10 hours	
2.	LC 7500 x 4		10hours	
3.	Pick up x 4, 12 tons Hiab truck		10 hours	
4	Storage drums 20 pics		10 hours	
5	Accommodation x 4		10 hours	
6	Food and beverage for 23 people		10 hours	
7	Nissan X terra x 1		10 hours	
8	Fuel for all vehicles		10 hours	

No.	Work Description	WO No.	Finance Project	Finance Task	Hours Worked
1.	Recover the crude oil from the water and beach line and put into the drums.				

Extra Work:-	
For Lamor Middle East	For Client
Name: Igor Tryakin	Name:
Designation: HSE supervisor	Designation:
Signature:	Signature:



Task Force 1 Free Oil Recovery

Tactics: Two strike teams comprised of; two boats each with two crew members (Captain and one deckhand), manual recovery equipment (small mesh nets), temporary storage (drums, buckets, plastic bags) and PPE per the site safety plan. Boats to cruise as close to the shoreline as practical to search and recover free floating tar balls and tar patties.

Task Force 2 Recovery of Oil of “Pocket Beaches”

Tactics: These beaches are able to be accessed only by small boat. Two strike teams each comprised of: One landing craft, six responders, manual collection equipment (rakes, shovels, scrapers, shovels), temporary storage (drums, buckets, plastic bags) and PPE per the site safety plan. Responders will recover all accessible oil and place in the temporary storage for transport and ultimate disposal.

This tactic is weather dependent as to beach accessibility. If unable to access the remote beaches, this task force will be reassigned to beaches accessible by road.

Task Force 3 Recovery of Oil from Road Accessible Beaches

Tactics: These beaches are able to be accessed by road. Four strike teams each comprised of: Two trucks, twelve responders, manual collection equipment (rakes, shovels, scrapers, shovels), temporary storage (drums, buckets, plastic bags) and PPE per the site safety plan. Responders will recover all accessible oil and place in the temporary storage for transport and ultimate disposal. For long stretches of oil sandy beaches consideration will be given to mechanical collection equipment.

Task Force 4 Survey and Recovery of Submerged Oil

Tactics: This survey and recovery of submerged oil observed in Bandar al Kiran. An underwater survey will be conducted by divers on 30.06 to determine the coverage and extent of the submerged tar balls and tar patties. One strike team comprised of; two divers, two tenders, Dive boat with two crew, manual collection equipment (nets, mesh bags), temporary storage (drums, buckets, plastic bags) and PPE per the site safety plan.



Draft "204"

1. Incident Name Nisa 3		2. Operational Period (Date/Time) From: _____ To: _____	Assignment List ICS 204-CG ↓																																																												
3. Branch Lamor Oil Recovery		4. Division/Group/Staging Task Force 1 Free Oil Recovery																																																													
5. Operations Personnel <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:30%;">Name</th> <th style="width:30%;">Affiliation</th> <th style="width:20%;">Contact # (s)</th> <th style="width:20%;"></th> </tr> </thead> <tbody> <tr> <td colspan="4">Operations Section Chief: _____</td> </tr> <tr> <td colspan="4">Branch Director: <u>Stuart Case +96896152098</u></td> </tr> <tr> <td colspan="4">Division/Group Supervisor/STAM: <u>Nassar B.</u></td> </tr> </tbody> </table>				Name	Affiliation	Contact # (s)		Operations Section Chief: _____				Branch Director: <u>Stuart Case +96896152098</u>				Division/Group Supervisor/STAM: <u>Nassar B.</u>																																															
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7. Work Assignments Free oil recovery off water surface manually, with nets, boat hooks or by hand as directed by the task force leader, Coast Guard or other authority. If no direction conduct search in the offshore vicinity of construction beach and the marina. Place recovered oil patties in waste drums																																																															
8. Special Instructions <ul style="list-style-type: none"> Conduct JSA/Tool Box safety meeting before departing Keep hydrated Adjust work/rest time to prevent heat exhaustion 																																																															
9. Communications (radio and/or phone contact numbers needed for this assignment) <table style="width:100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width:25%;">Name/Function</th> <th style="width:25%;">Radio: Freq./System/Channel</th> <th style="width:15%;">Phone</th> <th style="width:35%;">Cell/Pager</th> </tr> </thead> <tbody> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table> <p>Emergency Communications</p> Medical _____ Evacuation _____ Other _____				Name/Function	Radio: Freq./System/Channel	Phone	Cell/Pager	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____																																												
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Report Given To the Technical Committee, IOPCF, ITOPF 29 June 2013

- **Survey of beaches south of Sifah beach to Quarayat**
- **Ranking of the priority and other beaches**
- **Establish end point criteria and protocols**
- **Request for and results of over flight**
- **Secure mechanical beach cleaner from Municipality for trial test on Sifah Beach**



053.AVI



056.AVI

- LME was engaged for approximately 70 days
- Recovered 400 drums (210 l) oiled material from on water/beach operations and 30 drums (210 l) from dive recovery operations
- 4 claims total received for 4,314,613 OMR
- Attempts from Oman to obtain financial commitment from the owner unsuccessful and in October 2013 the director of the IOPCF was authorized to make compensation payments
- LME invoiced 305,000 OMR for the clean up and was reimbursed 263,644 OMR

LAMOR

?? Questions ??

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