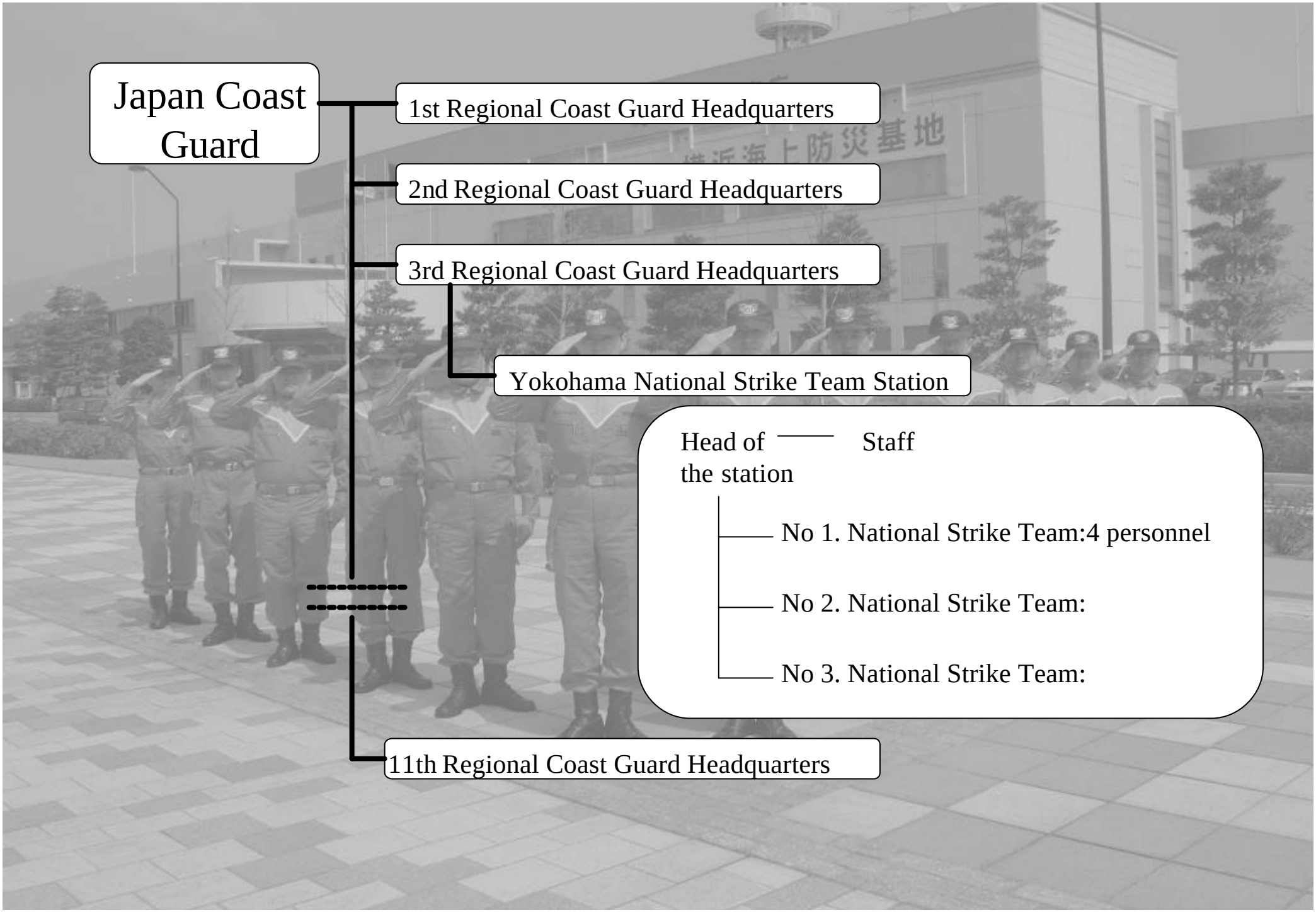
NATIONAL STRIKE TEAM STATION

JAPAN COAST GUARD

JCG National Strike Team


Japan Coast Guard
1st Regional Coast Guard Headquarters
2nd Regional Coast Guard Headquarters
3rd Regional Coast Guard Headquarters
Yokohama National Strike Team Station
Head of the station
Staff
No 1. National Strike Team:4 personnel
No 2. National Strike Team:
No 3. National Strike Team:
11th Regional Coast Guard Headquarters

Activities of the National Strike Team

1. Response to accidents

1) Oil spill accidents

2) Accidents involving spillage of toxic liquid substances and dangerous substances

3) Maritime fire accidents

2. Training and drilling

3. Surveys and research

4. Seminars

5. International cooperation

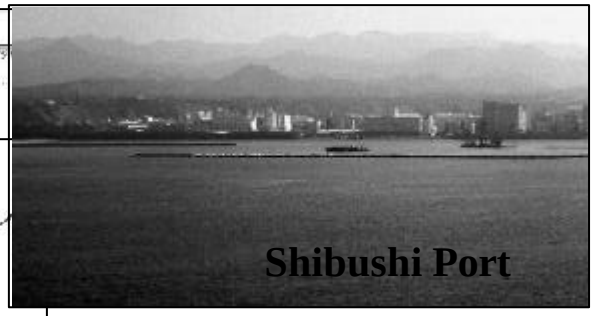
Response to Co-op Venture incident

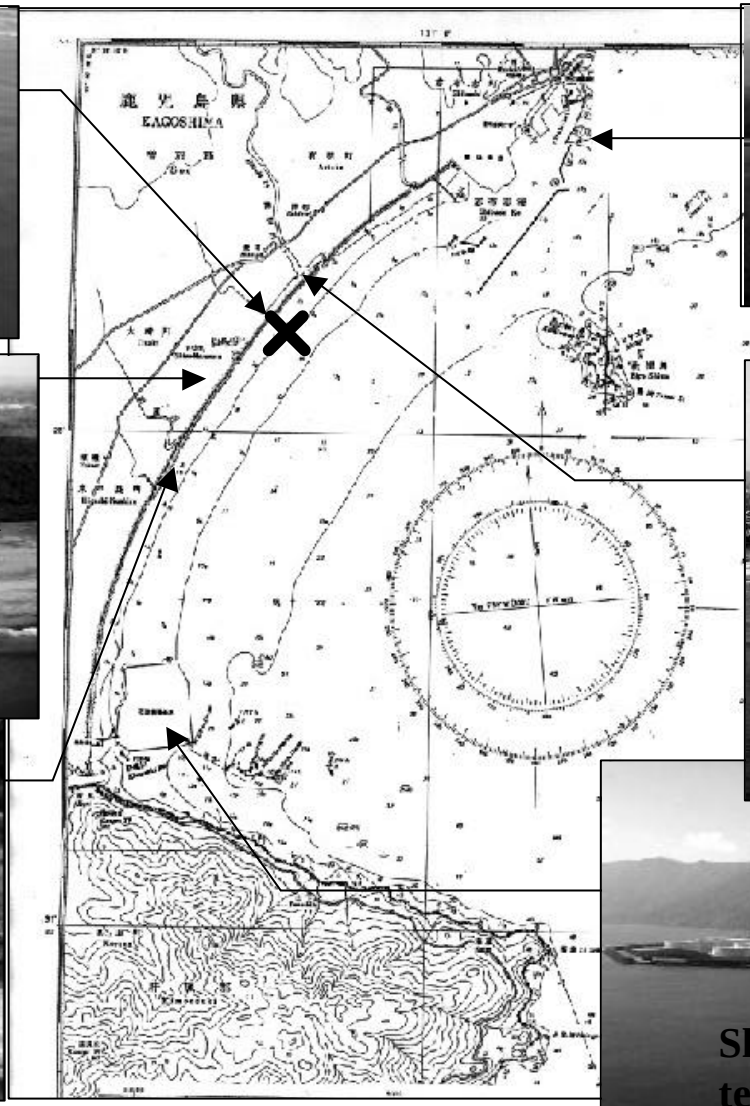
— National Strike Team —

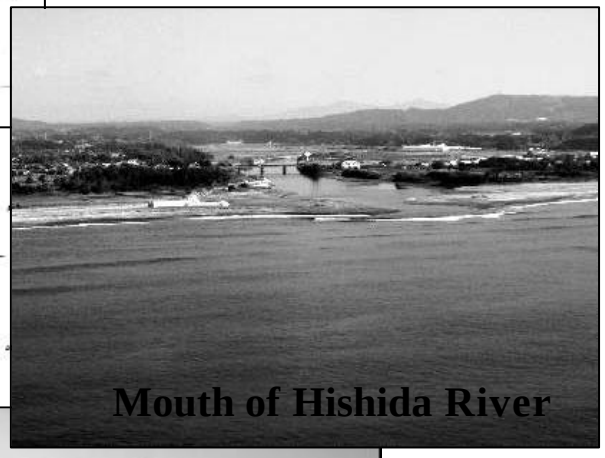
Approximately 1,500 meters southwest of the mouth of Hishida River, Osaki-cho, Kagoshima

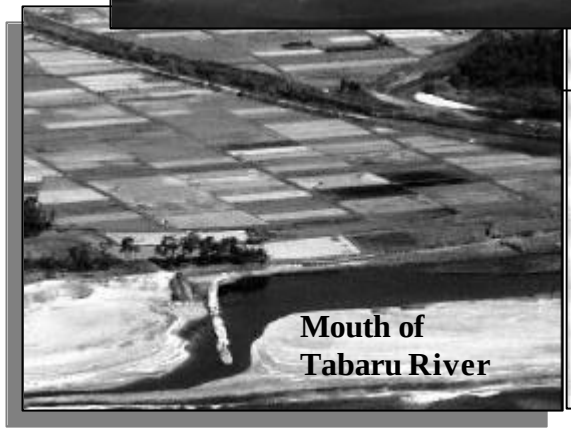
Photographed by Japan Coast Guard helicopter on July 26.

Geography of location where ship ran aground







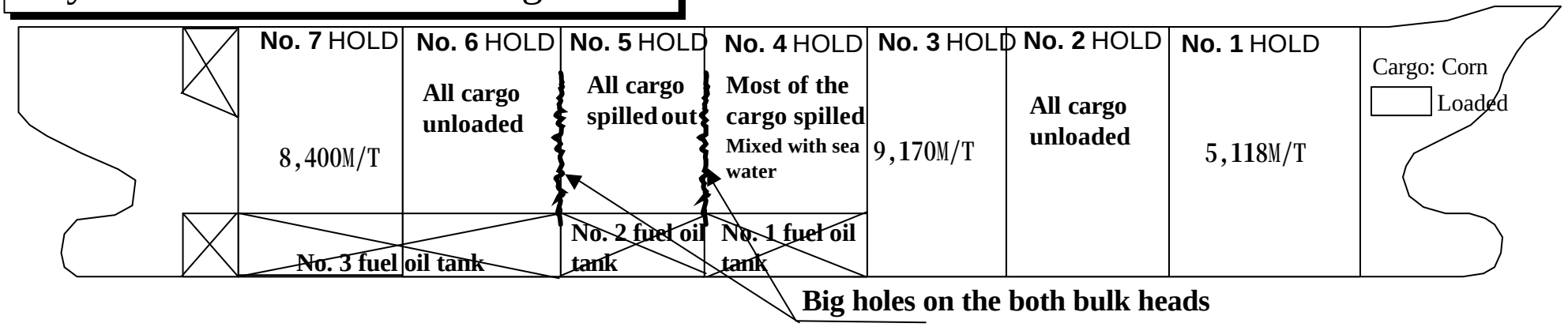


Overview of the ship and Her voyage

- Name of the vessel: Co-op Venture
- Total tonnage: 36,080 tons
Length: 224 m
Draft: 18 m
- Nationality: Panama
- Number of crew: 19 (15 Filipinos and 4 Indians)
- Cargo: Corn
- Owner in the book: Southern Pacific Holding Corp.
- Actual owner: Kumiai Senpaku Co., Ltd.
- Operating company: Tshudi and Eitzen Ship Management PTE, Ltd. (Singapore)
- Year of built: 1990
- Builder: Sasebo Heavy Industries Co., Ltd.
- Brief of her voyage:
June 9, 2002: Departs from New Orleans
June 16, 2002: Sails for Shibushi via Panama
July 22 - July 24, 2002: Takes shelter from typhoon in Shibushi Bay
Evacuates ship due to typhoon while unloading in Shibushi Port

Location of break-up section of Co-op Venture

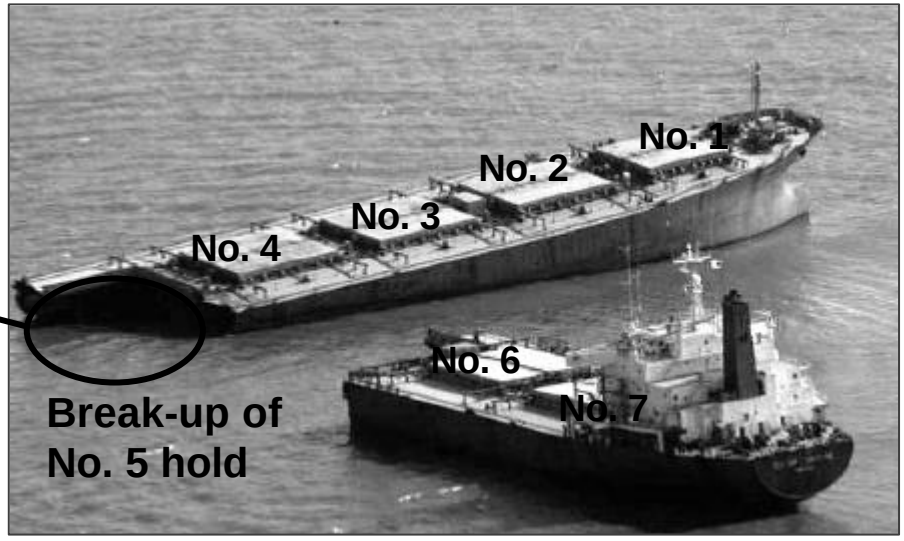
Lay-out of fuel tanks and cargo holds



Fuel tanks

(Unit: kL)

Tank No.	No. 1 tank	No. 2 tank	No. 3 tank	FOW tank (port)	FOW tank (starboard)	DO tank (center)	ENG RM	
Oil type	Fuel oil C	Fuel oil C	Fuel oil C	Fuel oil C	Fuel oil C	Fuel oil A	Fuel oil A	LO
Loaded amount	225	400	5	100	125	60	20	23
Total	**855**					**80**		**23**

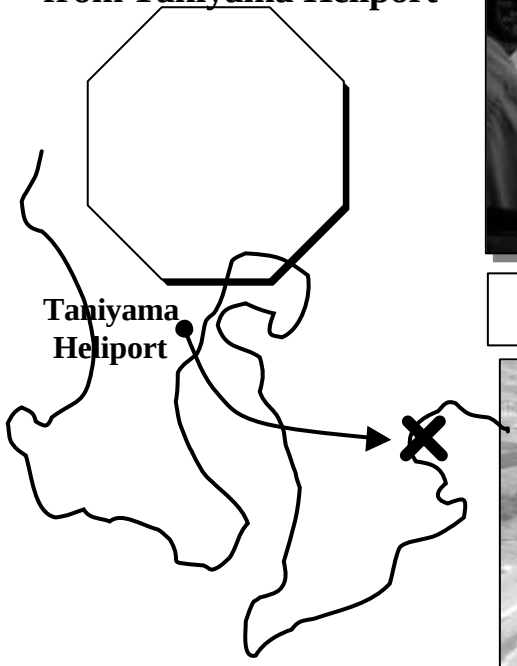


Surveillance of oil spill by aircrafts

Taking videos

Guiding rescue patrol boat “Satsuma” and sampling floating oil

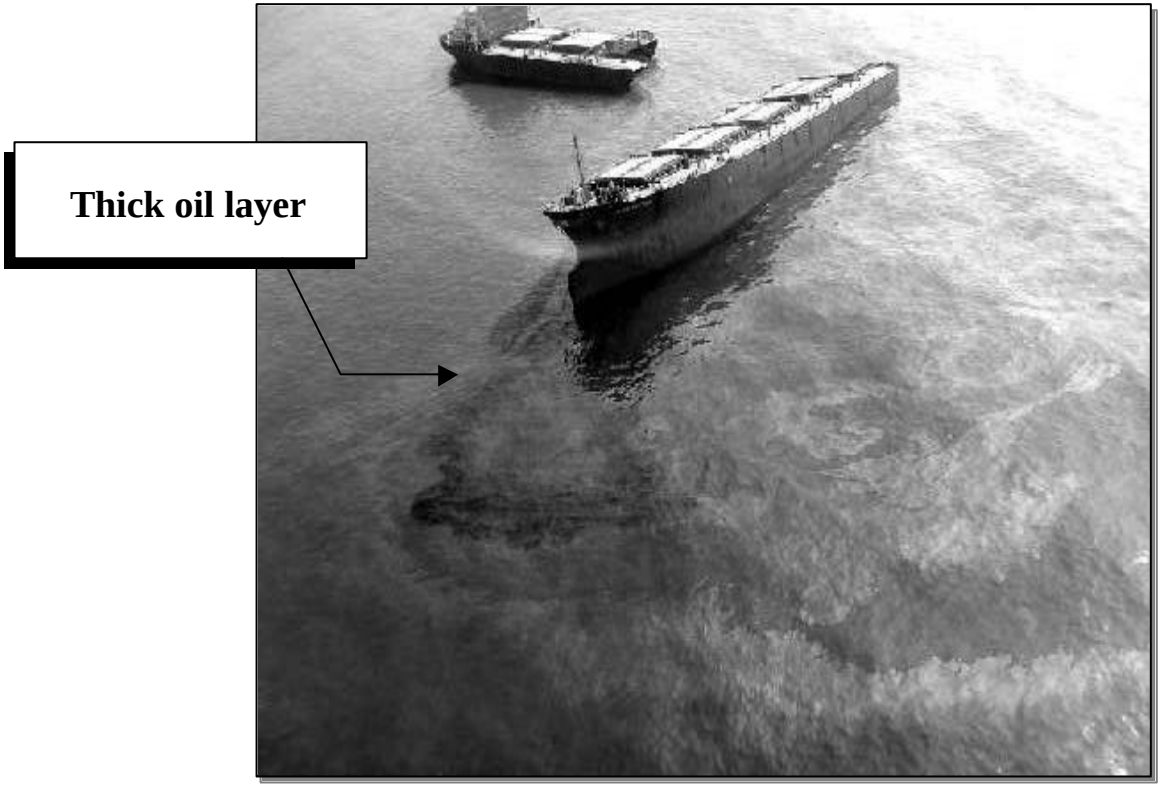
National Strike Team personnel riding in helicopter from Taniyama Heliport



Charting the status of the oil spill

State of spilt oil

Conditions of sea surface before applying documentation operation by absorbent assembly (“Oil snare ”)

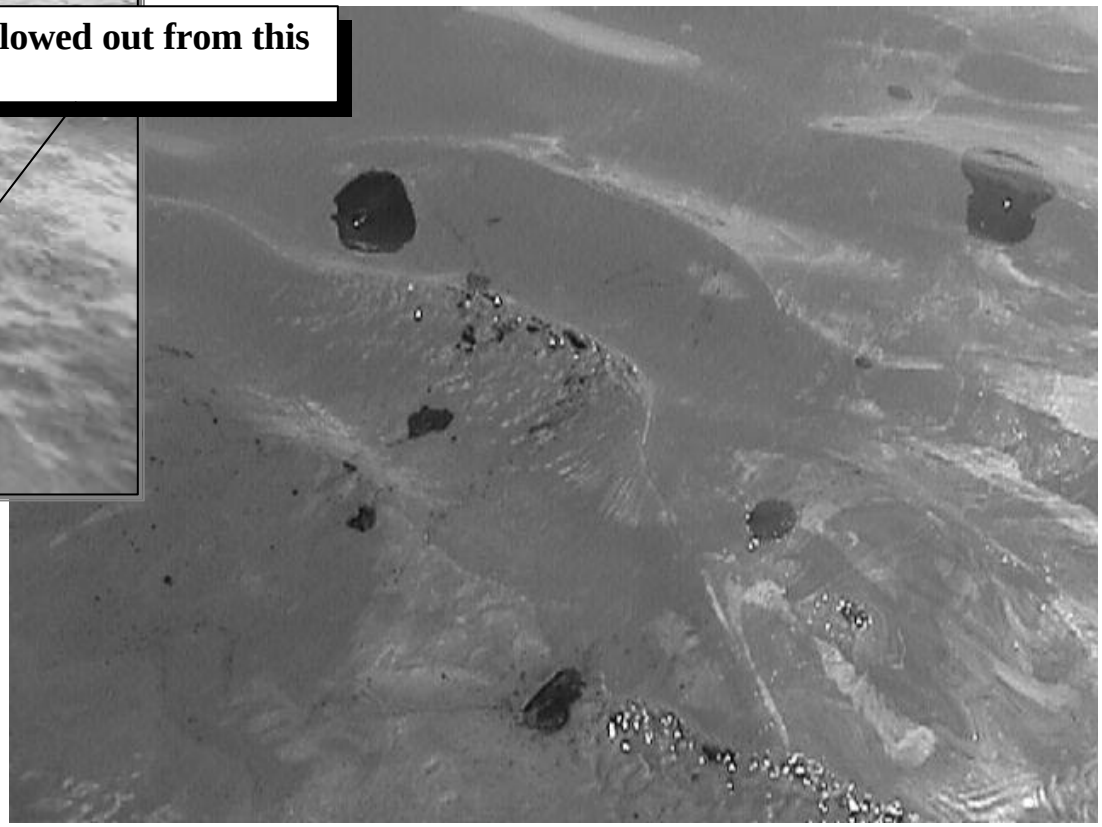


Sea surface covered with oil spilt

Oil slick floats towards shore

The oil outflow

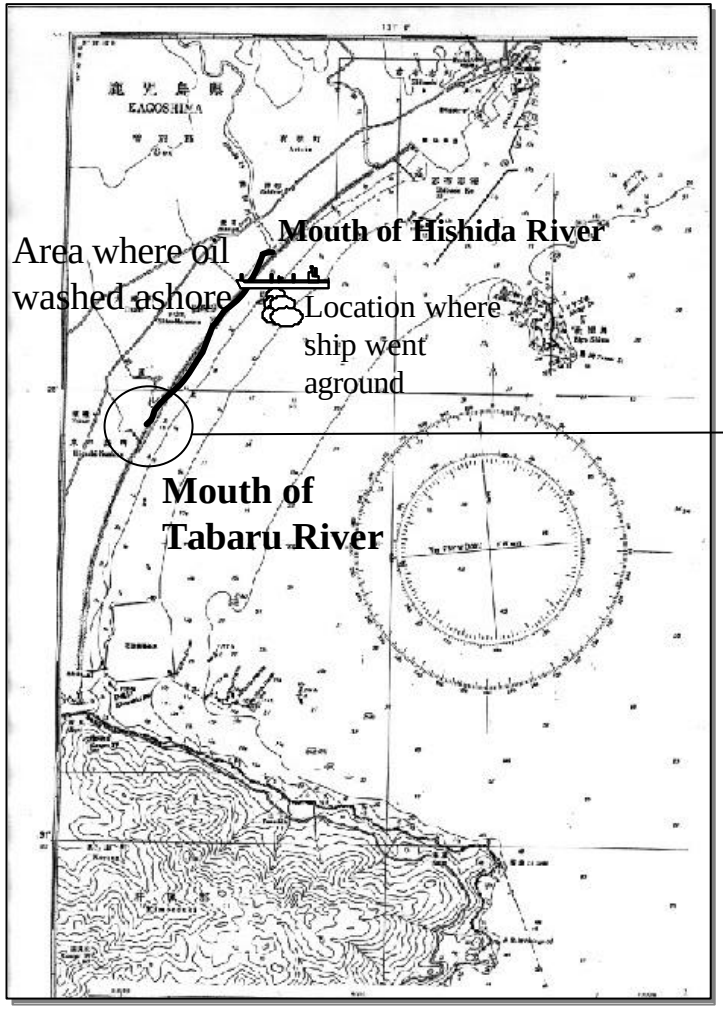
Thick oil lump around the severed bow section



State of oil washed ashore

The spilt oil was spread by the tide and wind from the east, adhering to debris as it floated, with much of it stranded ashore onto the mouth of Tabaru River.

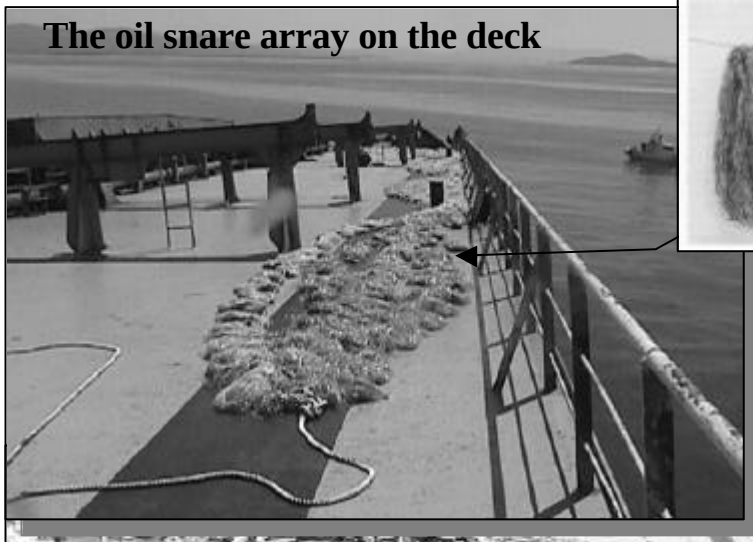
It is interpreted that natural dispersion of the oil was promoted by rough weather and big surf caused by the typhoon, also rising water level of Hishida and Tabaru River by rainfall on the previous days formed a natural barrier, led majority of the oil to drift ashore on relatively narrow area than originally expected.

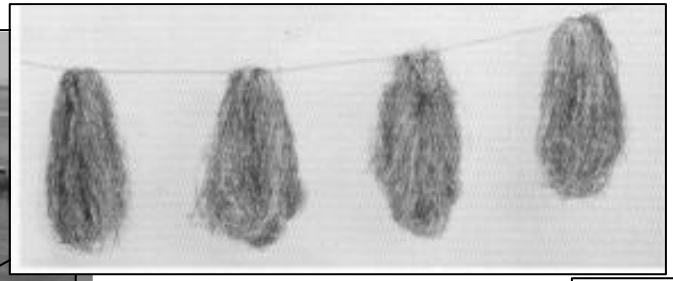


Debris covered with oil

Stranded onto sandy shore

Decontamination of “oil snare”





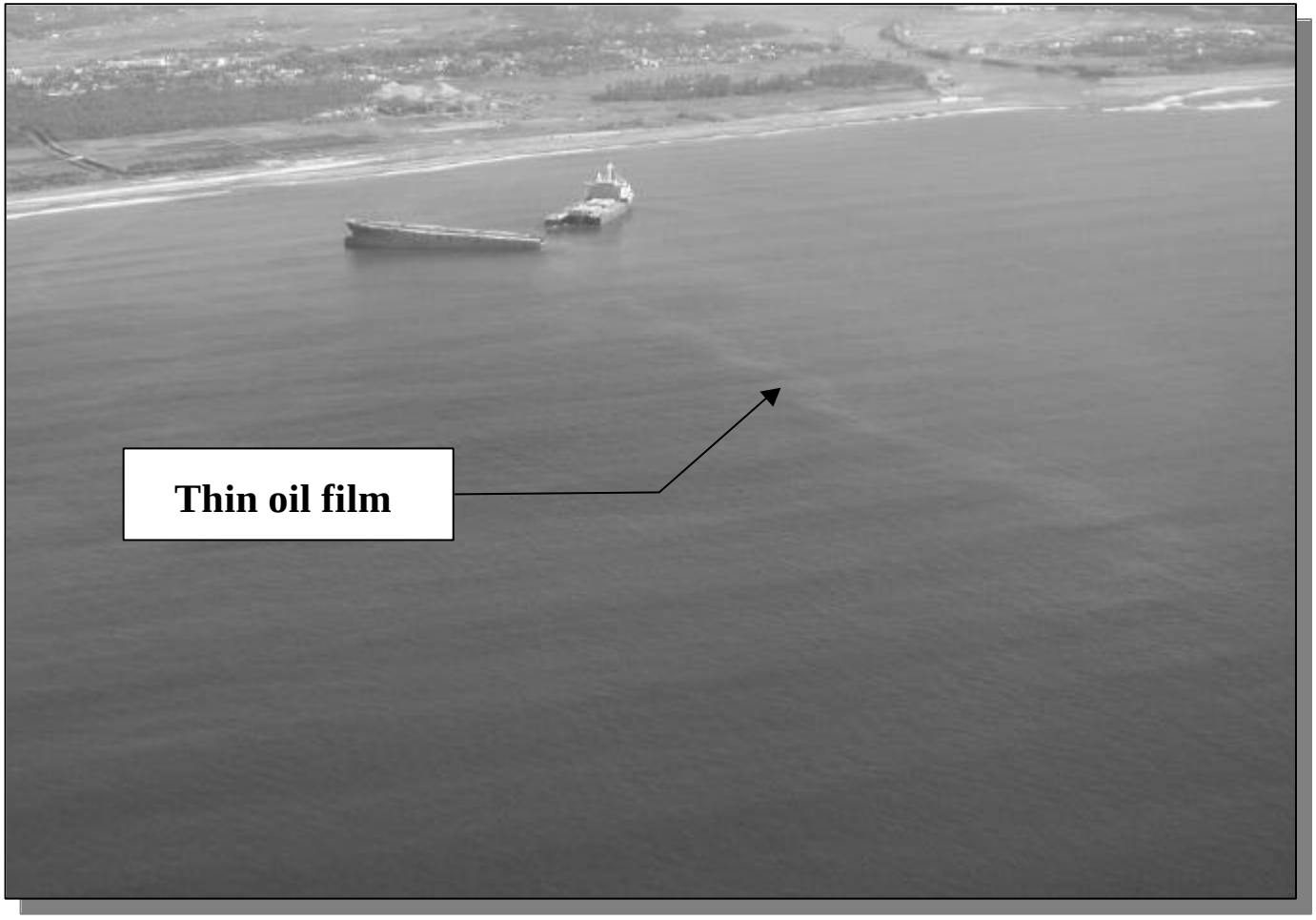
“Oil snare”

Coming 30 pompoms made of 2mm width polypropylene strips (about 230gr. each) into the line on 15m length rope, and is capable to absorb / adsorb high viscous oil which conventional absorbent cannot be effectively worked.

Deploying the oil snare

Situation of the spilt oil after oil spread prevention

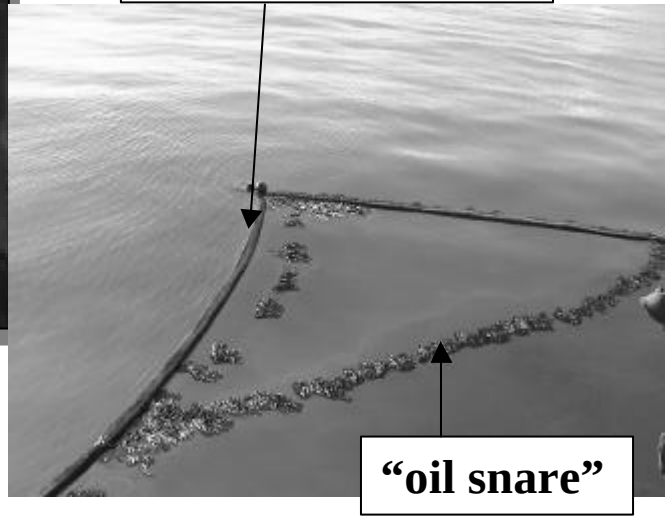
No thick oil layer remaining on the sea surface,
but a thin oil film, formed by oil oozing from the oil adhered to the “oil snare”, floats on the water, and the outer reaches thereof are **dispersed** by wind and waves.



Preventing the spread of the oil outflow (containment)

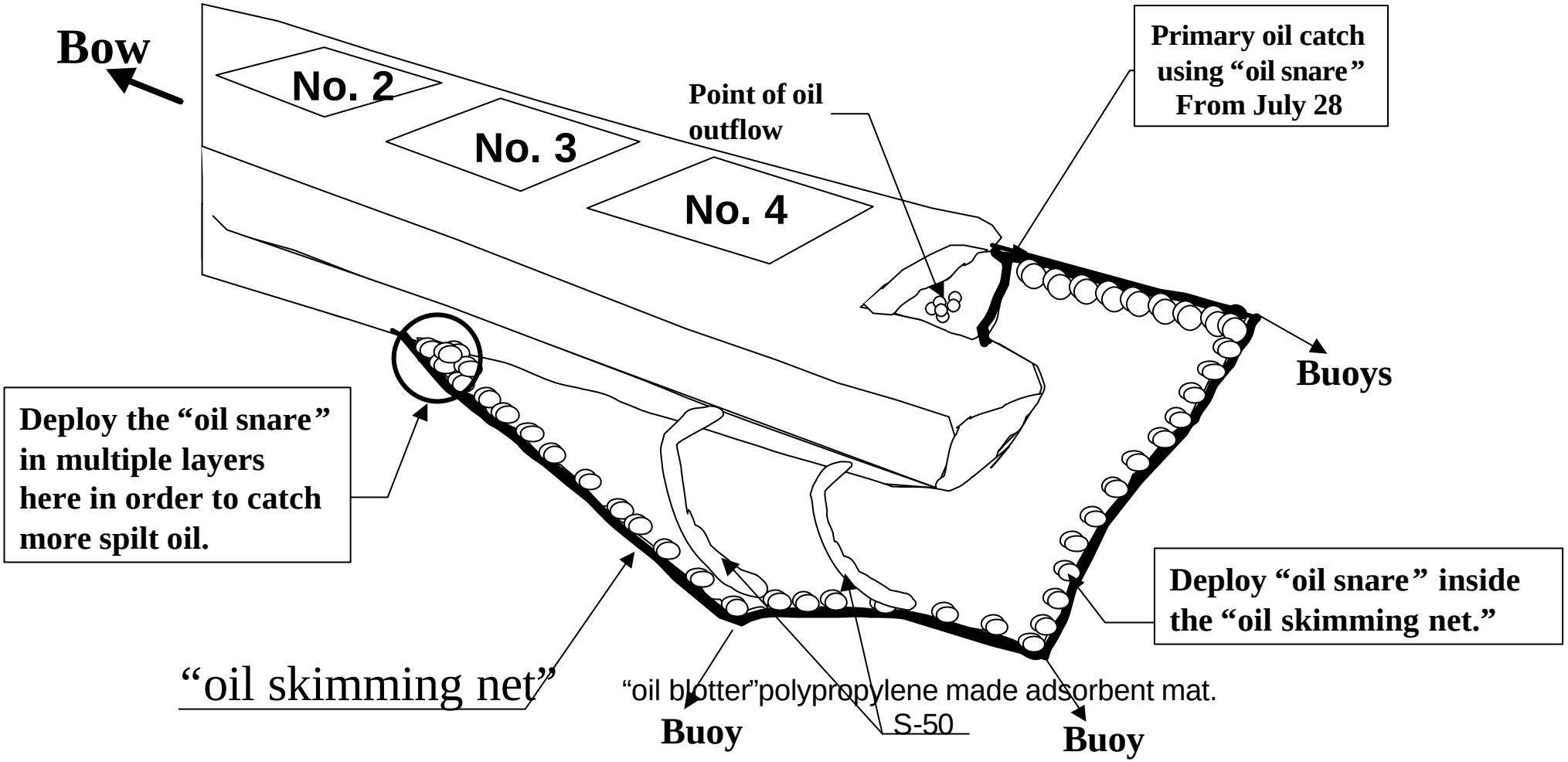
An absorbent booms capable to block oil flower.

“oil skimming net”



“oil snare”

Image of spilt oil containment

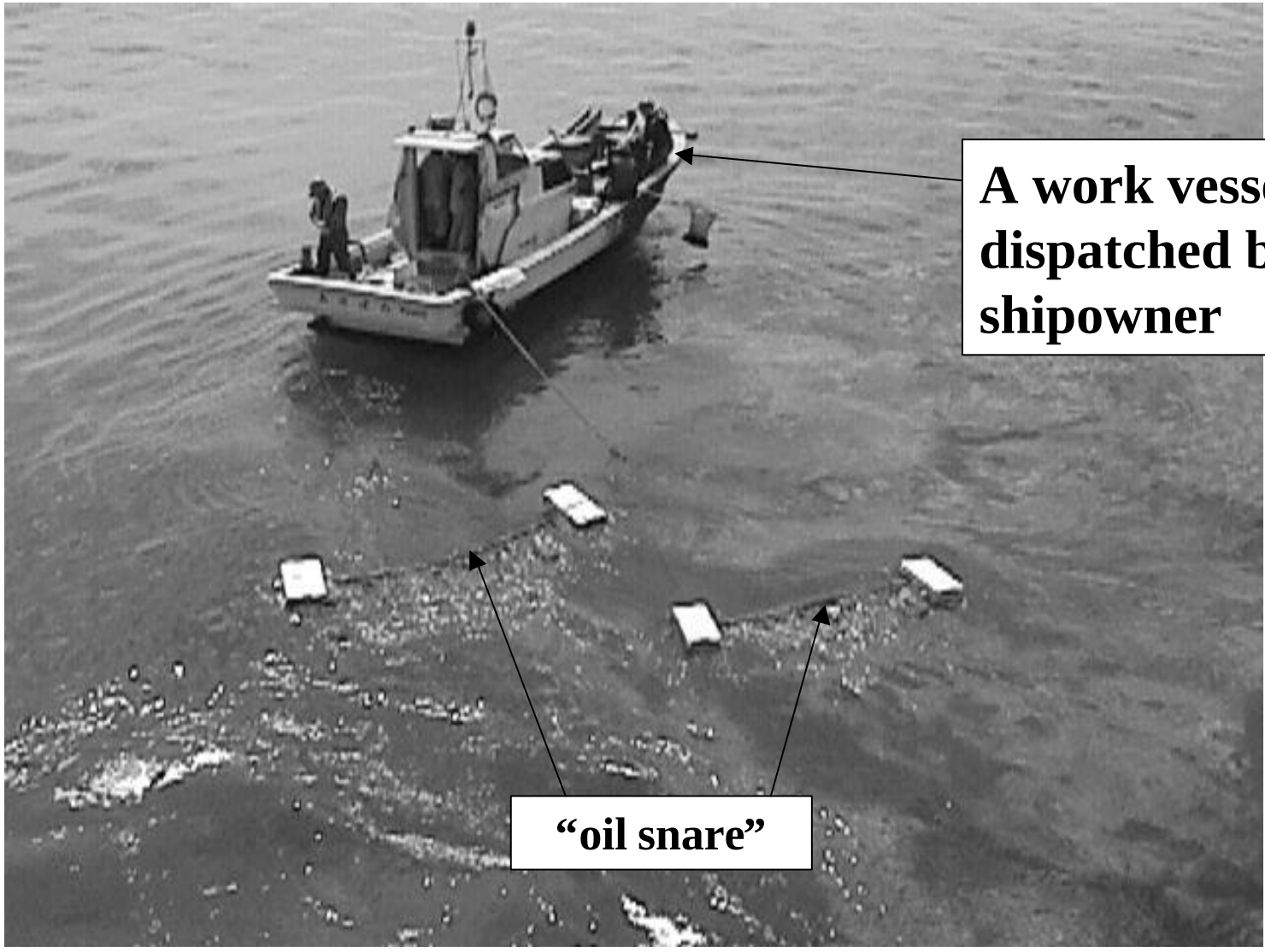


Dispersion of the spilt oil by boat running

Rescue patrol boat of “Satsuma” disperses the thin oil film.

The rescue patrol boat is blackened by the oil spilt.

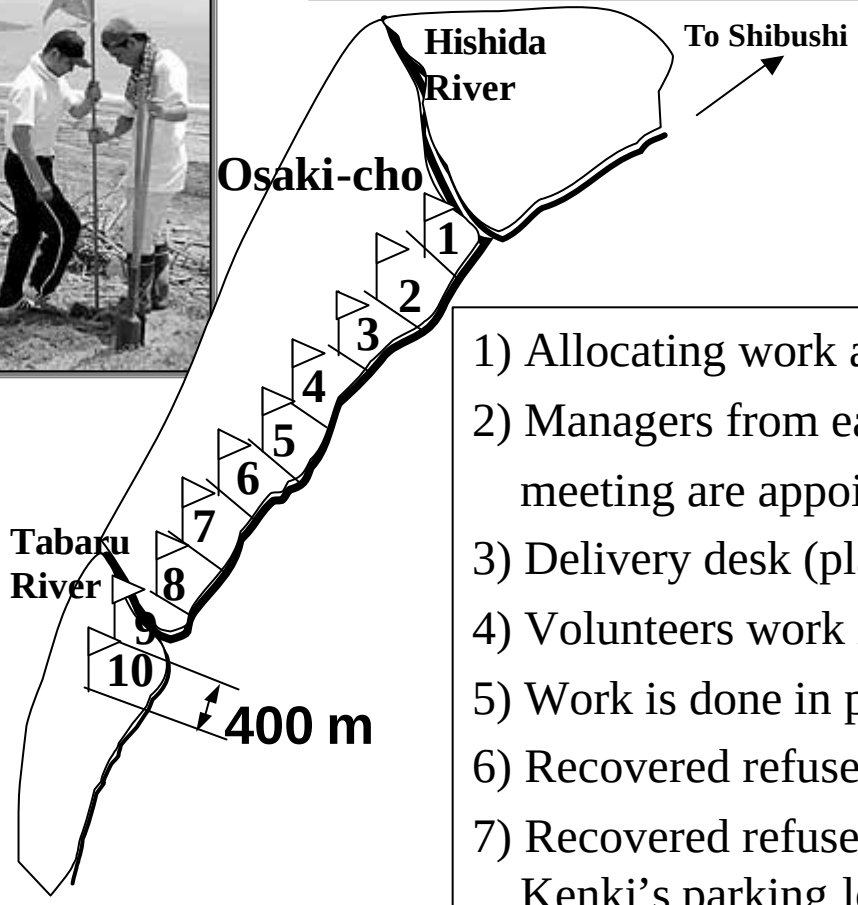
Recovering the dense oil film that could not be dispersed by boat-running



The system for cleaning up the shore

Maritime Disaster Prevention Center conducts work based on agreement (Class 2 operations) with shipowner

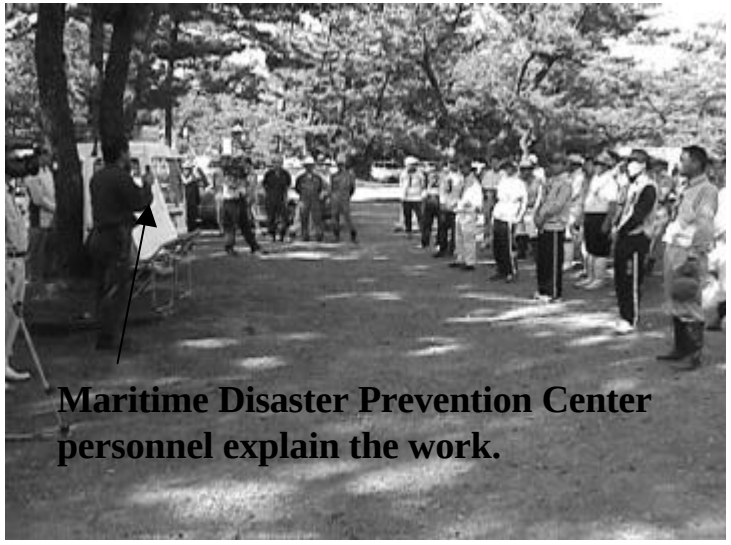
Conducted from July 30 to August 1



1) Allocating work areas (1 work area is approx. 400m, 20 workers)
2) Managers from each organization attending to the on-site taskforce meeting are appointed as heads of work areas.
3) Delivery desk (plastic bags and sandbags are passed to managers)
4) Volunteers work in designated locations.
5) Work is done in pairs, proceeding inland from the costal line.
6) Recovered refuses are gathered in one location.
7) Recovered refuses are transported by light trucks to Marusho Kenki's parking lot.
8) When one's own work is finished, workers assist other areas.

Shore clean-up

July 30



Maritime Disaster Prevention Center personnel explain the work.

Recovering refuse using brooms and rakes

Japan Coast Guard officials are wearing yellow vest.

Participating people:
Cumulative: 550
Recovered refuse: 200m^3

Equipments used:

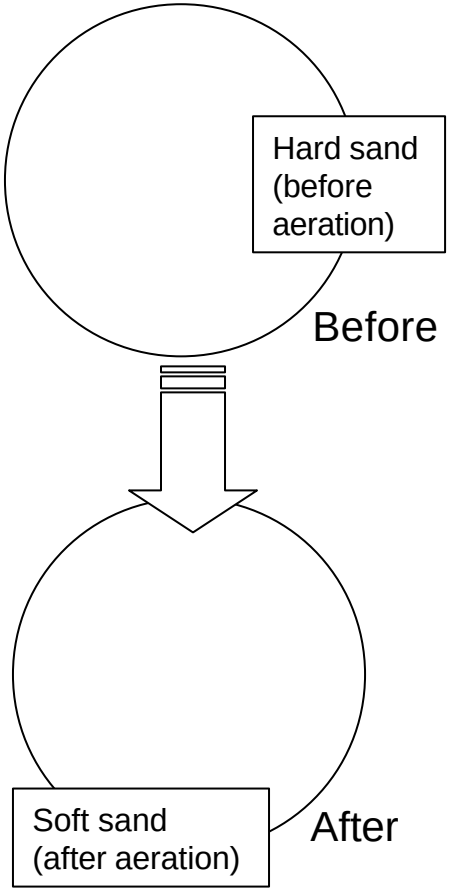
- Light truck: 14
- 2-ton dump truck: 2
- Tire shovel: 1
- 2-ton dumper carrier: 4
- Forklift: 1
- Beach cleaner: 2
  (owned by Shibushi Oil Storage Company, Ltd.)
- Drum: approximately 20

Machinery used in the shore clean-up

Aeration work

Aeration

This refers to the plowing of sand / soil that has been polluted with oil, during which air is mingled to promote natural remediation.



"Beach cleaner"

Recovery work using heavy machinery

After completing shore clean-up (August 1)

Check the result of works with putting up tent.

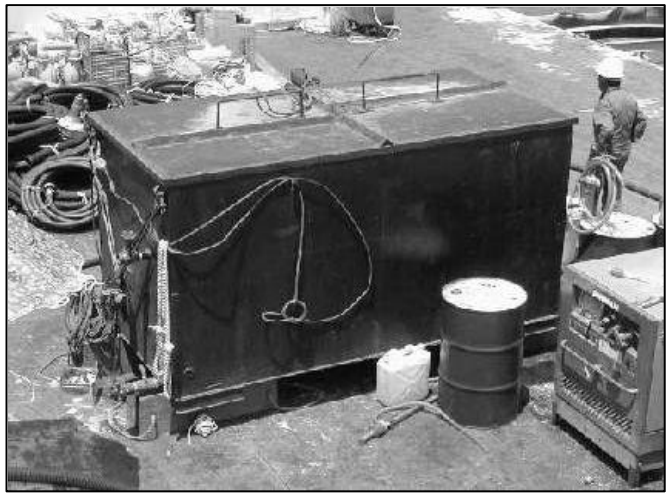
Refuses stored in sandbags and drums

The recovered refuse is temporarily stored at a parking lot of Marusho Construction Machinery near the shore.

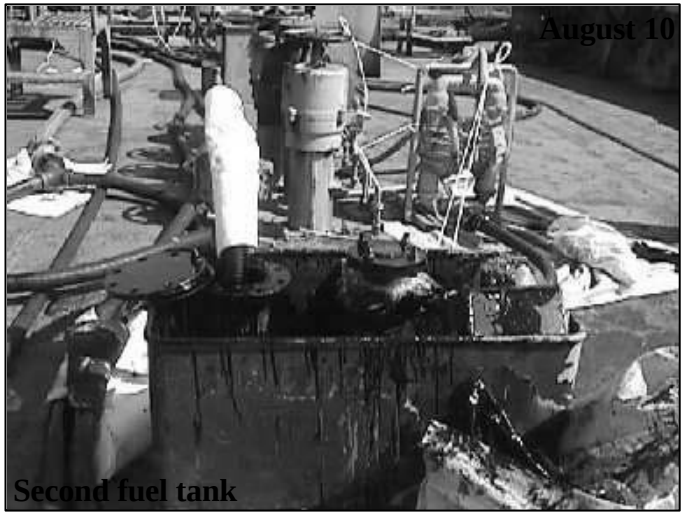
The shoreline after the recovery effort

Recovery of the remaining oil in the vessel

Recovery operation starts (August 4 - 15)



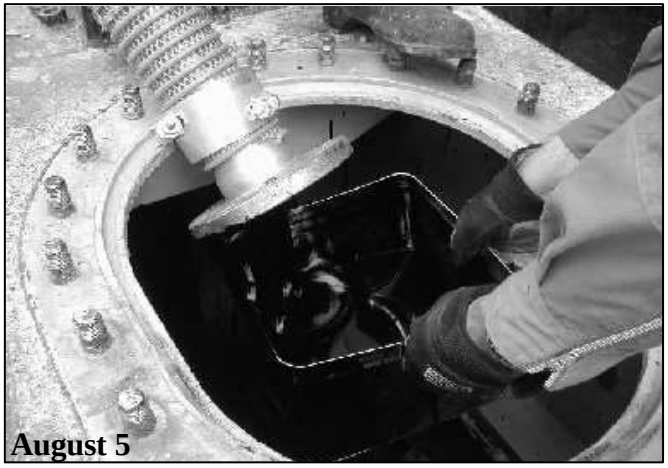
▲oil-water separator tank on the barge



▲Withdrwing oil from air vent pipe

Amount of oil recovered
659 kl

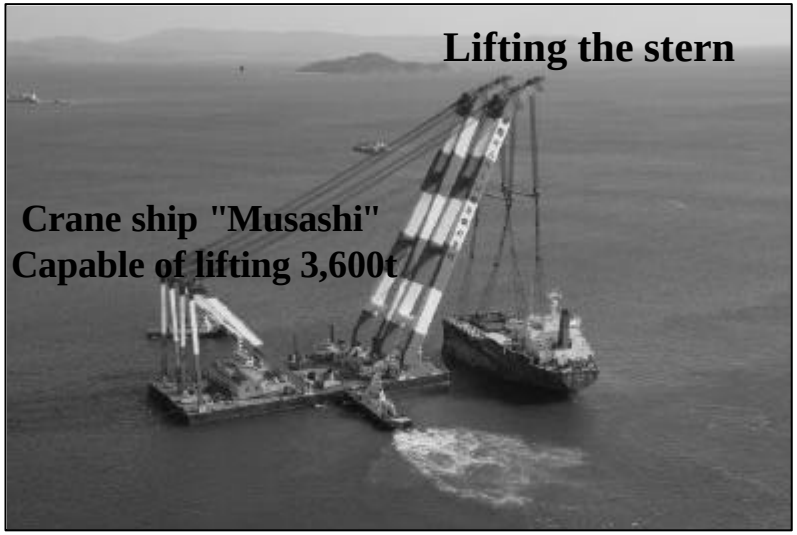
No. 1: 235 kl
No. 2: 38 kl
Rear tank: 386 kl

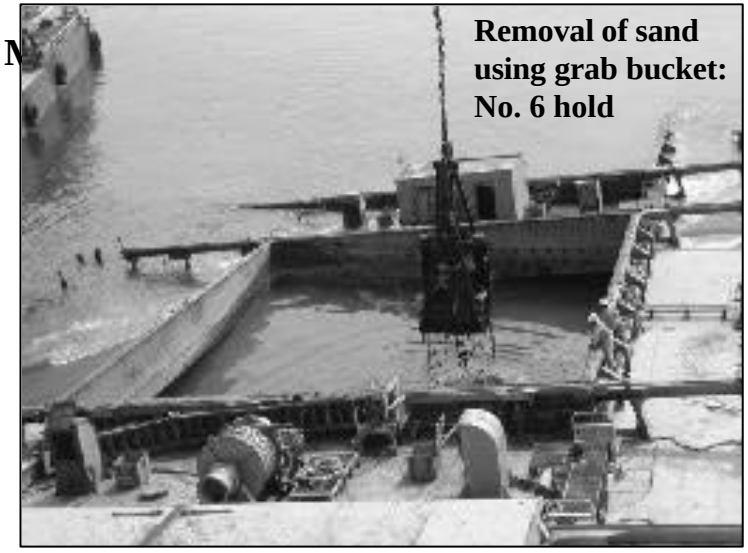


▲Putting withdrawn oil in a pale and examining pumping rate

▲National Strike Team personnel surveying the inside of a tank

Removal of ship remains (completed December 27)



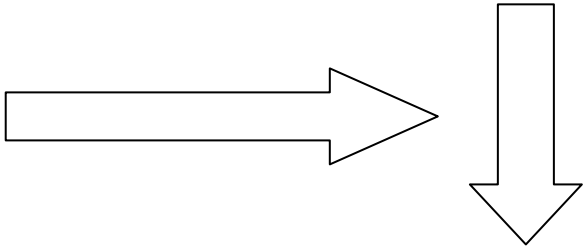


Promotion of cooperation and coordination between parties concerned

Cooperation and coordination between parties concerned is crucial.

- **Understanding one's own role and OSR capabilities**
- **Sharing of information**
- **Conducting an organizational effort with mutual understanding**

Supervision and assistance by Japan Coast Guard (including National Strike Team)

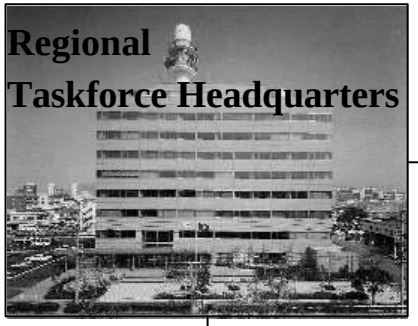


Swift fulfillment of end goal of the OSR effort

Swift completion of OSR effort while keeping damage to a minimum

Cooperation and coordination with relevant government authorities

Kagoshima Bay / Shibushi Bay Anti-Oil Spill Council



10th Regional Coast Guard Headquarters

22:30 July 25 to 08:15 December 27

Kagoshima Maritime Safety Office

18:00 July 26 to 08:15 December 27

Prefectural Taskforce Headquarters for Oil Spills and Other Disasters

17:00 July 26 to present

Oily Refuse Recovery Headquarters

21:50 July 25 to August 2

Shibushi Branch Office

18:00 July 26 to 08:15 December 27

Keyword from the Co-op Venture incident

Keyword

The huge power of nature

Easily destroyed a huge ship

Effectively dispersed a large oil spill

A large oil spill

Achieved minimization of damage