



Australian Government
Australian Maritime Safety Authority

National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances

Exercise "JAMES COOK"



Botany Bay, NSW
Wednesday 15 September 2004

Post Exercise Report



Australian Government
Australian Maritime Safety Authority

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Cover Photo courtesy of Maritime Safety Queensland
Tanker in Botany Bay with helicopter and aerial dispersant spray bucket

Foreword

Exercise "James Cook" was the sixth bi-annual oil spill response exercise to be conducted. The primary focus was to test the arrangements of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances. It was designed to test the administrative and operational arrangements for responding effectively to a major marine oil spill.

The main objective of the exercise was to test the arrangements of both the National Marine Oil Spill Contingency Plan and the NSW State Waters Oil and Chemical Spill Contingency Plan. The exercise management team also identified a number of other objectives designed to test specific administrative and operational arrangements under both contingency plans which included:

- exercise State response arrangements, the State Oiled Wildlife Response Plan, and test notification procedures for public health issues;
- exercise National Fixed Wing Aerial Dispersant Capability (FWADC);
- exercise key Government and industry response personnel;
- test communications within the incident response; and
- test systems and procedures for assessing environmental considerations.

The exercise scenario was based on an accident involving a tanker approaching the Caltex oil refinery at Kurnell resulting in a spill of between 2000-3000 tonnes of oil. The exercise scenario ensured that the oil spill impacted several sensitive the areas around Botany Bay and adjacent foreshores.

A large amount of oil spill response equipment owned by both the National Plan and Sydney Ports Corporation was deployed during the exercise. This allowed response personnel to exercise and train with the larger equipment located in Sydney as part of the National Plans Tier 2/3 equipment stockpile.

The exercise involved more that twenty local, State and National organisations with over 150 individual personnel involved in either responding to or observing the exercise. All planners, observers, umpires and participants of exercise "James Cook" are to be commended on the 100% can-do attitude during the exercise. The commitment made the exercise realistic and worthwhile.

Participating organisations are to be commended on what can be referred to as "Planning for the Future". Most of the participants in key roles in the Incident Control Centre (ICC) and in Field Operations represent the future of their respective organisations. This support should be encouraged and taken to the next exercise in 2006.



Overall the exercise was seen as a success with participants, umpires and observers strongly committed to ensuring that the exercise was realistic. All exercise objectives were met and tested. The exercise identified that there are opportunities for improvement in communications, command and control, document administration and reporting.

The next exercise is planned for 2006 in Tasmania. The Exercise Management Team (EMT) of exercise "James Cook" included a representative from the Port of Launceston to be involved and ready for the planning phase of Exercise 2006.

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February 2005

Table of Contents

Foreword.....	3
Table of Contents	5
Abbreviations	6
Executive Summary	7
Introduction	8
Scope of the Report	8
Exercise Planning	8
Exercise Aims and Objectives	9
General Idea	9
Aim	9
Objectives	9
The Exercise Observations and Successes.....	10
Pre-Exercise Briefing	10
Summary of Events	10
IMT and ICC Operations	11
Incident Control	11
Incident Safety	11
Planning	12
Logistics	12
Operations.....	12
Finance and Administration	12
Field Operations	13
Marine Operations.....	13
Caltex Pty Ltd.....	13
Aerial Operations	14
Wildlife (Rescue and Management).....	14
Observers.....	15
Exercise Debriefing.....	16
Overall Outcomes and Recommendations	17
Observations and Recommendations for the National Plan	17
Observations for the State Plan	17
General Observations	18
Appendix 1	19
Operations Log from Sydney Ports Corporation EOC	19
Appendix 2	25
Operations Log from the ICC – Caltex Pty Ltd	25
Appendix 3.....	28
Response Agencies Involved.....	28
Appendix 4	29
Exercise Umpires	29
Appendix 5.....	30
Members of NRT.....	30
About this document	31



Abbreviations

AMSA	Australian Maritime Safety Authority
EMA	Emergency Management Australia
EMT	Exercise Management Team
EOC	Emergency Operations Centre
EPA	Environment Protection Authority
FWADC	Fixed Wing Aerial Dispersant Capability
ICC	Incident Control Centre
ICS	Incident Control System
IMT	Incident Management Team
National Plan	National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances
NPWS	New South Wales Parks and Wildlife Service
NRT	National Response Team
OSRA	Oil Spill Response Atlas
OSRICS	Oil Spill Response Incident Control System
PPE	Personal Protective Equipment
SPC	Sydney Ports Corporation
TEU	Twenty-foot Equivalent Unit

Executive Summary

Exercise "James Cook" achieved its primary objective – testing the arrangements contained in the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (National Plan). It enabled a multi-agency response testing Federal and State Government, local and facility (Caltex Pty Ltd) plans.

Planning for the exercise commenced in September 2003 with the aid of government and industry personnel from different organisations. This allowed a greater focus on thorough testing of the plans.

Exercise "James Cook" was set in Botany Bay which ensured the appropriateness and relevance of the scenario. The exercise was not designed to test individuals but to test the planning arrangements from different jurisdictions and the interaction of contingency plans.

The exercise commenced at 0630 on 15 September 2004, with the scenario involving a tanker approaching the Caltex oil refinery, running aground and spilling oil throughout the morning. Exercise "James Cook" involved response management, the field deployment of oil spill response equipment, simulated wildlife response and the use of fixed and rotary wing aerial dispersant capabilities.

The NSW State Response Team was fully activated and exercised on the operational aspects of the exercise. National Response Team from Western Australia, Victoria, Queensland, the Northern Territory and Australian Maritime Safety Authority were also involved.

The exercise participants did not know the location of Exercise Control. This allowed for greater "realism" with controlled liaison with the Incident Management Team (IMT).

It has to be said that all people involved in exercise "James Cook" contributed 100% allowing for a "realistic" test of the National Plan.

Experienced observers and umpires made vital observations that included successes and opportunities for improvement. Overall the exercise was seen as a success with participants, umpires and observers strongly committed to ensuring that the exercise was realistic. All exercise objectives were met and tested. The exercise identified that there are opportunities for improvement in communications, command and control, document administration and reporting. These comments have been captured and form part of this report.

Introduction

Sydney Ports Corporation (SPC) manages the ports of Port Jackson and Botany Bay. The combined ports are one of the State's major assets, and handle approximately \$45.5 billion worth trade each year. The combined container throughput of 1.25 million TEU's, represent 44 % by volume, and 80% by value of Sydney's total trade. The port also generates more than 17,000 jobs.

Botany Bay services in excess of 1300 vessel visits per annum, represented by 300 crude oil, refined product, chemical and gas tankers. The remaining 1000 vessels are cellular container vessels. The port consists of over 2000 metres of container berths, allowing up to 7 vessels to be berthed concurrently and 4 dedicated tanker berths.

Caltex Pty Ltd is located on the Kurnell Peninsula and is the biggest industrial complex in the Shire. The refinery has the capacity to refine in excess of 120,000 barrels per day (approximately 19 million litres), making it one of the largest refineries in Australia. A cargo equivalent to 600,000 barrels of crude oil is required every five days to maintain maximum processing at the refinery.

Exercise "James Cook" was based on a ship sourced Tier 3 spill in the order of 2000-3000 tonnes of oil which impacted the areas of Botany Bay and adjacent coastal areas.

The exercise involved personnel and organisations that have a pre-designated responsibility under the National Marine Oil Spill Contingency Plan, the NSW State Waters Marine Oil and Chemical Spill Contingency Plan, the Sydney Ports Corporation Plan and Caltex Plan.

Scope of the Report

This report looks at identified opportunities for improvement and will include a summary on the overall planning and conduct of the exercise. It includes "Hot tips for Exercise Management". The EMT believes that this is essential for the continuing improvement and development of exercises. Captain Charles Black, who was part of the EMT, may be the Exercise Director for 2006 in Tasmania.

Exercise Planning

The Exercise Management Team for "James Cook" consisted of:

- Mr Gary Webb (Newcastle Port Corporation) – Exercise Director
- Captain Charles Black (Port of Launceston) – Assistant Exercise Director (attended for succession planning purposes)
- Mr John Wright (Maritime Safety Queensland) – Assistant Exercise Director
- Mr Geoff Parsons (Department of Environment and Conservation) – Assistant Exercise Director
- Mr Ivan Skibinski (Australian Marine Oil Spill Centre) – Assistant Exercise Director
- Mr Graham Edgley (Sydney Ports Corporation)
- Mr Phil Hickey (Marine Operations, Caltex Pty Ltd) – Assistant Exercise Director
- Ms Tracey Baxter (Australian Maritime Safety Authority) – Assistant Exercise Director
- Mr Melwyn Noronha (NSW Maritime Authority) – Assistant Exercise Director

Exercise Aims and Objectives

General Idea

The NSW State Waters Marine Oil and Chemical Spill Contingency Plan applies to spills on NSW State waters and adjacent foreshores. It details the procedures for the notification of an oil or chemical spill, the assessment of and initial response to the spill and activating the NSW State Disaster Plan (DISPLAN).

The exercise will commence at 0630 on 15 September involving a tanker approaching the Caltex oil refinery, running aground and spilling oil throughout the morning.

It will involve response management, field deployment of oil spill response equipment, simulated wildlife response and the use of fixed and rotary wing aerial dispersant capabilities.

Aim

To exercise and test contingency plan arrangements, in particular spill response management and the use of the Oil Spill Response Incident Control System (OSRICS), the State Oiled Wildlife Response Plan and public health issues.

Objectives

The objectives of the exercise are to:

- exercise the arrangements outlined in Australia's National
- exercise State response arrangements and OSRICS
- exercise the State Oiled Wildlife Response Plan
- test notification procedures for public health issues
- exercise the Fixed Wing Aerial Dispersant Capability (FWADC)
- exercise the fluorometry system
- exercise key Government, industry and port response personnel
- test and evaluate the Oil Spill Monitoring Guidelines
- test the Foreshore Assessment and Termination of Cleanup Plan
- test the effectiveness of the Oil Spill Response Atlas (OSRA)
- test techniques for estimation of spill sizes
- test communications within incident responses
- test systems and procedures for assessing environmental considerations

The Exercise Observations and Successes

Pre-Exercise Briefing

The pre-exercise briefing was held at Rydges Hotel Cronulla in two stages. The first stage was held on Tuesday 14 September 2004, the Exercise Directory addressed exercise players that included the EMT, IMT and the Exercise Observers and Umpires. Key points were to:

- emphasise the National Plan being a collaborative event
- provide an opportunity for improving relationships with Federal and State Government and Industry
- issue general and specific instructions to participants
- highlight safety as an important element – no reason for injuries
- declare the start of the exercise and outline exercise aims and objectives
- identify that the red identification tag indicated Exercise umpire and blue indicated Exercise participant
- identify pre-positioned NRT members
- emphasise the need to preface all communications with "For Exercise Purposes Only".

The next stage was a pre-exercise briefing with the Umpires and EMT only. The key points were to:

- emphasise communication lines for Exercise Observers – Field Operations report EMT who will report to IMT who will pass to Field Operations
- identify issues in relation to successes and areas for improvement
- list as many observations as possible with five positive and five opportunities for improvement
- advise that hot debriefs will be held on-site for some locations
- identify Sydney Ports as the statutory combat agency
- outline that Caltex Pty Ltd will provide joint operations and support
- provide an opportunity for technical issues to be reviewed on a case-by-case basis.

Summary of Events

The exercise commenced at 0631 on 15 of September 2004, with a tanker running aground in Botany Bay whilst coming into port to off-load approximately 41,000 tons of Murban Crude and 42,000 tons of Bach Ho Crude. Initial reports were transmitted to SPC – Harbour Control. The tanker was under pilotage at the time of running aground.

The NSW State Response Team was fully activated and exercised on the operational aspects of the exercise. National Response Team members from Western Australia, Victoria, Queensland, the Northern Territory and AMSA were also involved.

IMT and ICC Operations

Incident Control

Caltex Pty Ltd was initially in control of the spill and set up the EOC at the Caltex facility around 0700. Hand over of control to SPC and the activation of the ICC at Caltex took place at 0806. The transition and hand over was seamless and smooth.

Other successes were:

- good liaison /integration between combat and supporting agencies in the ICC. This enabled the building of relationships and the sharing of experience
- effective deployment of the on water response equipment in a timely and effective manner
- opportunity taken for aerial surveillance flight
- the initial set-up of the ICC including staffing, recording and briefings went well
- briefings were frequent, well managed and informative
- high level skills and competence in and out of the ICC. All knew what to do
- whiteboard in the communications room worked well however, messengers may be useful.



ICC at Caltex Refinery

Incident Safety

Some members of the EMT, Umpires and pre-positioned participants undertook a safety induction at the Caltex refinery on 14 September 2004. An Exercise Umpire responsible for safety was appointed. No Near Miss, Accident or Incident Reports were completed during or after the exercise. All members that took part in the exercise are to be commended for their "Safety First" approach. Other successes were that:

- all response crews wore the appropriate Personal Protective Equipment (PPE)
- response crews demonstrated a commitment to performing allocated tasks properly and safely
- collection of gas detection equipment enroute to the incident was appropriate.

Planning

The Planning Section felt that there wasn't enough time to conduct strategic planning and that the exercise tried to achieve too much in the time available. The time frame did not allow the true principles of OSRICS to be fully utilised. Successes in the Planning Section were that:

- there was opportunity for all participants to work together
- the exercise tested people's capabilities.

Logistics

The Logistics Section was well planned and had easy access to information. Pre-planning has ensured a comprehensive list of resources, lead times and availabilities. Other successes were that the:

- contact list was up to date and relevant
- equipment to be deployed was ready and easy to access. Operations went smoothly
- roles in the IMT were clearly identified from the start
- support was given at all levels. There was immediate response when resources were requested
- 1800 phone number was established early, which relieved unnecessary calls into the ICC.

Operations

Whilst it took some time to establish the Operations Section in the ICC, which would normally occur in a multi-agency environment, once the team was established, the successes were that the:

- Operations Section had the appropriate capabilities and equipment
- pre-determined response and deployment plan for Botany Bay was referred to
- cooperation with other ICC team members was good
- environmental information was sought and used in strategies and planning

Finance and Administration

The Finance and Administration Section enjoyed a good working relationship with other functions in the ICC. This was attributed to setting ground rules early. The team was established quickly and some following successes were that the:

- strategies were put in place and checklists developed to establish financial controls and reporting quickly and efficiently
- exercise had appropriate scope and depth to test the team
- verbal communication within the ICC worked well due to other sections being represented appropriately and adequately.

Field Operations

Marine Operations

The Marine Operations were effective and efficient. Briefings were conducted so all of the crews understood the task at hand. All safety standards and procedures were followed. Some other successes were that:

- there was fast action between the notification and the on-water response
- appropriate PPE was worn by all marine responders
- boom(s) were readily available
- excellent resources were available at the beach in terms of boats and equipment
- sufficient personnel were made available to manage manual handling tasks at the beach boom deployment site
- there was good communication between various work teams
- personnel were well trained and confident in tasks allocated
- all equipment performed as designed.



boom deployment on Botany Bay

Caltex Pty Ltd

At 0645, the charterers (Caltex) were notified and were the initial responders with the Caltex Response Team. They established the EOC (Caltex Refinery Kurnell) reasonably quickly. The EOC was opened at 0701. Information gathering at this stage was crucial. The Caltex team are to be commended on the amount of organisation and command and control it displayed amongst its own team. The hand over of control to SPC at 0806 was smooth and seamless. The main successes for the Caltex team were that:

- communications, actions and problem solving between Caltex and other authorities was good
- hands on crews and equipment deployment worked well. Crews were well trained

- deployment of equipment booms corresponded well with the conditions
- separation of the ICC and the communications room worked well
- the content and scenario for the exercise was good and relevant.

Aerial Operations

This exercise tested the aerial capability including operators' skills and knowledge of the FWADC. Some successes were that the:

- briefings conducted on-site including pilots, loading crews and safety requirements were excellent
- FWADC loading crew knew and understood their role and function
- Aviation Coordinator performed the duties according to his skills and knowledge
- value of FWADC and availability of a helicopter for spray bucket operations was emphasised.



dispersant spraying operations

Wildlife (Rescue and Management)

The scenario involved affected wildlife. This tested the State Oiled Wildlife Response Plan. Some successes were the:

- opportunity to re-affirm and expand on the knowledge of local staff
- identification and appropriateness of the Botany Bay Wildlife facility for providing wildlife treatment response to an oil spill in the bay
- clarification of strategies and tasks required in the event of an oil spill. This was based on different sized scenarios
- inter-agency cooperation which worked well (DEC and Taronga Zoo).

Observers

The EMT were initially apprehensive of having Exercise Observers, however the observers provided good feedback to the EMT and the management of observers for future exercises. The successes were the:

- good information package which was distributed by the SPC Observer Managers at the start of the day. This included SPC Procedures and some freebies
- chance to meet and discuss the exercise with a wide range of people and share experiences
- ability to involve other industries into the scenario
- observation that SPC staff deployed the boom very professionally
- observer managers did a great job in answering technical questions
- shuttle bus worked well to and from the ICC.



observers maintain vigilance

Exercise Debriefing

The exercise was debriefed using three methods:

- Site debrief (at various incident locations) – This involved Exercise Umpires debriefing in the field and at the ICC and the gathering of information about the successes and opportunities.
- Hot debrief – Conducted at Rydges Hotel involving the EMT, Caltex Pty Ltd, IMT, Mr David Baird (GM ER AMSA), Exercise Director and the Exercise Umpires who provided a five-minute presentation on the identified successes and opportunities.

On completion of the hot debrief, the Exercise Director thanked all of the participants and organisations for the success of exercise "James Cook". The hot debrief and exercise concluded at 1745.

- EMT Debrief – This was conducted at Rydges Hotel on Thursday 16 September. The successes were the:
 - strong project management focus from the EMT with set timeframes and outcomes identified
 - strong support from Caltex Pty Ltd (Kurnell refinery)
 - involvement of young people in the exercise which provides for succession planning
 - good field operations
 - isolation of the EMT from the exercise and the IMT

General comments were made regarding the relevance of Exercise Observers. The EMT would like to emphasise to the Exercise 2006 EMT the difficulty with managing observers. It was felt that a separate team should be tasked with identifying their requirements prior to their attendance at the exercise. The successes and opportunities of involving observers have been discussed in this document.



Overall Outcomes and Recommendations

Observations and Recommendations for the National Plan

Serial	Observation	Recommendation
1.	Problems with the connection of the Trojan and Beach Guardian booms as there was about 100mm difference. Pump system wasn't compatible with aircraft (50mm hose). Pump needs drip tray and dry break.	Undertake a national assessment of all equipment for adaptability and inter-operability
2.	Problem with gas detection equipment and trained personnel	Assess the protocols for the training requirements. Consider the use of already developed training programs
3.	Criteria for the activation of the NSW State Plan or other plans	Undertake review for the activation/deactivation of different plans nationally
4.	Although the Debrief summary form was adequate, it had no area for suggested solutions for identified opportunities.	Identify debrief methodology to be adopted nationally.

Observations for the State Plan

Serial	Observation	Recommendation
1.	Need for detailed duty statement of role/function(s) of the Aviation Coordinator, including expert dispersant technical knowledge to advise on technical issues and direct spray operations	Use qualified trained personnel only and ensure coordinators are fully briefed.
2.	ICC staff were not wearing appropriate tabards or each member of a function was wearing the same tabard (i.e. All members of planning were wearing the Planning Officer tabard.) Need to provide a better introduction of ICC staff. Who is who and what role they play Improvement of linkages between functional areas of the ICC. Required coordination of the functions	Ensure tabards are appropriate for OSRICS structure.



General Observations

Serial	Observation	Recommendation
1.	Better communication between ICC and the field, particularly early as field operations did not know increases from 50 to 1000 tons Communication problems with radios to the on water teams, other agencies and within including the aviation section	Ensure equipment and communication links are followed and that information flow is maintained.
2.	Greater effort required to identify the amount of oil involved. The scale of the incident inhibited appropriate planning. Specification of vessels used in the exercise need to be known	Ensure all exercise resources are fully researched and details are at hand upon request



Appendix 1

Operations Log from Sydney Ports Corporation EOC

- 0631 The Master of Tanker MV TIMOR EXPORTER reported that while under pilotage his ship had run aground approximately 350 m off Captain Cook buoy. The vessel is firmly aground in a SSW - NNE direction. There are no reported casualties. The vessel reports being hulled with no visible signs of oil pollution. Pollution type unknown at this stage.
- 0633 Pager company contacted to alert senior SPC staff to "spill" Note each person had to be individually contacted as previously agreed group page has not been implemented. 4 minute call
- 0637 Marine Super Michael Sullivan advised.
- 0637 From Master TIMOR EXPORTER, ship is carrying 41000 t Murban crude and 45000t Bach Ho crude oil without his permission. All tugs to be contacted and placed on standby.
- 0639 From Master TIMOR EXPORTER, ships owner notified. Local winds 10 knots from NE
- 0642 Lindsay Bishell answered pager message
- 0643 Shane Hobday answered pager message
- 0645 Forepeak has been flooded. Sounding taken with a light sheen at the vessel. Charterer - Caltex notified.
- 0647 From Master TIMOR EXPORTER, 20 - 40 t of product lost.
- 0647 Shipping Manager contacted and advised of situation
- 0648 Harbour Master contacted. He ordered no other vessels allowed to enter or leave Botany Bay.
- 0649 SPC vessel to pick up Gas Detection Equipment at BLB. Marine Super given



update of oil lost.

0650 FRV2 enroute to spill

0653 Brett Heath notified by voice message

0655 Master advises action has been taken to stop any spill and cargo is being diverted to other tanks. Only 14000 CL of ullage available.

0657 Harbour master advises that he is on his way to the EOC.

0700 Tugs notified

0702 Marine Super given update re 14000 CL ullage of ship

0703 Polly Bennett notified of exercise (2nd attempt)

0703 Master advises of unknown loss of oil from number 1 centre tank and signs of heavy oil all around the vessel.

0706 Pilot Vessel notifies H/C that four hundred metres by sixty metres sheen can be seen from the ship to Kurnell wharf. Marine Super notified

0708 Botany Bay Water Police - SGT Upton called for update and contact with Marine Super

0711 From Master TIMOR EXPORTER estimated of 50 tonnes of product lost

0711 NSWFB contacted

0714 Weather, Tide and shipping movement information faxed to EOC on 9668 1236

0716 NSWFB, MSDS operator enroute

0717 MSDS required

0718 Caltex Radio operational

0722 Harbour Master provided with sitrep, An area 400 x 60 m , from ship to refinery involved

0724 FRV on way to site, upwind of spill. OSV banks on standby. Rivertruck ready to go.

0729 Fire Brigade Control calls up in confusion to asking why they haven't been notified of exercise.

0730 EPA notified



- 0732 From Master TIMOR EXPORTER estimated loss of 500 t of "Bach Ho" from tanks #1 centre, 1# starboard and #1 portside
- 0733 Hourly sked broadcast on Traxar
- 0738 Vessel at anchor off Watts reef and FRV2 on standby
- 0739 SPC 51A caught behind the train at Botany.
- 0741 Inter terminal access road opened.
- 0742 Sydney Ports using own Gas detection equipment
- 0749 Marine Super asks what Radio Channels are being used. 16, 13 or Traxar. Marine Super advised that Sydney Ports is using the Oil spill radio.
- 0752 Harbour Master calls to find out which pilot is onboard the vessel. Advised its Edgley
- 0752 Caltex EOC Centre numbers obtained 9668 1215, 1591, 1250.
- 0753 From Master TIMOR EXPORTER, are results of available from gas test? Negative
- 0753 EOC to be notified of gas detection results when known.
- 0755 Marine Super request MSDS sheets be faxed to H/C
- 0756 Joe Smith reports Sea Birds covered with oil off Bonna Point. Contact 0418 223 504
- 0757 From Caltex Control. What is Harbour Controls fax number? 9247 7804
- 0759 Greg Thomas Parks and Wildlife notified
- 0806 From Master TIMOR EXPORTER, 1000 tonnes of "Bach Ho" crude lost but flow reducing.
The forepart of the ship is afloat. Master requests HM permission to move as high water
approaching (at 0835 1.44m) Ship in danger of breaking up at current location.
- 0809 HM notified of above. He will talk to pilot
- 0810 More birds reported with oil on them at Bare Island by Jim Vyle 9668 1133
- 0814 Updated hourly sked broadcast on Traxar
- 0815 Bare Island bird report withdrawn. Person mistaken.



- 0817 From Master TIMOR EXPORTER. We are attempting to move ship to anchor south of her current position
- 0818 Ray Zavataro departing Moores Wharf for Botany with emergency radios. ETA 30 minutes.
- 0828 OSV BANKS on standby
- 0829 Gas detection reading is clear. Marine Manager advised
- 0830 E O C advised OSV BANKS and RIVERTRUCK on standby
- 0830 Boom completed around ship. FRV2 on site
- 0831 EOC advised of boom
- 0837 Commencing to deploy Vikoma boom as existing boom is failing to hold.
- 0844 HM has given permission to move vessel with 4 tugs. Ship is afloat. Will update when anchored
- 0854 FRV2 at wharf awaiting passengers to spill site
- 0855 FRV2 has left cross berth with Vikoma in tow
- 0906 Ray Zavatarro radio check. Base station up and running at Port Services building.
- 0920 Qantas aircraft 7 reports the sighting of on oil at Bonna PT, on Silver Beach, in the shipping channel and towards the heads.
- 0959 John Dyson 0418 223 504 (resident) reports eighty (waders)sea birds covered in oil on the beach at Bonna PT
- 1003 Billy Bloggs reports a large quantity of oil washed up on the rocks, near the light house at Cape Solander.
- 1005 EOC advised
- 1044 Master of the Timor Exporter reports serious structural problems with number 1 and 2 tanks caused by transfer pressure. It is estimated that another 500 tonnes of Murban crude have been lost from number 2 centre tank.
- 1054 From Marine Super as little boom as possible to be used at Fish Farm the



- remainder to be
utilised at Quibray Bay.
- 1107 From Master TIMOR EXPORTER is bunker barge coming alongside ship?
Unknown
- 1116 From Master TIMOR EXPORTER The Bunker Barge is to hold off ship until it is
safe
to come alongside.
- 1117 From Master TIMOR EXPORTER. Approximately 1500 tonnes of Murban crude
has been
lost. It has H2S content and all personnel and vessels should keep clear.
- 1120 Enquiry received from Mr Jim Dyson of Torrens St Kurnell regarding strong smell
in area.
Details passed to EOC Kurnell for action
- 1122 Hourly sked repeated on Traxar
- 1123 Report of a strong smell of oil from Mr Billy Poster from Dampier Street Kurnell.
9668 1323.
- 1216 Completed deployment of 600 m of boom at Quibray Bay
- 1307 Marine Super begins the retrieval of boom
- 1321 HM enquires as to whether AUSAR can provide information on Tankers available
for charter to transfer cargo if required.
- 1323 Shane Wild from AUSAR contacted did not give a reply before the end of the
exercise
- 1337 EOC ask for a report from OSV banks on the effectiveness of dispersant.
- 1340 OSV banks answered saying that there were negative hydrocarbons in the water.
- 1344 updated weather and wind faxed to 9668 1209
- 1347 Master Edgley calls an end to the exercise
- 1347 Marine Super collecting Vikoma boom
- 1408 Notification of end of exercise given to Shane Hobday, Jim Pullen, Lindsay Bishell,



Polly Bennet and the EPA.

1432 EOC closed down.



Appendix 2

Operations Log from the ICC – Caltex Pty Ltd

- 0701 EOC Open
- 0704 Ship aground – 40 ton of oil in water
- 0708 ASM shutting down pumping from CARA SEA at wharf – cargo – HNN
- 0711 Caltex personnel unable to determine cargo in James Cook
- 0712 Message from Sydney Ports – estimate loss is 50 tons
- 0714 Botany Protector in water approx 0800
- 0716 Caltex oil spill coordinator requests weather forecast
- 0719 Sydney Ports report cargo from James Cook is either Murban or Bach Ho
Sydney Ports request MSDS sheet for Murban and Bach Ho
- 0732 Caltex reports still on target for Botany Protector in water at 0800
- 0735 Caltex reports two crews reporting to wharf vessels being used – Botany Protector
and Wharf Response 2
- 0739 Caltex reports Murban crude may be high in H₂S (Hydrogen Sulphide) advise
personnel to stay upwind
- 0740 Divers requested to assess hull
- 0743 Caltex reports deployment of beach clean up crew on stand-by
- 0745 Caltex requests gas tester for Botany Protector
- 0754 Caltex requests confirmation of –ve gas test for H₂S
- 0758 EOC comms request Fax for Sydney Ports – 92477804
- 0759 Caltex vessels have H₂S detectors & personnel have personal detectors
- 0801 Weather report transmitted to Caltex Response Team
- 0803 Caltex Botany Protector & Wharf Response 2 are on the water and standing-by
- 0806 Incident Control transferred to SPC
- 0811 SPC – have taken control – request deployment of beach guardian & Trojan Boom



- 0820 Caltex requests sample of crude oil decision to move vessel
- 0822 EOC – Pleas call harbour control on 92624001 ASAP
- 0825 Caltex reports – beach guardian being deployed west of wharf
- 0829 SPC FRV-2 - on station
- Banks - standing by
- River Truck – standing by
- 0830 600m Trojan Boom E of AOR Jett
- 0831 Harbour Control reports boom deployed around
- 0835 400m GP750 Boom from PS around vessel
- 600m Vikoma Hi Spiral boom around ship
- 0836 Caltex reports beach guardian fully deployed
- 0914 SPC report additional boom required
- 0944 Caltex reports Hartly released to help with SPC barge
- 0946 Hartly requests directions as to deployment
- 0950 SPC deploying boom from Bona Point
- 0958 Six oiled penguins found in the vicinity of brighten Le-Sands
- 1000 For Exercise – Wind changed to north at 15 Knots
- 1002 SPC reports boom deployed at Bona Point
- 1004 Timor Exp at anchor pos 33° 59.77 S 151°13.1 E headed WNW. Wind at 15 Knots N
- 1006 Oil on rocks at Cape Solander
- 1029 Caltex oil Spill requests Shell Oil Spill Response Phone number
- 1044 From Master Timor Exp
- Experiencing structural problems
 - When transferring product from No. 1 tank to No. 2 centre tank 500 tone or Murban crude lost (High H₂S content)
- 1053 Oil escaping from under slick bar on east side of wharf where beach meets rocks
- 1100 SPC requests Caltex deploy slick bar on east side of wharf where beach meets rocks



- 1103 Caltex reports they are laying beach guardian prior to deploying slick bar
- 1108 Master Timor Exp – enquiring why bunker barge is beside his vessel
- 1109 Nat parks permission for Caltex to enter park for deployment
- 1114 Timor Exp – recommends bunker barge not to come along side as there are still
worries with structural integrity
- 1119 Master Timor Exp – advises tank soundings taken confirms 1000 tons lost
- 1122 Mr James Dyson – Torres St. Kurnell (tel 96681323) reports strong smell of oil &
requests communication
- 1125 Caltex commenced deployment of beach guardian east of wharf
- 1126 Mr Bill Poser – Torres St. Kurnell (tel 96681323) reports strong smell of oil &
requests communication
- 1140 Caltex reports – beach guardian fully deployed ready for connection to slick bar
- 1206 Response 2 leaving SPC base with 300m of Vikoma boom request assistance of
Caltex
- 1216 SPC reports completed deployment of 600m of boom from Bona Point to Quibray
Bay

At this point, Caltex handed the log keeping to the IMT



Appendix 3

Response Agencies Involved

The agencies involved were:

- Australian Marine Oil Spill Centre
- Australian Maritime Safety Authority
- Australian Maritime Resources
- Caltex Pty Ltd
- Department of Environment and Conservation (Environment Protection Authority & NSW Parks and Wildlife Service)
- Newcastle Port Corporation
- NSW Department of Primary Industries
- NSW Fire Brigades
- NSW Police
- NSW Waterways Authority
- Sydney Ports Corporation
- Shell Pty Ltd
- Port Kembla Port Corporation

A number of additional contractors were used during the exercise for aerial surveillance and dispersant application, transport and the hire of equipment.



Appendix 4

Exercise Umpires

Position	Name
ICC Ops (General Management)	Jim Huggett Maritime Safety Queensland, QLD
ICC Ops (Specific Technical)	Caryn Anderson Townsville Port Authority, QLD
OH&S (Field Operations)	Warren Kruger Santos Pty Ltd, VIC
Field Ops (Marine)	Ray Lipscombe AMSA, ACT
Field Ops (Wildlife)	Libby Hall Taronga Zoo, NSW
Field Ops (Environment)	Geoff Coade Department of Environment and Heritage, NSW
Field Ops (Aerial)	Shayne Wilde AMSA, ACT



Appendix 5

Members of NRT

Australian Maritime Safety Authority, ACT	Keith Brown
Dampier Port Authority, WA	Roy Gillespie
Department of Infrastructure, Planning and Environment, NT	Janice Warren
Maritime Safety Queensland, QLD	Peter Finn
Darwin Port Authority, NT	Garry Brown



About this document

Emergency Management Australia (EMA) was engaged by Australian Maritime Safety Authority to write this report. It represents the outcomes, successes and opportunities for improvement of Exercise "James Cook". Recommendations and suggestions are not the views of EMA. The EMT for Exercise "James Cook" has ownership of this document.

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