

31 May 2012

Alex Harris  
[fyi-request-215-5ee93e65@requests.fyi.org.nz](mailto:fyi-request-215-5ee93e65@requests.fyi.org.nz)

Dear Alex

**Local Government Official Information and Meetings Act 1987: Request for Information**

I refer to your email dated 6 May, requesting all documentation that Environment Canterbury hold in relation to the Oil Spill in the Port of Timaru.

The information enclosed has been released under the Local Government Official Information and Meetings Act 1987. Under the Act some information has been withheld as it is considered that making it available could prejudice the maintenance of the law including the prevention, investigation and detection of offences and the right to a fair trial (section 6). Some information has also been withheld because it is considered necessary to;

- protect the privacy of natural persons (Section 7(2)(a))
- maintain the effective conduct of public affairs by the free and frank expression of opinions by, between, and to officers and employees (Section 7(2)(f)(i));  
or
- maintain legal professional privilege (Section 7(2)(g))

In addition there have been some deletions of information from the material released in terms of Section 16 of the Act where one of the above grounds for withholding that information is considered to exist.

If you feel that the information provided is insufficient there may be the opportunity to investigate further by way of complaint under section 27(3) of the Act to an Ombudsman.

Yours sincerely



**Kim Drummond**  
Director Resource Management

**Our Ref:** GOVE/INQU/OMBU/669C  
**Your Ref:**  
**Contact:**

## Kim Drummond

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**From:** Evan Walker  
**Sent:** Thursday, 3 May 2012 2:05 p.m.  
**To:** (psrodgers@xtra.co.nz); Allan Saunders; 'baldwin.cassbay@xtra.co.nz'; Bill Terry (bill@wideload.co.nz); Bob Tai; Brodie Young; cliff eggeling ; doran.waddingham@ipc.co.nz; Duncan Harvest; Evan Swale; Evan Walker; Graeme Burgess (g.l.burgess@hotmail.com); Graeme Oliver; Grant Campbell; Grant McGregor; grant.mfnzl@gmail.com; Greg Smith (gregs@timdc.govt.nz); Ian Surgenor (isurgenor@doc.govt.nz); Jason Williamson; Justin Cope; Kieron Kerr (kieron@maritimelogistics.co.nz); Kim Drummond; Lance Corcoran; Mark Buckley (mark@starkbros.co.nz); Marty Mortiaux; Mimouk Hannan; Nathan Dougherty; Neil MacDonald; pat coady; Peter Brown; phil abraham; Richard Purdon; 'rodney.chambers@ccc.govt.nz'; Steve Coles; Tom Veitch; tony lister; vaughan.sandri@sgs.com  
**Cc:** Roger Gould; Carl Diamond  
**Subject:** Substantial Oil Spill Timaru

All A heads up that there has been a significant spill of LFO in Timaru Port yesterday morning. [REDACTED]

The response is being managed by Grant Finlayson as OSC, and those of you in TU have no doubt been involved. Sanfords have put considerable resources into the clean up. Harbour and rapid deployment booms have been deployed, and the spill has been contained within the harbour. The Komara skimmer has been working well. A large quantity of absorbent booms and pads have been shipped to TU overnight. There has been a small wildlife issue with resident shags and some terns. This is currently being assessed by Mimouk Hannan, our wildlife coordinator, with Ecan TU staff.

Recent update is that the oil has been largely removed and some dispersant used on the remainder.

So it now appears that there will be no need to ramp up the response, so you can all breathe easy.

However, there may be a need to have an OSC or someone trained to Manager level down to TU for a couple of days to relieve Grant for the final clean up.

Email or ring me if you would like to volunteer!

A short press release has gone out in the last hour, and there will be some follow up press and radio interest.

Cheers

Evan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

**Postal Address:** Environment Canterbury PO Box 345, Christchurch 8140

**Harbourmaster office and physical address (for deliveries/courier):** First floor Harbourside House 5 Norwich Quay Lyttelton

**Lyttelton office fax:** 03 328 9158

## Kim Drummond

---

**From:** Evan Walker  
**Sent:** Thursday, 3 May 2012 11:37 a.m.  
**To:** Vanessa Sugrue  
**Cc:** Kim Drummond; Marie Dysart; Grant Finlayson  
**Subject:** Oil Spill Timaru  
**Attachments:** Just what i need now!

Hi Vanessa Kim I think has advised you that there has been a substantial oil spill in Timaru. Quantity not yet clear

I attach an email with some preliminary photos. The 8,000 litres Grant mentions is an oil/water mix.

Clean up is continuing, and Sanfords are about to release a statement. Charlene is working on one from us (Kim the idea of a joint release has been dropped).

My understanding is that statements have been taken and the ships documents obtained, so we should be ok evidentially, given that Sanfords have admitted liability.

Grant Findlayson who is our contracted on-scene commander for oil spills in TU is in charge and knows the ropes, having done the business for the Pacinui spill last year.

I'll keep you informed; give me a ring if you would like.

Cheers

Evan Walker

**Coast and Waterways Safety Manager**

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**Lyttelton office fax:** 03 328 9158

[www.ecan.govt.nz](http://www.ecan.govt.nz)



**Evan Walker**

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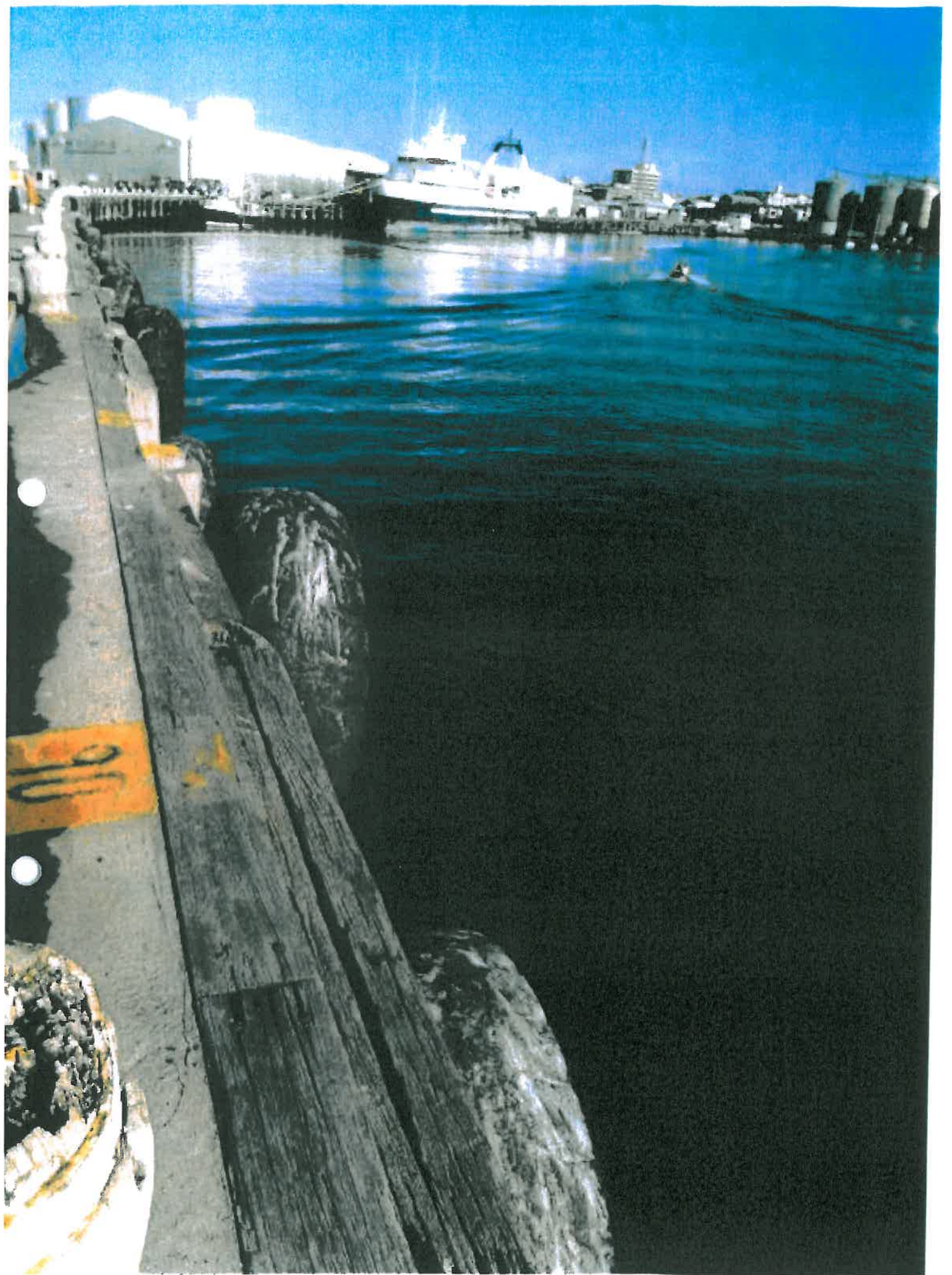
**From:** Grant Finlayson [grant.mfnzl@gmail.com]  
**Sent:** Wednesday, 2 May 2012 8:20 p.m.  
**To:** Evan Walker; 'Mark Cavanagh'; Tony Whiteley  
**Subject:** Just what i need now!  
**Attachments:** WP\_000061.jpg; WP\_000059.jpg; WP\_000055.jpg; WP\_000046.jpg; WP\_000043.jpg; WP\_000037.jpg; WP\_000028.jpg; WP\_000027.jpg; WP\_000053.jpg

A few photos but they don't really show the magnitude or volumes involved.  
8000lts removed today and only

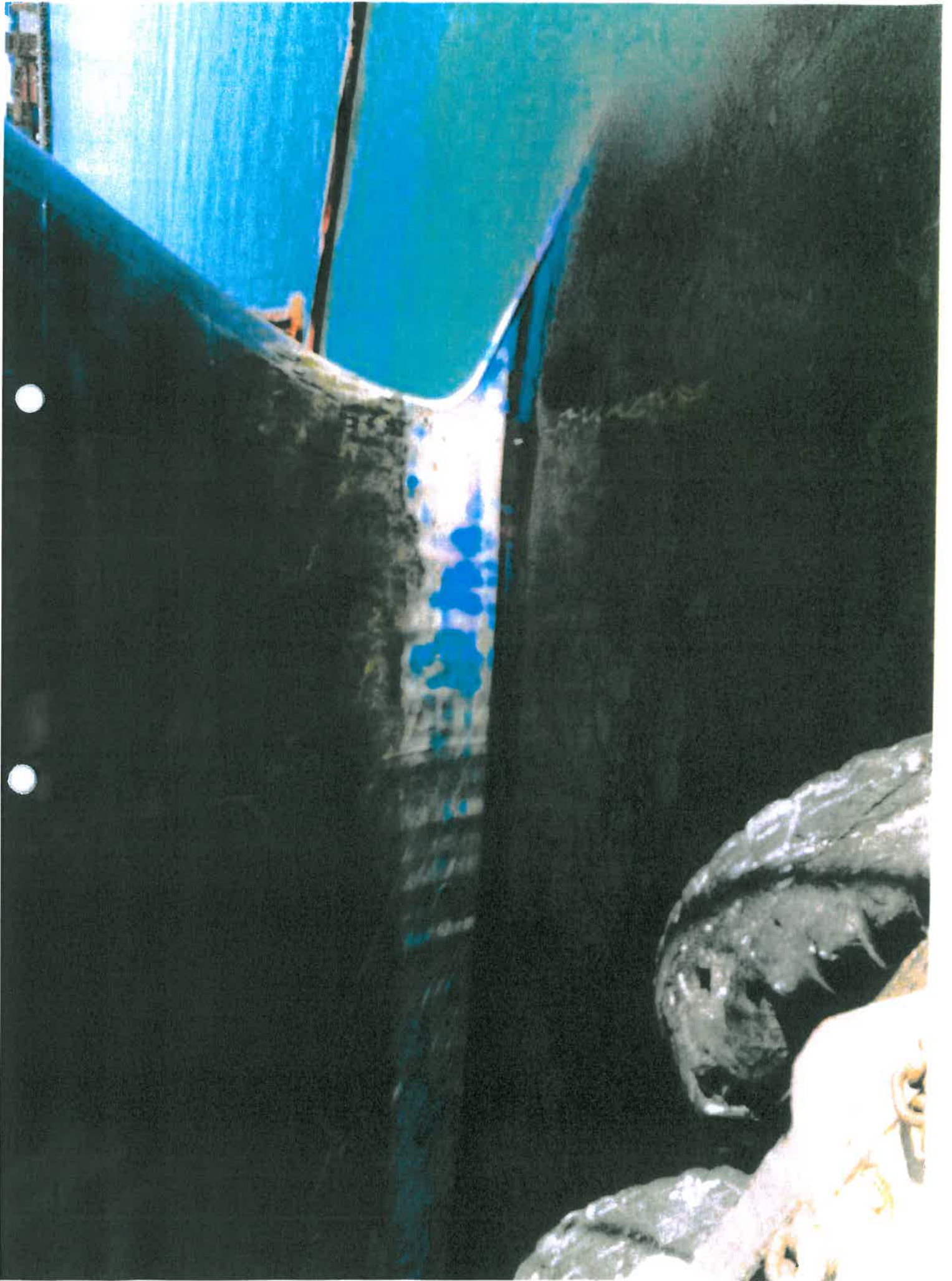
Thanks for your help today chaps:

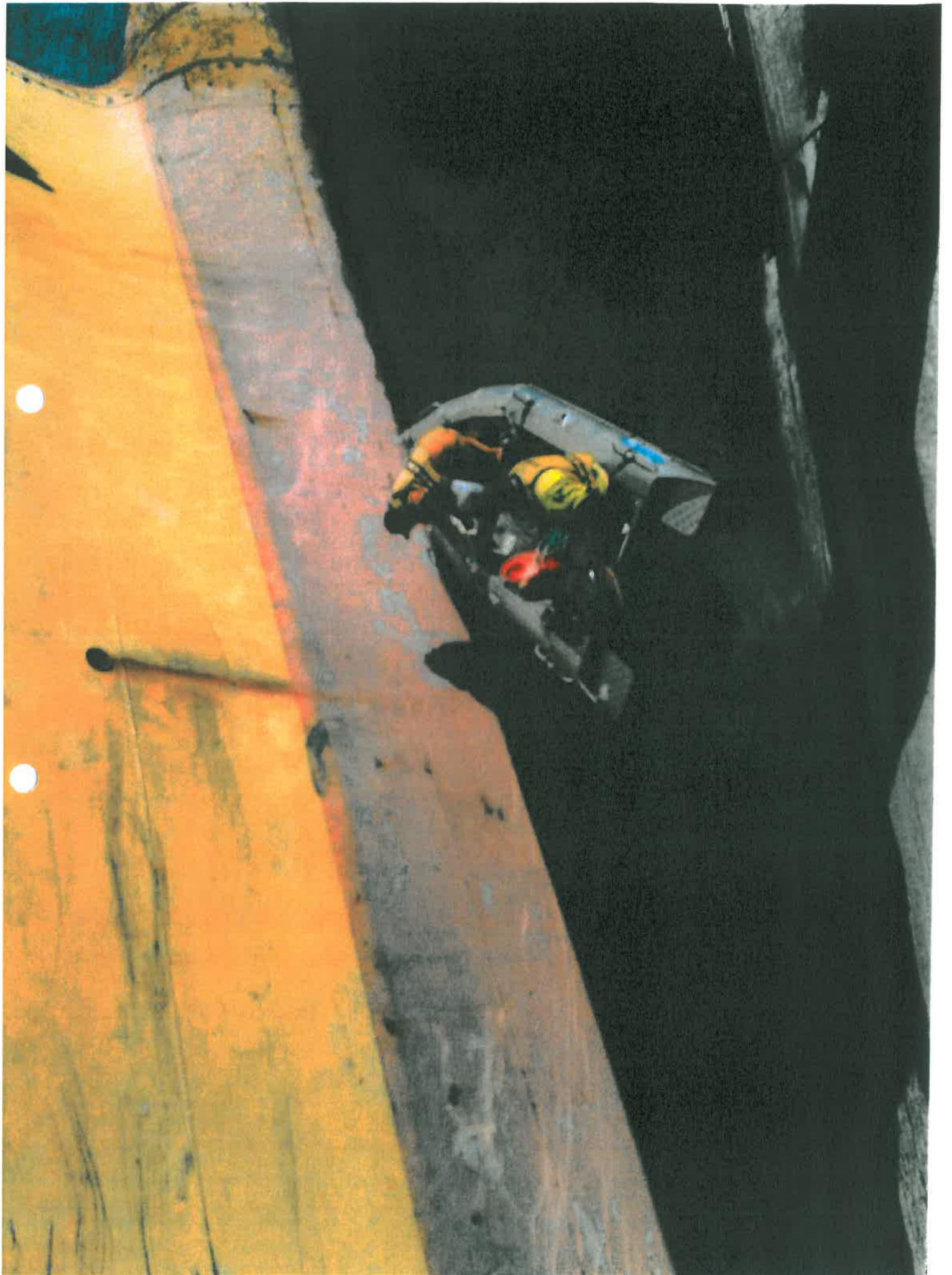
*Gilchrist mix*

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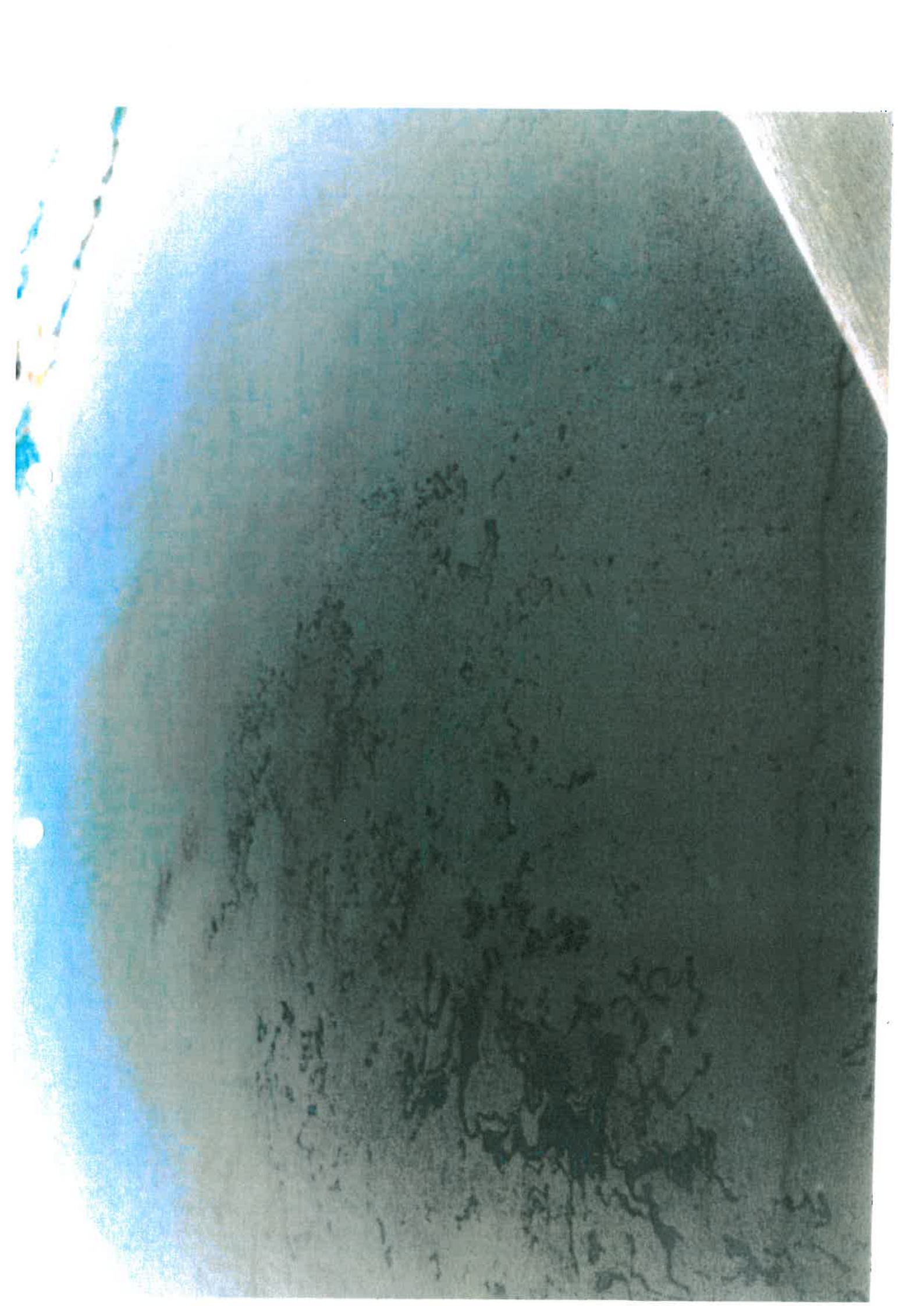
















## **San Enterprise Oil Spill ROSC Update (For Saturday)**

**Grant Finlayson [grant.mfnzl@gmail.com]**

**Sent:** Sunday, 6 May 2012 8:48 a.m.

**To:** Mark Cavanagh [Mark.Cavanagh@maritimenz.govt.nz]; Evan Walker; Grant McGregor [GMcGregor@sanford.co.nz]; Helen McConnell [H.M.McConnell@massey.ac.nz]; Iain Strachan [iain.mfnzl@gmail.com]; Darryn Shaw [dshaw@sanford.co.nz]; Mimouk Hannan; Jeremy Boys [jeremy@primeport.co.nz]; Ken Wilson [kenw@primeport.co.nz]

### **San Enterprise – Timaru Update Saturday 5 May 2012.**

Friday saw the 99% of the oil removed or dispersed from the spill.

Skimming had been the main method of recovery on the Thursday and proved very effective. This was the planned approach for Friday with dispersant being used on patches beyond the booms only. However the dispersant appeared to be giving better results than the previous day and proved most effective under the wharves on the Friday so became the primary response option.

Booming was kept in place around the No1 and No1 Ext wharves over the weekend and may be required further into next week. This is due to the leaching of LFO from the oil impregnated piles (or the growth on the piles) under the wharves. On Friday evening the streams of oil coming from the piles were still dark and reasonably steady and they were creating a thin layer of oil on the surface within the boom.

The strategy at this point is to leave the booms in position until such time that the leaching is reduced right down to a thin sheen trace from each pile (at the very most).

There is no recovery inside the boom over the weekend but a number of absorbent pads have been distributed within the boom to absorb oil. Absorbent Booms have also been placed across the seaward end of No 1 Ext wharf and perpendicular to the wharf at a point near where the two wharves join. The tidal flow is along the line of the wharf and these booms are effectively collecting surface oil.

Further inspection this morning revealed the leaching had decreased as had the amount of oil accumulated on the surface of the water.

At this point all equipment has been removed from the wharf surfaces and only the booms remaining in place.

Equipment provided by Otago and Canterbury regional councils remain on stand by.

As the abundant Shags nesting under the wharf takeoff from their nesting areas their flight path typically sees them drooping under the edge of the wharf before climbing to proceed on their daily flights. As they drooped often they came into contact with the oil on the surface. Having seen this it was expected to see a large toll on the wildlife. Nevertheless the impact on wildlife has not been as dramatic as it was initially expected (touch wood).

Mimouk Hannan from Christchurch surveyed the shoreline on Thursday with members of Timaru Ecan staff and while a number of oiled birds were sighted only two were considered heavily oiled and they could not be caught. Three dead birds were recovered but only two of these were oiled. The discussion was made at that stage to monitor the situation. A similar number of oiled birds were sighted by Scat teams on Friday with no additional fatalities.

Today nine heavily oiled birds were spotted.

At this point (as discussed with Massey's Helen McConnell) the plan is the Mimouk returns on Monday and with other Ecan staff from ChCh. During the day attempts to capture oiled birds will be conducted and further assessment of their habitat will be undertaken.

At this stage it is possible that while some birds may still be coming into contact with thin layers of oil it is considered (perhaps somewhat rashly) that the majority of the oiling would have occurred in the first 48 hours when the surface oil was wide spread.

Scat patrols will be undertaken tomorrow and the situation will be reassessed on Monday. The possibility of some escalation of the wildlife involvement cannot be discounted quite yet.

Sanford [REDACTED] have undertaken the majority of the clean up utilising the crew from the San Enterprise under the control of trained responders Grant McGregor, Dean Jurasovich.

Sanford's have advised phone calls by locals regarding oil damage are to be directed to Dean Jurasovich.

The No1 Ext & No 1 Wharfs can be used if necessary but while the booms remain in place it is preferred that if there is an alternative berth available, it is used. If it is necessary, it is also requested that berthing operations on those wharves be conducted during day light hours and Sanford's Grant McGregor is contacted so the boom can be monitored and any escape of oil residue can be immediately attended to.

[REDACTED]  
Sanford's P&I Insurers have appointed Iain Strachan who has made contact and visited the site on Friday.

Next week will see the conclusion of this spill and a combined "Acceptance" letter is currently being composed to be signed by PrimePort (as the major property owner), Sanford (as the spiller and person invariably paying) and Ecan (as the cleaner). PrimePort's representative will be Rhys Welbourn.

The ROSC has now left Timaru and it is considered that the state of the cleanup is such that the responsibility for the spill cleanup can be delegated to Grant McGregor albeit he is also an employee of the spiller.

Evan Walker is visiting the site on Monday and will be monitoring the situation closely. A greater involvement from Evan or the Canterbury ROSC (Brody) may be required should the wildlife become more of an issue.

The ROSC is still monitoring the situation until Evan's arrival on Monday and will handle any media questions until then.

Scat patrols are being conducted under the control of Carl Diamond.

#### Phone Numbers

Oil Spill Responder Grant McGregor 0274424361 (Any reports of new oil)

Sanford Vessel Manager Dean Jurasovich 0274319683 (Any notifications of oil damage to boats etc)

Deep Water Fleet Manager Darryn Shaw 0274944017 (Any enquiries from media regarding the cause of the leak)

Carl Diamond 0274319683 (any reports of wildlife dead or in distress).

Evan Walker 0274360134 (All response media or strategic issues)

Mimouk Hannah 0276465003

Duty Oil Spill Officer 044736369

Iain Strachan 0275503077 (potential P&I matters)

Rhys Welbourn 0277055492 (PrimePort final acceptance)

Kieth Michell 0274508824 (for acceptance of PrimePort boat cleanup)

#### **Grant Finlayson**

##### **Marine Focus NZ Ltd**

27 Orbell St

Timaru 7910

New Zealand

Mob: +64 (027) 488 3302

## Tony Whiteley

---

**From:** Grant Finlayson [grant.mfnzl@gmail.com]  
**Sent:** Thursday, 3 May 2012 3:34 a.m.  
**To:** Jeremy Boys; Tony Whiteley; Evan Walker; Ken Wilson  
**Subject:** No1 Extension wharf

Gentlement

My thoughts are that No1 Extension & No 1 Wharves must be closed until further notice.

There is significant oil under the wharf!

I have had discussions with the Torea to see what the consequences of that would be and she is happy to delay her entry further this morning.

Reasons for my decision that should've been made yesterday is that the consequences of disturbing the current damming of the oil would be significant. Loss of oil will oil the Torea and increase the distribution of oil within the harbour both options have environmental effects and increase the costs of the clean up. Before you get this hopefully I will have discussed this with you so all the implications can be taken into account.

Regards  
Grant

--  
**Grant Finlayson**  
**Marine Focus NZ Ltd**  
27 Orbell St  
Timaru 7910  
New Zealand  
Mob: +64 (027) 488 3302  
Ph: +64 3 688 3302  
Skype: grantfinlayson1

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**Evan Walker**

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**From:** Grant Finlayson [grant.mfnzl@gmail.com]  
**Sent:** Wednesday, 9 May 2012 5:22 p.m.  
**To:** Evan Walker; Kim Drummond; Katherine Trought; Gerald Raymond  
**Cc:** Brodie Young; Mimouk Hannan; Michael Flynn  
**Subject:** RE: San Enterprise Oil Spill Timaru - Sitrep as at 1700 hours Monday 7 May

All very good. Thanks everyone for the assistance before I left.  
My departure wasn't quite a rat of a sinking ship!!  
On the positive side from this end I made good inroads into the report on the flights here. I have done this in the same format as the Pacinuis so the likes of Michaels and Mimouks' reports will be included as enclosures.  
Regards to all

**Grant Finlayson**

**From:** Evan Walker [mailto:Evan.Walker@ecan.govt.nz]  
**Sent:** Tuesday, 8 May 2012 1:14 p.m.  
**To:** Kim Drummond; Katherine Trought; Gerald Raymond  
**Cc:** Brodie Young; 'Grant Finlayson'; Mimouk Hannan; Michael Flynn  
**Subject:** RE: San Enterprise Oil Spill Timaru - Sitrep as at 1700 hours Monday 7 May

Kim et al This is an update after Brodie and my trip down yesterday.

- Clean up is in final phase, and is now aimed at containing and absorbing oil leaching from the wharf piles. There is a light sheen only on the water inside the booms (seen at low tide) and some oil is still evident on the piles but less than might be expected.
- Booms are in place all along the Sanford's berths (No1 wharf) and No 1 extension, both rigid booms and absorbent, with absorbent pads in behind the booms.
- The absorbents are being replaced by the Sanford team as needed, and this will be continued until the situation is reassessed late this week. Used absorbents are being placed in lined waste bins.
- Sanford are continuing boat patrols to check the situation and retrieve escaped pads.
- No further skimming is possible – too little oil – and there will be no further use of dispersants.
- As well as shoreline checks by Ecan TU staff over the weekend, our Wildlife Coordinator Mimouk Hannan and a Christchurch based contracted coastal bird expert John Dowding spent the day reviewing the shoreline survey logs sheets and surveying bird condition. The total number of impacted birds is about 10. Out of 400 plus birds checked yesterday, 1 tern and 1 pied shag were seen to be moderately oiled, with 2 lightly oiled. With the oil now largely removed no further wildlife impacts are considered likely but that will be kept under review.
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- While Brodie is a qualified on scene commander, it was decided, given the low level clean up and monitoring now required, not to formally appoint him to that role, but that i would continue to provide the link and act as spokesperson if required. He is obviously up with it now and could be put into the role if necessary.
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- We have also requested a report from the Company on the incident

- [REDACTED]
- As above, the situation will be monitored with a review late this week.

Obviously some of the content of this – [REDACTED] – are key elements of any case we might take so need to be kept in house.

Cheers

**Evan Walker**

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)

Mobile: 0274 360 134

**Harbourmaster office:** Harbourside House 5 Norwich Quay Lyttelton



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**From:** Evan Walker  
**Sent:** Sunday, 6 May 2012 5:14 p.m.  
**To:** Kim Drummond; Katherine Trought; Gerald Raymond  
**Cc:** Brodie Young  
**Subject:** FW: San Enterprise Oil Spill ROSC Update (For Saturday)

All FYI Gerald I understand you are on media and talked to Grant about a Winston Peters comment.

At this stage I intend to go down tomorrow with Brodie and Mimouk. There may need to be a declared hand over from Grant (who is heading overseas tomorrow 1pm)

Evan W

via OWA

**From:** Grant Finlayson [grant.mfz1@gmail.com]  
**Sent:** Sunday, 6 May 2012 8:48 a.m.  
**To:** 'Mark Cavanagh'; Evan Walker; 'Grant McGregor'; 'Helen McConnell'; 'Iain Strachan'; 'Darryn Shaw'; Mimouk Hannan; 'Jeremy Boys'; 'Ken Wilson'  
**Subject:** San Enterprise Oil Spill ROSC Update (For Saturday)

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[REDACTED]  
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- Evan Walker 0274360134(All response media or strategic issues)
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- Iain Strachan 0275503077 (potential P&I matters)
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**Grant Finlayson**  
**Marine Focus NZ Ltd**  
27 Orbell St  
Timaru 7910  
New Zealand  
Mob: +64 (027) 488 3302  
A/H Ph: +64 3 688 3302

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## **Evan Walker**

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**From:** Evan Walker  
**Sent:** Friday, 11 May 2012 10:12 a.m.  
**To:** 'Grant Finlayson'  
**Subject:** RE: Tu Oil spill Situation report 1400hrs Thurs 10th

Grant I hope you actually see the positive comments as genuine rather than just "warm and fuzzies".

Still on track as per yesterdays sitrep., only change is that Tony going down on Monday for sign off, is now locked in.

The other thing is that Scott Read is coming down next week to direct the boom clean up/repair/replace/payment decisions. I have said we need to make decision then about upgraded storage. Grant McG. Indicated you were looking at another location entirely (a Primeport building?) rather than just a shift within Portside Logistics. Can you advise where and who we should contact both within Portside, and for the new place.

Cheers

van Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton



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**Evan Walker**

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**From:** Evan Walker  
**Sent:** Thursday, 3 May 2012 1:52 p.m.  
**To:** 'Jeremy Boys'; 'Grant Finlayson'  
**Subject:** FW: Media Release - Oil spill at Port of Timaru

The actual release. This one does not name Sanfords.

Cheers

**Evan Walker**

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

**harbourmaster office:** Harbourside House 5 Norwich Quay Lyttelton



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**From:** Environment Canterbury Media  
**Sent:** Thursday, 3 May 2012 12:46 p.m.  
**To:** Environment Canterbury Media  
**Subject:** Media Release - Oil spill at Port of Timaru



May 3, 2012

## **MEDIA STATEMENT**

### **Oil spill at Port of Timaru**

Environment Canterbury was made aware of a significant oil spill at the Port of Timaru yesterday morning from a deep sea fishing vessel.

The response and clean-up is being supervised by Environment Canterbury's Timaru based oil-spill response team, and a shoreline assessment has been conducted in the harbour by staff this morning to assess the extent of the spill and impact on the shoreline.

Specialist absorbent material from Christchurch has been shipped overnight to Timaru to assist in the clean-up and Environment Canterbury's trained responders are working with the vessel owners involved to complete the clean-up.

Environment Canterbury's wildlife co-ordinator is also on site in Timaru and is doing a full assessment of the impact on local wildlife.

It is not known yet the exact amount of oil that was released or the cause of the spill, but the spill has stopped and has been contained.

**For more information:**

**Media Advisor, Environment Canterbury, 027 221 5259, [media@ecan.govt.nz](mailto:media@ecan.govt.nz)**

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## Evan Walker

---

**From:** Evan Walker  
**Sent:** Thursday, 3 May 2012 1:49 p.m.  
**To:** Grant Finlayson  
**Subject:** FW: Media Enquiries....

FYI

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Evan Walker  
**Sent:** Thursday, 3 May 2012 1:43 p.m.  
**To:** Charlene Smart; Nicola Slater  
**Cc:** Tony Whiteley  
**Subject:** RE: Media Enquiries....

Charlene/Nicola

- Spill is of LFO (Light fuel oil) which is still a black oil but lighter than HFO (heavy fuel oil) eg Rena
- Cause not fully certain yet, but has been reported as a fracture between two tanks one of which then discharged. Sanfords release may say something on it; ask them.
- Impact on the environment yet to be fully assessed but clean up largely complete. Not a pristine environment in the port, which has had a number of minor spills over many years.
- Update on birdies direct from Mimouk about 1 hour ago. 1 dead tern, one oiled tern, 2 oiled shags although one of these has just a spot on it. Still checking though.
- Considerable quantity of oil removed by a MNZ skimmer device; some dispersant used on the remainder (although suggest not offer this unless asked)
- Not information on where this oil will be disposed of; understand Sanfords is taking respby for that.

Cheers

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton



**From:** Charlene Smart  
**Sent:** Thursday, 3 May 2012 1:08 p.m.  
**To:** Nicola Slater; Evan Walker  
**Subject:** Media Enquiries....

Hi Nicola,

Just spoke with Kim about the Oil Spill release... we have already had a few calls wanting to get some sound bites on it. He would like the release ready for him to read etc when he gets back into office.

Evan – Kim asked that you give a few points in regards to the below questions from reporters if possible?

**Annette Lun – NewstalkZB – 03 363 3555** – wants pretty much the parts of the release reordered a quick pre-record on what is in the press release.

**– RadioLIVE – 09 360 0330** – would like to talk about release, how it was caused if known, cause to environment from the spill, I would say also general questions like this.

Any probs let me know.

Thanks,  
Charlene

---

**Charlene Smart**  
Communications Officer  
Environment Canterbury

William Fraser House  
5 Sir William Pickering Drive, Burnside  
Mobile: 027 742 7129  
[charlene.smart@ecan.govt.nz](mailto:charlene.smart@ecan.govt.nz)

Postal Address: Environment Canterbury  
Box 345, Christchurch 8140, New Zealand  
Customer Services Phone: 0800 324 636



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Ship Photos: 8

[Upload a photo](#)

## Vessel's Wiki

[Edit this vessel](#) [Vessel for Sale?](#) [History of changes](#)

Ship Type: TANKER

Owner:

Manager:

Built (Year/Month): 2005/

Builder:

Hull Number:

Class:

Service Status:

Year scrapped/lost:

### Tonnage & Dimensions

GT (Gross Tonnage): 6944

NT (Net Tonnage):

[Live Map](#)[Vessels](#)**MarineTraffic.com**[Ports](#)[Gallery](#)[World Map](#)[Cover your Area](#)[Frequently Asked Questions](#)[Services](#)[English](#) ▼

# STOLT RINDO

[Contribute to this page](#) [Add to My Fleet](#)

## Vessel's Details

Ship Type: Oil/chemical tanker

Year Built: 2005

Length x Breadth: 122 m X 20 m

Gross Tonnage: 6944, DeadWeight: 11519 t

Speed recorded (Max / Average): 13.6 / 12.8 knots

Flag: Panama [PA] 

Call Sign: H3WM

IMO: 9314765, MMSI: 352258000

## Last Position Received

Area:

Latitude / Longitude: [-34.68689° / 174.0523° \(Map\)](#)

Currently in Port:

Last Known Port: [TAURANGA](#)

Info Received: 4d 12h 59min ago

Not Currently in Range

[Itineraries History](#)

## Voyage Related Info (Last Received)

Draught: 8.7 m

Destination: SINGAPORE

ETA: 2012-05-22 17:10

Info Received: 2012-05-06 12:46 (4d, 13h 52min ago)

## Recent Port Calls:

No Records Found

## Ex Names History

No Records Found

DWT (Deadweight): 11519  
Displacement:  
LOA (Length Overall): 122  
Beam: 20  
Draft (max): 6.6  
Depth:  
Height:

---

### Ship's Communication numbers

Sat Telex:  
Sat Phone:  
Sat Fax:  
Mobile:

---

### Capacity

Holds/Tanks:  
Hatches:  
Gear:  
Bale:  
Grain:  
TEU:  
PAX:  
Cars:  
Trucks:  
RoRo Lanes Length:  
Liquid Capacity:  
Liquid Gas Capacity:  
Oil Capacity:  
Number of Pumps:  
Pumps Capacity:

---

### Engines

Number of Main Engine(s):  
Main Engine builder:  
Main Model:  
Main RPM:  
Main power: /  
Main Fuel:  
Main Consumption:

Number of Auxiliary Engine(s):  
Aux Engine builder:  
Aux Model:  
Aux RPM:  
Aux power: /  
Aux Fuel:  
Aux Consumption:

Bowthruster:  
Propeller(s):

---

## Evan Walker

---

**From:** Jeremy Boys [jeremy@primeport.co.nz]  
**Sent:** Friday, 11 May 2012 5:41 p.m.  
**To:** Evan Walker  
**Cc:** Rhys Weibourn  
**Subject:** FW: Media Release - Timaru oil containment update - for distribution this afternoon

Evan,

Thanks – I will be away next week but Ken and Rhys will be about.

Have a good weekend

Jeremy Boys  
Chief Executive  
DDI 03 6872720  
Cell 027 444 0342  
email: [jeremy@primeport.co.nz](mailto:jeremy@primeport.co.nz)

**From:** Evan Walker [<mailto:Evan.Walker@ecan.govt.nz>]  
**Sent:** Friday, 11 May 2012 5:35 p.m.  
**To:** Jeremy Boys; pilots  
**Subject:** FW: Media Release - Timaru oil containment update - for distribution this afternoon

Jeremy et al Copy FYI

Cheers

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Environment Canterbury Media  
**Sent:** Friday, 11 May 2012 3:55 p.m.  
**To:** All Directors; All Executive Assistants; Portfolio Water; Portfolio Coast&Harbour  
**Cc:** All Sec Communications; All Sec Customer Serv  
**Subject:** Media Release - Timaru oil containment update - for distribution this afternoon



**May 11, 2012**

## **MEDIA STATEMENT**

### **Timaru oil containment update**

Last week Environment Canterbury was made aware of an oil spill at the Port of Timaru from a deep sea fishing vessel.

The response and clean-up is being supervised by Environment Canterbury's Timaru based oil-spill response team.

Environment Canterbury is continuing to monitor the final phases of the clean up and the effects of the oil spill into the Timaru Harbour.

Environment Canterbury's Coast & Waterways Safety Manager Evan Walker says that the residual oil is being fully contained inside the booms and absorbent materials.

"Absorbent materials are still in place and are trapping the small amount of light surface oil remaining which is being remobilised off the wharf piles.

Oiled absorbent booms and pads are being progressively removed and replaced as needed by the vessel owners who caused the spill," he said.

A full inspection of the port has been conducted today and a shoreline check and all is clear.

At the present rate of progress it is likely that the booms will be able to be removed after this weekend." said Mr Walker.

A site inspection will be conducted on Monday morning by the Regional on Scene Commander who will decide if the booms can be removed

There have been no new reports of impacted wildlife from the oil spill.

**For more information:  
Media Advisor, Environment Canterbury, 027 221 5259.**

\*\*\*\*\*

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## Evan Walker

---

**From:** Evan Walker  
**Sent:** Monday, 14 May 2012 11:26 a.m.  
**To:** Kim Drummond; Katherine Trought; Charlene Smart  
**Cc:** Brodie Young; 'Grant Finlayson'; Vanessa Sugrue; Richard Purdon; Carl Diamond; Michael Flynn; Mimouk Hannan; Tony Whiteley  
**Subject:** RE: Tu Oil spill Situation report 1100 hrs Monday 14th May

All Report in as follows:

- Tony has inspected the site and has approved the removal of the hard booms and also the absorbent booms and pads.
- One section of absorbent booms to be left in place at the end of No1 Extension wharf, where the tide currents take material out from under the wharves.
- Sanford to monitor this boom and have also been instructed to use their small boat wash to disperse the sheen once the containment is removed.
- Tony considers that the absorbents are no longer being very effective on the light surface oil remaining, which is still coming off the piles. Better to let natural processes – sunlight, tide, wave action - break the sheen up.
- Letter of agreement (checked by legal) that response can stand down has been signed off by us, Primeport, and Sanfords this morning.

I have done two sound bites this morning, one for student radio, the other Newstalk ZB. Questioned on likely follow up legal action; I indicated this was likely.

I have also proactively rung Matthew Littlewood of Timaru Herald. Not available, left message for him to contact me.

The MNZ (Marine Pollution Response Service) Operations Manager Scott Read should be in TU by now, to evaluate the boom status and advise on clean up/repair/replacement.

The Massey Wildlife trailer will be towed back by Tony this afternoon (Mimouk please note –will you advise Helen?)

Cheers

Evan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton



Please consider the environment before printing this email

**From:** Evan Walker  
**Sent:** Friday, 11 May 2012 2:28 p.m.  
**To:** Kim Drummond; Katherine Trought; Charlene Smart  
**Cc:** Brodie Young; 'Grant Finlayson'; Vanessa Sugrue; Richard Purdon; Carl Diamond; Michael Flynn; Mimouk

Hannan; Tony Whiteley

**Subject:** RE: Tu Oil spill Situation report 1400hrs Friday 11th

All Just had a phone contact from Grant McGregor who is the Sanford coordinator for the response.

He reports:

- Sanfords have carried out a full inspection of the port by boat this morning and have continued to remove general debris and the few floating absorbent pads outside the booms
- The residual oil is being fully contained inside the booms. It is a sheen rather than visible floating oil and is being remobilised off the piles. (This verified by Mike Flynn). The heaviest concentration is at the base on No1 Wharf extension close to where the San Enterprise was moored.
- Oiled absorbent booms and pads had been progressively removed and replaced as needed
- Sanford staff have done a shore check and walked Evans Bay (which is the Bay on the outer southern side of the Port and would be where any escaped oil would end up.) and it was clear
- Sanford have cleaned waterlines of the fishing vessels and some of the recreational craft moored in the Port. They are working through a list contacting the recreational boat owners. One set of mooring lines which were oiled have been replaced.
- No oiled birds have been found

The plan is still as below, to leave both the MNZ harbour and absorbent booms in place over the weekend, but Sanfords prepare to remove them on Monday morning. This will happen only after approval is given by Tony Whiteley who will be down to the Port about 0900.

As proposed I will send a few bullet points on this to Charlene who is on Comms today for a press release.

Cheers

Evan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)

Mobile: 0274 360 134

**Harbourmaster office:** Harbourside House 5 Norwich Quay Lyttelton



Please consider the environment before printing this email

**From:** Evan Walker

**Sent:** Thursday, 10 May 2012 3:00 p.m.

**To:** Kim Drummond; Katherine Trought; Gerald Raymond

**Cc:** Brodie Young; Grant Finlayson; Vanessa Sugrue; Richard Purdon; Carl Diamond; Michael Flynn; Mimouk Hannan; Tony Whiteley

**Subject:** Tu Oil spill Situation report 1400hrs Thurs 10th

All The thinking earlier in the week was that the booms could be removed tomorrow, but Sanfords coordinator reports that there is slightly more mobilisation of residue off the piles today due to the spring tides the last few days and a surge. They would like to maintain both the fence booms and the absorbents for several more days. They continue to replace the sections of boom and pads which are oiled.



I have checked with Carl and Mike and there have been no reports of any wildlife affected. Carl pointed out that there have actually been no reports of impacted wildlife from the public at all; all wildlife reports came from Ecan staff shoreline checks. (There were those reports at other locations that came through Littlewood of the TH., which on checking were found to be a reddish algal bloom.)

Sanford will continue monitoring and boat work and will give me daily updates, and Mike F will have a look tomorrow as well.

Unless there is a dramatic change, the likely removal time is now Monday morning. This is in part to fit with ship movements – there is a largish tanker coming in Monday evening and Primeport would prefer the booms away by then because they can be sucked under by vessel and tug wash, which as well making ship handling more difficult, obviously breaches the containment and could damage the booms. Tony Whiteley is back on deck on Monday and is going to TU for a pilot exam so will be on hand. (Brodie – we may not be required now).

I still suggest a short Press release tomorrow to outline the situation, after I get the daily report from Sanfords (c. 1300hours). Is this still you Gerald?

Cheers

\_van Walker

**Coast and Waterways Safety Manager**

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Lyttelton office fax: 03 328 9158

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## Evan Walker

---

**From:** Angus McLeod  
**Sent:** Monday, 14 May 2012 7:56 a.m.  
**To:** Evan Walker  
**Cc:** Charlene Smart  
**Subject:** Timaru oil containment

Morning Evan

As discussed, can you give Jacob a call when you've done the inspection?

Cheers

**Angus McLeod**  
Senior Communications Adviser  
Environment Canterbury

5 Sir William Pickering Drive  
Mobile: 027 549 7691  
[angus.mcleod@ecan.govt.nz](mailto:angus.mcleod@ecan.govt.nz)

Postal address: Environment Canterbury  
PO Box 345, Christchurch 8140, New Zealand  
Customer Services phone: 0800 324 636  
[www.ecan.govt.nz](http://www.ecan.govt.nz)

**From:** Jacob Brown [<mailto:Jacobbrown@newstalkzbc.co.nz>]  
**Sent:** Sunday, 13 May 2012 2:23 p.m.  
**To:** Angus McLeod; [mcleod.angus@gmail.com](mailto:mcleod.angus@gmail.com)  
**Subject:** Timaru oil containment

Hi Angus

Thanks for talking with me on the phone just now.

As I said – we'd just be looking to grab a sound-bite or two from Evan Walker today about the site inspection to be carried out tomorrow morning. I realise we won't know for sure what the outcome of that will be until it happens, however we've had a couple of calls to our newsroom over the past week or so about the spill so it would be handy for our listeners to know that progress is being made, and what step of the containment this is.

Any help would be greatly appreciated

Our number here is 03 363 3555.

Kind regards

**Jacob Brown**  
NEWSTALK ZB CHRISTCHURCH 100.1FM 1098AM  
NEWSROOM: +64-3-363-3555 | MOBILE: +64-27-224-4622

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## **Evan Walker**

---

**From:** Evan Walker  
**Sent:** Friday, 11 May 2012 2:55 p.m.  
**To:** Charlene Smart  
**Subject:** points for press release on Oil spill TU

Charlene. Points to work up for a PR

- Ecan continues to monitor the final phases of the clean up and effects of the oil spill in TU harbour.
- Containment booms and absorbent materials are still in place and are trapping the small amount of light surface sheen of oil remaining which is being remobilised off the wharf piles.
- Sanford is maintaining this equipment and replacing absorbent material as needed.
- Sanford report that they are cleaning up any water line stains on fishing vessels and yachts in the harbour
- No further oiled birds have been seen or reported.
- At present rate of progress it is likely that the booms will be able to be removed after the weekend, but the site will be inspected on Monday morning by the Regional On Scene Commander and harbourmaster Tony Whiteley who will decide if the booms can be removed.

Cheers

**Evan Walker**

**Coast and Waterways Safety Manager**

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**Lyttelton office fax:** 03 328 9158

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## **Evan Walker**

---

**From:** Evan Walker  
**Sent:** Monday, 14 May 2012 9:17 a.m.  
**To:** Kim Drummond  
**Subject:** Follow up TU oil spills

Kim Just an update. Newstalk ZB chased Sunday pm via Angus (Comms) but I was in poor coverage and then dealing with Vicky's problem so declined. Nothing to say until the inspection today anyway.

Tony with Geoff has just arrived in TU so I should get an update in the next hour or so.

MPRS equipment guy Scott is on his way to TU too, to make decisions on their equipment cleaning/repair etc.

Cheers

**Evan Walker**

**Coast and Waterways Safety Manager**

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# Oil spill cleanup pleases ECan

**Matthew Littlewood**

matthew.littlewood@timaruherald.co.nz

Environment Canterbury's work on the oil spill in Timaru harbour has finished; now it is up to nature to take its course.

The regional council's team has been at the scene since May 2 after a Sanford boat, the San Enterprise, experienced a failure in its internal piping system. It is estimated more than 4000 litres of oil was spilled. ECan coast and waterways safety manager Evan Walker said the booms were removed yesterday.

"There's very little oil left to clean up, so it's actually easier to let nature take its course and wait for the last bit to evaporate," he said.

"Most of the spill had been cleared within a day or so of the incident, but the booms had been left in place until yesterday for safety purposes."

The spill was one of the largest to occur in Timaru harbour. Mr Walker said he was pleased with the ease of the cleanup and containment operation.

"We hope to get a full cost as-

essment of the operation in the fortnight; then we'll be in a better position to decide whether further action needs to be taken," Mr Walker said.

There have been 23 separate prosecutions for spills of hydrocarbons into Timaru harbour since 1994.

The most recent was late last year after the Korean-owned Pacinui, which Sanford sub-chartered, spilled more than 171 litres of oil into the harbour in January 2011. Sanford was fined \$7500.



**Oilly water:**  
More than 4000 litres of oil were spilled into Timaru harbour.



**Operation ends:** The oil spill booms that had been in place at Timaru harbour since May 2 were removed yesterday.

Photo: JOHN BRISSE

**The Timaru Herald**  
timaruherald.co.nz



## Four hours to identify source of harbour leak

MATTHEW LITTLEWOOD    Last updated 05:00 12/05/2012

It took more than four hours to determine the actual source of last week's spill in which more than 4000 litres of oil went into the Timaru harbour.

Environment Canterbury coast and waterways safety manager Evan Walker said the last of the spill had been cleared, and a full debrief was taking place. The incident occurred on May 2 after a Sanford's boat, the San Enterprise, experienced a failure in its internal piping system.

However, Mr Walker said it took until nearly midday to determine the source of the spill.

"As soon as we got there, we immediately went into containment mode," he said. "However, our initial assessments pointed towards the neighbouring tanker, the Stolt Rindo, as the source.

"It is not uncommon to not immediately identify the source of an oil spill. If it's on deck, you can see it quite easily but this one was under water."

Mr Walker said ECan had spent upwards of \$30,000 on absorbent alone to clear the spill. A shoreline assessment had been carried out over the past few days, and the spill had caused little effect on wildlife.

"A full inspection of the port has been conducted today, and a shoreline check, and all is clear.

"At the present rate of progress, it is likely that the booms will be able to be removed after this weekend," Mr Walker said.

A site inspection will be conducted on Monday morning by the regional on-scene commander, who will decide if the booms can be removed.

Sanford's deepwater manager, Darryn Shaw, said it had been a thorough cleanup. The company would undertake a cost assessment over the next week, he said.

Mr Shaw said the incident had come as a surprise to all involved, but as the boat was not in operation at the time of the incident, it had not been pumping oil.

- © Fairfax NZ News

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## Evan Walker

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**From:** Charlene Smart  
**Sent:** Monday, 14 May 2012 8:10 a.m.  
**To:** All Directors; All Executive Assistants; Portfolio Coast&Harbour  
**Cc:** All Sec Communications  
**Subject:** Media Update Coast & Harbour 14-05-2012

Good Morning,

Below is the media update for the Coast & Harbour Portfolio.

To view the PDF and full articles please visit <http://intranet/NEWS/Pages/Default.aspx>

### **Print**

**Four hours to identify source of harbour leak** - it is not uncommon to not immediately identify the source of an oil spill. If it's on deck, you can see it quite easily, but this one was underwater." Environment Canterbury coast and waterways safety manager. It took more than four hours to determine the actual source of last week's spill in which more than 4000 litres of oil went into the Timaru harbour. *ECan specific, Timaru Herald, 12/05/12, General News, Page 3*

Thanks

---

### **Charlene Smart**

Communications Officer  
Environment Canterbury

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**Evan Walker**

---

**From:** Katherine Trought  
**Sent:** Tuesday, 8 May 2012 4:56 p.m.  
**To:** Evan Walker; Gerald Raymond  
**Subject:** FW: Kiwiblog on the 4,000 litres - just to cheer you up!

**From:** Janet Wright [<mailto:Janet.Wright@MeridianEnergy.co.nz>]  
**Sent:** Tuesday, 8 May 2012 4:23 p.m.  
**To:** Katherine Trought  
**Subject:** Kiwiblog on the 4,000 l

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They do. But to payers, give more the rights to buy if you more it won't keep paying for your choices

Tags: contraception, Sue Bradford, welfare reform

Posted in NZ Politics

105 Comments

### So who shall we believe?

May 8th 2012 at 9:00 am by David Farrer

Stuff reporter

Environment Canterbury is waiting by its heels to be sorted into the High Court last week. Environment Canterbury had a total of 4000 trees of all sizes in its care on the 12th of May as much as 40,000 trees

12th of May, called on Environment Canterbury, the president of Auckland Council, which the 12th of May

12th of May, called on Environment Canterbury, the president of Auckland Council, which the 12th of May, called on Environment Canterbury, the president of Auckland Council, which the 12th of May

However, EC's South Canterbury division continues to tell the Times Herald on Thursday, he estimated at least 4000 trees of all sizes

12th of May, called on Environment Canterbury, the president of Auckland Council, which the 12th of May

Oh this is a difficult one. Do we believe the first hand account or do we believe Winston's reliable information?

Wow! this is so very hard.

Tags: Winston First

Posted in NZ Politics

6 Comments

### General Debate 8 May 2012

May 8th 2012 at 8:00 am by Keville Patel

Tags: General Debate

Posted in Uncategorized

66 Comments

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# No real basis to institutional vagueness



Tim Jackson

**T**HERE is a belief among organisations with public profiles that as long as any given explanation is more or less plausible in someone's brain at the time they think it up, then it will be good enough for the masses, also known as you and I, and regardless of whether the explanation or comment has a working relationship with reality.

For example, people who leave high-profile positions because they want to "pursue other interests" are usually leaving because they are being shown the door for one reason or another. The fact of the announcement says it all.

Two recent examples of what I will politely name "institutional vagueness" are from government, one national (actually, national, ex-National and National) and one regional.

First, the nonsense from John Banks, which by even his standards is exceptional nonsense. It is clear to everyone that his relationship with the truth is flying to bits.

Truth: "John, you've changed. You used to care about me but now, you say anything at all. It's the half-truths that hurt the most. How can you expect me to believe you forgot about \$50,000 you were given? What is all that talk about you not paying rack rate at hotels, we never discussed that?"

John Banks: "I just can't do this

any more. It's over between us. I don't need you, I'm with John now."

Truth: "I knew there was something going on with you two. You've been distant."

John Banks: "John understands me; he understands how hard it is to face the public. He knows they can't follow all this complicated governing business. You just go around whining and confusing everyone with your narrow-minded black and white view of the world where things are true and not true. Well, we are doing important things me and John, grey things, things you wouldn't understand, and I'm taking the boat, furniture and the dog . . . you keep the house."

Truth: "John, I am an amorphous, metaphysical concept. We don't have any of those things."

John Banks: "There you go again, blah blah reality blah blah . . . whatever - you're such a drag, Truth."

No-one is any more convinced by what John Banks is saying than we were when Winston (Peters) was waving his big "No" signs about. Bits of the truth might be leaking out here and there but you could back a semi-trailer blindfolded through the gaps in between.

And none of that would matter if Mr Banks was not in Parliament and not a minister. But he is and

that is a significant role in our Government, or at least it ought to look that way. The word "prime" is a dead giveaway; the prime minister is the most important one of the lot; however all we are getting from that quarter is the usual drivel: ". . . there is no responsibility around ethical standards prior to . . . getting [the] ministerial warrant." Aside from being a disturbingly vacant observation, it translates, roughly, to "I am selling anything that is not nailed down and I need the numbers, so leave John Banks alone."

Mr Key's sale of a signed orange piggy bank on Trade Me also draws an unfortunate parallel. However, don't be fooled by our prime ministerial spray and walk away, Mr Key only acts as though he doesn't know what is going on.

He will look the other way until he can't pull that off any more and when John, not the PM, finally does have to go, John the PM will have him resign to avoid being involved with it all. Then he will praise John not the PM for doing the honourable thing. Our prime minister understands the country and economy float along "twig-like" in the global ocean and all you need to do is wear a suit, smile and learn to ride the waves.

Speaking of waves, the recent local episode of vagueness is comment by ECan in Friday's





back

front page oil spill coverage. Our governor of things environmental appears to be cosyng up to Sanfords; tripping over itself to praise the company's efforts in dealing with the mess it made; dismissing the impact of the spill as largely cleaned up and having only vaguely affected "a few shags", followed by a disquieting statement appearing to regard mechanical failure as something akin to really bad luck, certainly not the same thing as human

error.

"This was an incident where mechanical failure, rather than human error, appears to be the cause." Really? Perhaps I am being harsh, but it sounds like a back to front version of the saying that guns don't shoot ducks on the first weekend in May, people do; in this case, people don't spill oil, machines do.

Mechanical failure is human failure (as Winston Peters pointed out) and unless we are supposed to

believe those responsible for maintaining the boat were abducted by aliens, the spill is exactly what it looks like; poor maintenance and inattention. The fuel oil didn't throw itself overboard.

The fishing company will have insurance, its premiums will rise accordingly and it will eventually be about the price of fish. It certainly is a regrettable event, but it is also a bit early to be offering condolences to Sanfords.



**Playing the game:**

The two Johns, Banks and Key ... It's the half truths that hurt most.



0800 665 463

## Sanfords: Peters' claim bizarre

MATTHEW LITTLEWOOD Last updated 05:00 08/05/2012

Sanfords has labelled Winston Peters' claim that 40,000 litres of oil spilled into Timaru harbour last week as "decidedly bizarre".

"I don't know where he got his figures from. They don't stack up," Sanfords Deepwater manager Darryn Shaw said.

The incident is believed to have occurred after a Sanfords' deep-sea vessel the San Enterprise had a mechanical failure in one of its internal pipes on Wednesday.

NZ First leader Mr Peters remained adamant yesterday that at least 40,000 litres of oil was spilled into the harbour. He would not reveal the basis for his claim when contacted by the Herald.

"It comes from an impeccable source," Mr Peters said.

Environment Canterbury (ECan) coast and waterways safety manager Evan Walker reaffirmed the initial assessment that up to 4000 litres of oil were spilled in the incident.

Mr Peters said it was "quite extraordinary that ECan has not been more forthcoming.

"This is a serious spill, the people of South Canterbury have the right to know when it's happened, and why it's happened and what can be done about it."

Mr Peters said he was appalled that ECan did not officially inform the media until a day after it was made aware of the spill. "They are hiding something. It's not good enough," he said.

Mr Walker said it was because everyone was "very busy" at the scene of the incident. Mr Shaw said Sanfords was co-operating with ECan, and assisting in the last stages of the cleanup.

Mr Walker said ECan's response to last week's incident was in "wind-down mode".

Most of the spill had been cleaned up, while booms would be in place until at least the end of the week.

"We're still working on the investigation and talking to parties involved. Wildlife people are doing a shoreline assessment, and the cleanup is well under way."

Mr Walker said he was awaiting reports but hoped the investigation would be completed soon.

- © Fairfax NZ News



# Sanfords: Peters' claim bizarre

**Matthew Littlewood**

[matthew.littlewood@timaruherald.co.nz](mailto:matthew.littlewood@timaruherald.co.nz)

Sanfords has labelled Winston Peters' claim that 40,000 litres of oil spilled into Timaru harbour last week as "deeply bizarre".

"I don't know where he got his figures from. They don't stack up," Sanfords Deepwater manager Darryn Shaw said.

The incident is believed to have occurred after a Sanfords' deep-sea vessel the San Enterprise had a mechanical failure in one of its internal pipes on Wednesday.

NZ First leader Mr Peters remained adamant yesterday that at least 40,000 litres of oil was spilled into the harbour. He would not reveal the basis for his claim

when contacted by the *Herald*.

"It comes from an impeccable source," Mr Peters said.

Environment Canterbury (ECan) coast and waterways safety manager Evan Walker reaffirmed the initial assessment that up to 4000 litres of oil were spilt in the incident.

Mr Peters said it was "quite extraordinary that ECan has not been more forthcoming.

"This is a serious spill, the people of South Canterbury have the right to know when it's happened, and why it's happened and what can be done about it."

Mr Peters said he was appalled that ECan did not officially inform the media until a day after it was made aware of the spill. "They are hiding something. It's not good enough," he said.

Mr Walker said it was because everyone was "very busy" at the scene of the incident. Mr Shaw said Sanfords was co-operating with ECan, and assisting in the last stages of the cleanup.

Mr Walker said ECan's response to last week's incident was in "wind-down mode".

Most of the spill had been cleaned up, while booms would be in place until at least the end of the week.

"We're still working on the investigation and talking to parties involved. Wildlife people are doing a shoreline assessment, and the cleanup is well under way."

Mr Walker said he was awaiting reports but hoped the investigation would be completed soon.



**Bizarre:** Did the San Enterprise leak 4000 litres of oil, or 40,000 litres?

Photo: NATASHA MARTIN/FAIRFAX NZ

## Coasts and Harbour ECan specific

**08/05/2012**

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▶ **Sanfords: Peters' claim bizarre**

Timaru Herald, 08/05/12, General News, Page 1  
By: Matthew Littlewood

**User Comments:**

Coasts and Harbour, ECan specific, balanced (Charlene Smart, May 8 2012 6:41AM)

**Article Information**

Item ID: 00144968573  
Circulation: 13,064  
Number of words: 337  
**Advertising Space Rate**  
NZD: 487

▶ **No real basis to institutional vagueness**

Timaru Herald, 08/05/12, General News, Page 7  
By: None

**User Comments:**

Coast and harbour, ECan specific, negative (Charlene Smart, May 8 2012 6:38AM)

**Article Information**

Item ID: 00144969171  
Circulation: 13,064  
Number of words: 866  
**Advertising Space Rate**  
NZD: 888

**07/05/2012**

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▶ **Oil spill larger - NZ First**

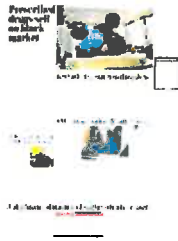
Marlborough Express, 07/05/12, General News, Page 6  
By: None

**User Comments:**

Coasts and Harbour, ECan specific, balanced (Charlene Smart, May 8 2012 6:45AM)

**Article Information**

Item ID: 00144895505  
Circulation: 8,077  
Number of words: 84  
**Advertising Space Rate**  
NZD: 48



## Oil spill larger - NZ First

Environment Canterbury is standing by its reports that a maximum of 4000 litres of oil spilled into the Timaru harbour last week, despite claims yesterday by New Zealand First that it was as much as 40,000 litres. NZ First leader Winston Peters said he had been "reliably informed" that 40,000 litres of fuel was spilled. However, ECan's South Canterbury on-scene commander for oil spills Grant Finlayson on Thursday said he estimated two to four tonnes of oil had spilled, no more than 4000 litres.

Released under the Local Government Official Information and Meetings Act 1987

## Evan Walker

---

**From:** Charlene Smart  
**Sent:** Monday, 7 May 2012 9:32 a.m.  
**To:** All Directors; All Executive Assistants; Portfolio Coast&Harbour  
**Cc:** All Sec Communications  
**Subject:** Media Update Coast & Harbour 07-05-2012

Good Morning,

Below is the media update for the Coast & Harbour Portfolio.

To view the PDF and full articles please visit <http://intranet/NEWS/Pages/Default.aspx>

### Print

**NZ First fires on oil spill** - Environment Canterbury is standing by its report that a maximum of 4000 litres of oil spilled into the Timaru harbour last week, despite claims by NZ First that as much as 40,000 litres was spilled. NZ First yesterday called on Environment Canterbury (ECan) and Timaru port authorities to reveal the extent of last week's oil spill, which, the party said, was a "major" volume. *ECan specific, Timaru Herald, 07/05/12, General News, Page 1*

**Musty hue not thought linked to spill** - Environment Canterbury says a "reddy, brown substance spotted in the waters just off Jacks Point is unlikely" to be related to this week's oil spill. On Wednesday and Thursday, ECan's response team had to attend a major oil spill just off Timaru harbour. *ECan specific, Timaru Herald, 05/05/12, General News, Page 1*

**Oil slick crosses harbour** - Timaru fisherman Robert Odey said he saw oil stretching "right across the harbour" while working at the port on Wednesday afternoon. "It was really black when first saw it. *ECan specific, Timaru Herald, 04/05/12, General News, Page 1*

**Tonnes of fuel spilled** - A failed pipe may have contributed to one of the largest oil spills seen in the Timaru harbour. The incident happened on Wednesday, and the spill had been contained and mostly cleaned by yesterday afternoon. It is estimated that up to four tonnes of oil spilled into the harbour. *ECan specific, Timaru Herald, 04/05/12, General News, Page 1*

### Broadcast

**NZ Rhema** - New Zealand First leader Winston Peters says the oil spill off the coast of Timaru is worse than being communicated.

**NewstalkZB** - New Zealand First leader Winston Peters has been 'reliably informed' that 40,000 litres of oil spilled from a fishing boat into the ocean near Timaru.

**NewstalkZB** - Environment Canterbury regional on-scene commander Grant Finlayson disputes claims by New Zealand First leader Winston Peters that 40,000 litres of oil has spilled off the Timaru coast.

**NewstalkZB** - Environment Canterbury regional on scene commander Grant Finlayson has rejected New Zealand First leader Winston Peters' claim that 40,000 litres oil was spilt off the coast of Timaru last week, saying the amount was closer to 2,000 to 4,000 litres.

Thanks

---

**Charlene Smart**  
Communications Officer  
Environment Canterbury

William Fraser House  
5 Sir William Pickering Drive, Burnside  
Mobile: 027 742 7129  
[charlene.smart@ecan.govt.nz](mailto:charlene.smart@ecan.govt.nz)

Postal Address: Environment Canterbury  
PO Box 345, Christchurch 8140, New Zealand  
Customer Services Phone: 0800 324 636







## Rusty hue not thought linked to spill

MATTHEW LITTLEWOOD Last updated 05:00 05/05/2012

Environment Canterbury says a "reddy, brown substance spotted in the waters just off Jacks Point is unlikely" to be related to this week's oil spill.

On Wednesday and Thursday, ECan's response team had to attend a major oil spill just off Timaru harbour.

It is believed that more than two tonnes of oil were spilled into the water, after a Sanfords' chartered deep-sea vessel, the San Enterprise, experienced a fault with an internal pipe.

Sanfords also assisted with the cleanup.

ECan enforcement officer Carl Diamond said the spill had been contained, and "almost completely cleaned up", while booms had been put in place near the original site of the spill.

However, a couple of surfers contacted the Herald, saying that they spotted a "reddish, brown substance" in the waters off Jack's Point.

"It was pretty bad," surfer Mark Cloughley said. "When I dived under, it tasted awful.

"I've been surfing for more than 20 years around here, but I've not seen it like that very often."

Mr Diamond said the response team would check out the area if necessary.

"However, I think it's highly unlikely that the oil would have spread that far, or in that direction," he said.

"The ship has since left the port, but we have got booms protecting the side, where the spill occurred.

"It was a clockwork operation, it was contained very quickly."

Another suggestion from residents that the spill may have got near Dashing Rocks was also unlikely, Mr Diamond said.

The Department of Conservation said it had not received calls about wildlife being affected since the incident.

## Evan Walker

---

**From:** Charlene Smart  
**Sent:** Friday, 4 May 2012 8:31 a.m.  
**To:** All Directors; All Executive Assistants; Portfolio Coast&Harbour; All Resource Management Group  
**Cc:** All Sec Communications  
**Subject:** Media Update Coast & Harbour 04-05-2012

Good Morning,

Below is the media update for the Coast & Harbour Portfolio.

To view the PDF and full articles please visit <http://intranet/NEWS/Pages/Default.aspx>

### **Print**

**Tonnes of fuel spilled** – A failed pipe may have contributed to one of the largest oil spills seen in the Timaru harbour. The incident happened on Wednesday, and the spill had been contained and mostly cleaned by yesterday afternoon. It is estimated that up to four tonnes of oil spilled into the harbour.

<http://www.stuff.co.nz/timaru-herald/news/6857475/Tonnes-of-fuel-spilled>

### **Broadcast**

**RadioNZ** - Canterbury Regional Council Resource Management director Kim Drummond says the council might prosecute fishing company Sanford Limited for an oil spill caused by the vessel San Enterprise at Port Timaru.

**RadioNZ** - The Canterbury Regional Council says that a two-day operation has cleared thousands of litres of oil spilled from deep-sea fishing vessel the San Enterprise, in the Port of Timaru.

**NZ's Rhema** - Environment Canterbury has found that a fishing vessel was the cause of an oil spill at Timaru Port.

**RadioNZ** - The Canterbury Regional Council [sic] is considering taking legal action against Sanford for an oil spill at the Port of Timaru [sic]. The Council's director of resource management Kim Drummond notes that it has six months under the Resource Management Act to lay charges. Darryn Shaw from Sanford says that it is hard to know how much oil was leaked into the harbour. He explains that Sanford's oil response team attended the incident 'straight away'. Shaw says that Sanford is 'fully committed' to covering the cost of the clean-up.

**RadioNZ** - The Canterbury Regional Council will not rule out legal action against Sanford over the oil leak at the Port of Timaru.

**NewstalkZB** - Environment Canterbury investigations have traced a significant oil spillage in Timaru port to a fishing vessel.

**RadioLIVE** - Environment Canterbury investigates an oil spill in the Port of Timaru [sic], which is believed to have originated from one of Sanford Limited's deep sea fishing vessels.

**NZ's Rhema** - A fishing vessel docked in Timaru port has been found by Environment Canterbury to be responsible for an oil spillage there.

**RadioNZ** - Sanford Limited has announced one of its vessels is the source of an oil spill at the Port of Timaru.

**NewstalkZB** - The oil leaked by a deep-sea fishing vessel into the Timaru harbour is being cleaned up.

**NZ's Rhema** – Response teams are hard at work in an effort to clean up an oil spill at the port of Timaru [sic].

**RadioLIVE** - A significant oil spill at the Port of Timaru is being cleaned up by Environment Canterbury.

**RadioNZ** - Workers are attempting to clean up an oil spill at the Port of Timaru.

Thanks

---

### **Charlene Smart**

Communications Officer  
Environment Canterbury

William Fraser House  
5 Sir William Pickering Drive, Burnside  
Mobile: 027 742 7129  
[charlene.smart@ecan.govt.nz](mailto:charlene.smart@ecan.govt.nz)

**The Timaru Herald**  
timaruherald.co.nz



## Oil slick crosses harbour

[ROSA STUDHOLME](#) Last updated 07:13 04/05/2012

Timaru fisherman Robert Odey said he saw oil stretching "right across the harbour" while working at the port on Wednesday afternoon.

"It was really black when I first saw it. It was pretty thick."

He was checking his boat yesterday afternoon for any damage from the spill. "It mucks up the paint and things."

He said a boom had been set up around the ship apparently at the centre of the spill, containing the oil. However, was only containing what was near the ship.

The cleanup crew was spraying down wharfs 2 and 3, he said.

"I think nature does a pretty good job itself."

PrimePort Timaru chief executive Jeremy Boys said although the spill was relatively small, it was one of the large the port had dealt with.

"The port has provided support in terms of manpower, a small boat, those sorts of things." It was a "fairly co-ordinated" response, he said. "Sandfords were very proactive.

"We were heartened by the fact the spill was contained early."

There had been little disruption to the port's operation.

"We've had one vessel rescheduled, just to avoid the cleanup area."

There was substantial progress in cleanup by last night, Mr Boys said.

"I think the worst is over.

"Unfortunately, minor oil spills do occur. This has probably been a slightly larger one than we've experienced for some time."

It had been an "unusual chain of events" on the vessel that had caused the spill.

He said the prompt response had proved the value of preparedness. "There will still be oil under the wharves no doubt a week or so after, but that will slowly disappear."



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## Tonnes of fuel spilled

[MATTHEW LITTLEWOOD](#) Last updated 05:00 04/05/2012

JOHN BISSET/Fairfax NZ

**MECHANICAL FAILURE:** A failed pipe may have caused the Sanford's deep-sea fishing vessel, the San Enterprise, to spill oil.

A failed pipe may have contributed to one of the largest oil spills seen in the Timaru harbour.

The incident happened on Wednesday, and the spill had been contained and mostly cleaned by yesterday afternoon. It is estimated that up to four tonnes of oil spilled into the harbour.

Sanford Deepwater manager Darryn Shaw said one of its deep-sea fishing vessels, the San Enterprise, was at fault.

Early indications were that an internal pipe had failed, he said. That would have caused fuel to make its way into another compartment and then overboard.

"It's certainly a unique event. We've never known something like that to happen before," he said.

"The vessel had been in port on Monday and Tuesday, and there were no signs of anything untoward. However, we were informed on Wednesday, about 7.15am, that there was fuel leaking. We called in the response team as soon as possible."

Mr Shaw said the incident was extremely regrettable.

"We're still not sure how it occurred in this way, and we will be examining our vessels which have similar piping systems," he said.

Environment Canterbury's response team worked with the vessel owners to help complete the cleanup. South Canterbury on-scene commander for oil spills Grant Finlayson said early estimates suggested two to four tonnes of oil had spilled. "It's certainly one of the biggest that has been seen at the port," he said.

"The response team, which includes those at Sanfords, were excellent. Thanks to the resources available, we were able to contain the spill far quicker than expected."

Mr Finlayson said by yesterday afternoon the cleanup was "close to 100 per cent complete".

Wildlife had been not as badly affected as first feared, although a "few shags" may have come into contact with the oil.

"This was an incident where mechanical failure, rather than human error, appears to be the cause," Mr Finlayson said.

ECan resource management director Kim Drummond said the regional council will investigate the incident's cause and effects.

Under the Resource Management Act, it had a six-month "window" to decide whether it would prosecute.

There have been 23 separate prosecutions for spills of hydrocarbons into the Timaru harbour since 1994.

The most recent was late last year after the Korean-owned Pacinui, which Sanfords sub-chartered, spilled more than 171 litres of oil into the harbour in January 2011. Sanfords was fined \$7500.

The number of incidents had dropped within recent years, "but to have two incidents within a relatively short space of time is concerning", Mr Drummond said.

### OIL SLICK CROSSES HARBOUR

Timaru fisherman Robert Odey said he saw oil stretching "right across the harbour" while working at the port on Wednesday afternoon.

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He was checking his boat yesterday afternoon for any damage from the spill. "It mucks up the paint and things."

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"The port has provided support in terms of manpower, a small boat, those sorts of things." It was a "fairly

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"We were heartened by the fact the spill was contained early."

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"Unfortunately, minor oil spills do occur. This has probably been a slightly larger one than we've experienced for some time."

It had been an "unusual chain of events" on the vessel that had caused the spill.

He said the prompt response had proved the value of preparedness. "There will still be oil under the wharves no doubt a week or so after, but that will slowly disappear."



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1 comment

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Donna Gallagher #1 7:26am

A few shags....what about the hector dolphins and seals that frequent the harbour area not to mention the little blues swimming past.4 tonnes how did someone not notice!!!!!! On the upside I did notice on our frequent fishing trips that there is an oil spill response unit always near that boat so I surpouse as long as they knew how to use it they did what they could.

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Required

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Email:

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Maximum of 1750 characters (about 300 words)

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# OIL SPILL INSTANT RESPONSE

**Pollution Hotline 24 hr response no:**

**0800 765 588**

**Rapid Deployment Boom Box located at:**  
Portside Logistics

**Key Available from:**

**Contact:** Brian McCleary

Business hours 684 9900

After hours 027 271 4045

**Back up:** Barry Flowers

Business hours 684 9900

After hours 027 276 0906



**Other contacts:**

Tony Whiteley (Regional Harbourmaster)

027 223 3826

Grant Finlayson

027 488 3302

PrimePort/Port Pilots

684 4199

Shell Oil NZ Ltd (James Hendry)

684 7069 or 027 432 3307

Sanford

688 8054

Wallace & Cooper (Gary Cross)

684 7898

SERL (Murray Williamson)

684 6226

Environment Canterbury Timaru Office

684 0500 (business hrs)

Environment Canterbury Christchurch Office

365 3194 (business hrs)

Maritime New Zealand

0508 472 269

# Marine Pollution Response Service

## NOTIFICATION OF A MARINE OIL SPILL

FILL IN THIS FORM WITH A BLACK PEN AND FAX IT TO:

Rescue Coordination Centre Maritime New Zealand  
 Fax: 04 9148388  
 Phone: 04 9148380

Number of pages:  
 Urgent  Non-Urgent

THIS REPORT MADE BY: ..... Organisation: ECAN  
 Date 3-5-12 Time 0900 Phone 03-3289168 Fax 03 3289158 Mobile 0272285886

ESTIMATED TIER OF RESPONSE  
 Tier 1 (Local)  Tier 2 (Regional)  Tier 3 (National)

**SITUATION REPORT**  
 Spill location Tinianu Wharf  
 Date of spill 3-5-12 Time of spill 0900 LAT 41° 0' 21.2" S LONG 174° 15.6" E (please complete)

**TYPE OF OIL SPILT**  
 Crude  HFO  LFO  Lubrication Oil  Marine Diesel  Hydraulic Oil  Kerosene/Av. Gas   
 Petrol/Gasoline  Bilge  Unknown  Other (details)

ESTIMATED QUALITY OF OIL SPILT 70% LSA

**SOURCE OF OIL SPILT**  
 Land-based  Vessel  Oil Transfer Site  Offshore Installation  Pipeline  Unknown

**SOURCE DETAILS**  
 Vessel/Site Name SAN SANGRE MSA No. ..... Owner SANGRE LTD  
 Name ..... Address .....

**ACTIVITY**  
 Vessel Loading/Unloading  Refuelling  Bilge Pumping  Capsize  Grounding  Collision   
 Sinking  Unknown  Other (details)  TRANSFER FUEL TO BARGE

**CAUSE**  
 Equipment/Mechanical Failure  Human Error  Vandalism  Negligence  Unknown   
 Other (details)

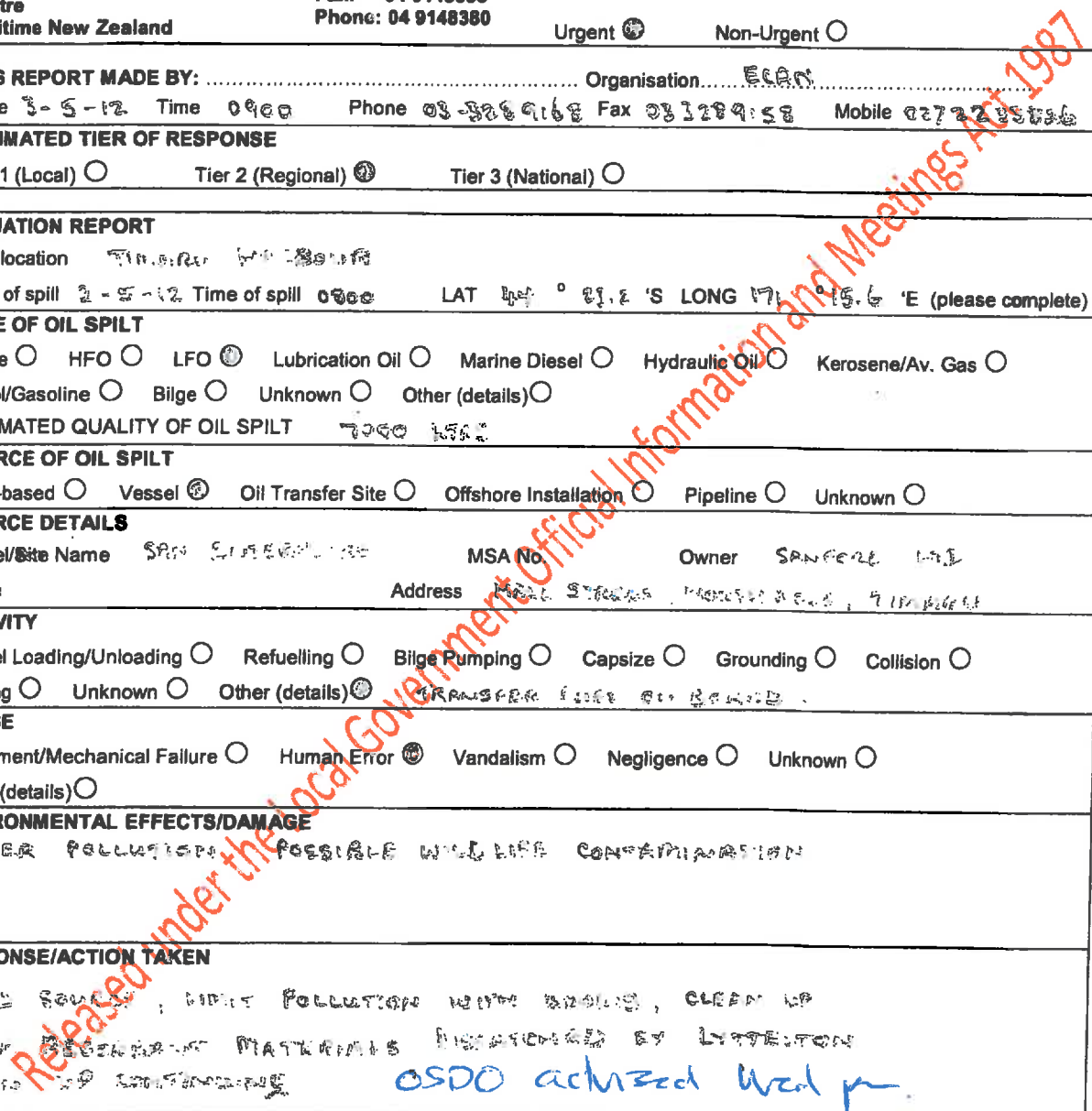
**ENVIRONMENTAL EFFECTS/DAMAGE**  
WATER POLLUTION, POSSIBLE WILDLIFE CONTAMINATION

**RESPONSE/ACTION TAKEN**  
FOUNTS SOUNDED, LIGHT POLLUTION WITH BOATS, CLEAN UP BY BARGE, HAZARDOUS MATERIALS DISPOSED BY LYTTLETON COUNCIL AND CONFIRMING OSDO advised via pm.

Could spill escalate? N Are response costs likely to exceed \$5000 Y Is media interest likely Y  
 Is prosecution action likely? Y

IF YES TO ANY OF THE ABOVE. NOTIFY THE RCCNZ IMMEDIATELY BY PHONE, AND FAX THE RCCNZ THIS PAGE. Then complete the Marine Oil Spill Assessment form and fax through as soon as practical. Include all available information, indicate information still to be obtained, and fax information updates when available.

IF NO TO ALL OF THE ABOVE, TICK NON-URGENT AT THE TOP OF THIS FORM AND FAX THIS PAGE TO RCCNZ WITHIN THREE DAYS



THE FIRST PART OF THIS EMAIL HAS BEEN WITHHELD DUE TO REASONS STATED IN YOUR LETTER.

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton



Please consider the environment before printing this email

**From:** Evan Walker  
**Sent:** Wednesday, 16 May 2012 9:10 a.m.  
**To:** 'Grant McGregor'; Tony Whiteley  
**Subject:** RE: Dispersant.

Grant As discussed, no need to replace this stock, we have plenty in TU and here. But we will want to recover the book value of it; it is on our accounts at \$5.32 per litre. One of the costs to balance up when you advise the volume used.

Previously the 20l container we used were biodegradable and probably sunlight has got to them. We will look to replace the damaged containers.

I attach photos of the gear we had in the store. Note the quantity written on the plate in the close up; should be on each IBC

Cheers

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton



Please consider the environment before printing this email

**From:** Grant McGregor [<mailto:GMcGregor@sanford.co.nz>]  
**Sent:** Tuesday, 15 May 2012 4:34 p.m.  
**To:** Tony Whiteley  
**Cc:** Evan Walker  
**Subject:** Dispersant.

Gents,  
It appears the dispersant used during the San Enterprise response was the stock of Ecan, rather than MPRS.

Please advise what the procedure is for replacing this stock or if it does in fact need to be replaced!!



It has been noted that this product has been exposed to the elements for some time and quite a few of the 20 ltr containers are perished!!

Await your reply.

Grant McGregor  
Discharge Coordinator  
Sanford Limited  
Timaru  
DDI 03 6879693 cell 0274 424 361  
fax 6885400

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## Evan Walker

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**From:** Evan Walker  
**Sent:** Wednesday, 9 May 2012 12:20 p.m.  
**To:** 'Grant McGregor'; 'Darryn Shaw'  
**Cc:** 'Scott Read'; Mark Cavanagh  
**Subject:** RE: Maritime New Zealand hire rates for equipment in-use

Grant/Darren This is Scott's follow up to a discussion I had with him over clean up/ repair etc of the booms. I passed on your suggestion that there may be a cost saving if Wallace and Cooper billed you directly. Scott said that the usual process is that W & C (or whoever is doing the clean up, repair, or supplying replacements) invoices MNZ, and MNZ in turn invoices us, and we then recover from the spiller. That is because the contract for use of the gear is between the Regional Council and MNZ.

I don't have a strong view on it as long as the transactions are all clear.

The thought of Scott coming down next week was that if the booms were retrieved by then, a decision could be made promptly on what needs to be done.

t that is dependent on where we are at by the end of the week.

Cheers

Evan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

**Harbourmaster office:** Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Scott Read [<mailto:Scott.Read@maritimenz.govt.nz>]  
**Sent:** Tuesday, 8 May 2012 10:07 p.m.  
**To:** Evan Walker  
**Cc:** Mark Cavanagh; Andrew Berry  
**Subject:** Maritime New Zealand hire rates for equipment in-use

Evan,

For your information the following hire rates apply to the equipment currently in use in Timaru

- Harbour boom \$200/day per crate (100m)
- Rapid deployment boom \$225/day per crate (100m)
- Komara skimmer \$1000/day

In-use is defined as until returned to operational readiness i.e cleaned and restowed, however we do try to be pragmatic about this especially if the period includes weekends etc. Cleaning and repair costs, other than acceptable wear and tear are additional.

For the consumable items we would want a return to the pre-spill numbers of an equivalent product. We can either source this and on-charge or this can be arranged locally.

From our discussions it seems as though this will ultimately be billed directly to Sanfords, however I thought I would keep you updated on some of the relevant detail.

I will investigate some travel options for Monday / Tuesday next week but I will await your update and check the suitability of these dates before confirming any arrangements.

**Scott Read** | Acting Operations Manager  
**Maritime New Zealand** | Marine Pollution Response Services (MPRS)  
T +64 9 839 1034 | M +64 27 599 8004 | F +64 9 834 3907 | W [www.maritimenz.govt.nz/contact-us](http://www.maritimenz.govt.nz/contact-us)

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Thank you.

**Address:**

Maritime New Zealand, Level 10, Optimisation House, 1 Grey Street,  
Wellington 6011.

PO Box 27006, Wellington 6041  
Tel: 0508 22 55 22 (04 473 0111) Fax: 04 494 1263.  
[www.maritimenz.govt.nz](http://www.maritimenz.govt.nz)

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## Evan Walker

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**From:** Arnie Deck [arnie@spillsolutions.co.nz]  
**Sent:** Friday, 11 May 2012 11:14 a.m.  
**To:** reuben@spillsolutions.co.nz  
**Cc:** Evan Walker  
**Subject:** Replacement stock for Environment Canterbury

Hello Reuben

Having just been in touch with Evan Walker, it is likely you will get a call from him next week to top up the sorbent stocks for Ecan. To this end I have pencilled aside 20 x bales of the 10-1000 booms and 10 x cartons of 06-1001 oil pads with final quantities to be confirmed once they have completed their assessment of stock.

We also need to keep in touch with the Front Store and Sanford to ensure their stocks are brought back to action-ready status.

Thanks

**Arnie Deck** | National Accounts

Spill Solutions Ltd | 📞: +64-3-768-0191 | 📠: +64-3-768-4237 | 📠: +64-21-228-3513

Visit us online: [www.spillsolutions.co.nz](http://www.spillsolutions.co.nz)

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Released under the Local Government Official Information and Meetings Act 1987

## Evan Walker

---

**From:** Evan Walker  
**Sent:** Wednesday, 9 May 2012 12:09 p.m.  
**To:** 'Grant McGregor'  
**Subject:** RE: Booms etc.  
**Attachments:** FW: Sorbents to Timaru spill

Grant I attach the email I sent to Grant F. But note we took a few bits back after meeting Lizard, to at least have something on hand in Lyttelton .

These were 4 bales of booms and 3 packs of pads. This was all we could fit in the ute.

But I have now noted that the bales from the consignment to The Front Store, not those which we organised direct ex Spill Solutions. Sorry, I should have checked.

Just makes the reconciliation a bit more complex.

I'll give you a ring after lunch for an update on booms etc

Cheers

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

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**From:** Grant McGregor [<mailto:GMcGregor@sanford.co.nz>]  
**Sent:** Tuesday, 8 May 2012 10:37 a.m.  
**To:** Evan Walker  
**Subject:** Booms etc.

Good morning Evan,  
Could you send me a list of the booms/pads etc that was sent to us x ChCh??  
I will then put together an inventory of what was used etc.

Thanks

Grant McGregor  
Discharge Coordinator  
Sanford Limited  
Timaru  
DDI 03 6879693 cell 0274 424 361  
fax 6885400

## Evan Walker

---

**From:** Evan Walker  
**Sent:** Friday, 4 May 2012 5:06 p.m.  
**To:** 'Grant Finlayson'  
**Cc:** Tony Whiteley  
**Subject:** FW: Sorbents to Timaru spill  
**Attachments:** Invoice 10750.pdf

Grant Attached is Spill Solutions invoice which gives the quantities shipped.

From here via Starks were:

1. MNZ stocks 14 packs of booms and 2 pallets of boxes of pads.
2. Ecan Lyttelton stocks of 5 packs of booms and 4 boxes of pads.

Cheers

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Arnie Deck [<mailto:arnie@spillsolutions.co.nz>]  
**Sent:** Wednesday, 2 May 2012 9:37 p.m.  
**To:** Evan Walker  
**Cc:** Tony Whiteley  
**Subject:** Sorbents to Timaru spill

Hello Evan

Thanks for call this afternoon. We were able to get your complete order out this afternoon and into Timaru – all going to plan – first thing tomorrow morning.

Attached is your pro-forma invoice. Let me know your order number and I'll get this attached to it.

If there is anything more we can do, please let me know.

Regards

Arnie Deck | National Accounts  
Spill Solutions Ltd | ☎: +64-3-768-0191 | 📠: +64-3-768-4237 | 📞: +64-21-228-3513

Visit us online: [www.spillsolutions.co.nz](http://www.spillsolutions.co.nz)

**Spill Solutions Ltd**  
**PO Box 391**  
**10 Chesterfield St**  
**GREYMOOUTH 7805**



GST Reg. Number: 104-249-671

**TAX INVOICE / PACKING SLIP**

**Tax Invoice # 00010750**

Invoice To:

Environment Canterbury  
P O Box 345  
CHRISTCHURCH

Deliver To:

Primeport Timaru  
1 Marine Parade  
TIMARU

Attn: Grant Finlayson

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CUSTOMER ID	YOUR ORDER NO.	SHIP VIA	DESPATCH DATE	TERMS	DATE	PG.
ENVIROCANT	18930			Net 20th after EOM	2/05/2012	1

QTY.	ITEM NO.	DESCRIPTION	PRICE	UNIT	DISC %	EXTENDED	GST
76	10-1000	Sorbent Boom - Oil Only 130mm x 3mtr	\$82.85			\$6,296.60	S15
20	07-1004	Sorbent Roll - Oil Only, 500mm x 40mtr	\$190.74			\$3,814.80	S15

Direct Credit Payments: BNZ 02 0844 0006912 000

COMMENTS	CODE	GST RATE	GST	SALE AMOUNT	SALE AMT	
	S15	15%	\$1,574.10	\$10,493.99	\$10,111.40	
					FREIGHT	\$382.59 S15
					GST	\$1,574.10
					TOTAL AMT	\$12,068.09
					PAID TODAY	\$0.00
					BALANCE DUE	\$12,068.09

THANK YOU - We appreciate your business

## INVENTORY OF OIL SPILL EQUIPMENT

**Maritime New Zealand Oil Spill Equipment in Portside Services Ltd, Fraser Street Store as at 30 June 2011**

<b>Oil Recovery Equipment</b>		
Rope Mop, Ramjet	Oleophilic	1
Skimmer, Komara	Oleophilic, multi	1
Skimmer, Mini-max	Weir	1
Skimmer, Global Spill	Weir	1
Skimmer, Foilex	Weir	1
<b>Pump Systems</b>		
Spate Pumps, GS	30 tonne/hr	1
<b>Dispersant Application Equipment</b>		
Dispersant Spray Set		1
Back Pack Spray	Swissmex 15 litre	1
<b>Temporary Storage</b>		
Frame Tanks 25 tonne	Covertex	1
Frame Tanks 15 tonne	Covertex	1
<b>Boom Systems</b>		
Fence Boom 750 mm	100 metre lots	2
Land/Sea Boom	80 metre lots	2
Land/Sea Boom	60 metre lots	2
Rapid Deployment Boom	99 metre lots	2
<b>Miscellaneous Equipment</b>		
Blowers (inflators)	Stihl	1
Hand Pumps	Quick Silver	1
Hand Wringers	Extractor-pro	1
<b>Dispersant</b>		
OSD LT Type 2	Gamlen	1200 L (5 steel, 1 PVC drums)
Shell VDC	VDC	800 L (4 PVC drums)
Shell VDC	VDC	800 L (40 x 20 L PVC containers)
<b>Sorbents</b>		
Booms	Matasorb	44



**ECan Oil Spill Equipment in Portside Services Ltd, Fraser Street Store as at 30 June 2011**

Knapsack Sprayer	Solo 425	1
Shell VDC Dispersant	Pallet 1 – 40 x 20 L =	800 L
	Pallet 2 – 38 x 20 L =	760 L
	Pallet 3 – 40 x 20 L =	800 L
	Pallet mixed =	700 L
		Total = 3060 L
Sorbent Booms	2 packets x 4	
	1 packet x 3	
	1 packet x 6	
	5 loose	
		Total = 22
Woolfill Absorbent	Bale	1

**NB:** Approval is required from the Regional Harbour Master/Regional On Scene Commander before using the above equipment.

**ECan Pollution Response Trailer in Portside Services Ltd, Fraser Street Store as at 30 June 2011**

Suspended Solid Sample Bottles	Box	1
BOD Sample Bottles	Box	1
Wheelie Bin - Oil Spill Protective Clothing		1
Absorbent Pads		100
Cat Litter	Bag	1
Drizit	Loose (Bag)	1
Drizit	Pillows	4
Wheel Brace		1
Fluro Vests		6
Citrus Cleaner	5 L plastic container	1
Traffic Cone		1
Hemp Rope		1
Shell VDC Dispersant	20 L plastic container	2
Tyvek Barrierman Overalls		2
Face Masks	Box	1
Chilly Bin – misc. sample bottles		1
Plastic Tool box	Hammer	1
	Swiss Army Knife	
	6 Volt Battery	
	6 Screw Drivers	
	6" Adjustable Spanner	
	12" Adjustable Spanner	
	Pliers	
	Cutters	
Plastic Bucket	18 L	1
Safety Helmets (expired to replace)		2
First Aid Kit		1
Structure Flex Repair Kit for Harbour Boom		1
Rechargeable Spot Light		1
Safety Goggles		2
Energiser Lamp (clamps on battery)		1
Trailer Link Adaptor		1

Nylon Chest Waders (green)		2
Yellow PVC Parkas		3
Yellow PVC Leggings		1
Green Overalls		1
Foot Pump		1
Pollution Response Manual (to be updated)		1
Dangerous Goods Guide		1
Funnel		1
Leather Gloves		2
Rubber Gloves		3
Harbour Boom & 2 Bridles (mounted in cradle)	20 m	1
Raking Fork		1
Spade		1
Shovel		1
Waratahs		3
Stable Broom		1
Sampling Sieve		1
Heavy Hammer		1
Coil Bird Netting	small	1
Rope Sling		1
Spilfyter Booms	3 m small diameter	2
Spilfyter Booms	3 m large diameter	4

**NB:** Trailer is only used for responding to small inland incidents.

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**ENVIRONMENT CANTERBURY NAVIGATION SAFETY SECTION  
OIL DISPERSANT & MATERIALS AS AT 30 JUNE 2011**

**ECAN Store under Lytt Office**

98 x 20ltr containers Castrol OSD9	1960 Ltrs
103 x 20ltr containers Shell VDC	2060 Ltrs
10 x 20 ltr containers Tergo R40	200 Ltrs

**Total Lyttelton** **4220** Ltrs

Five packs of floating oil boom 12m x 5 units Lyttelton = 60m  
 Packs sorbant pads 1 x 100 pads  
 One Knapsack sprayer  
 One Dingy + gear (for oil spills)

**Portside Logistics Store Timaru**

**ECan Oil Spill Equipment in Portside Services Ltd, Fraser Street Store as at 30 June 2011**

Knapsack Sprayer	Solo 425	1
Shell VDC Dispersant	Pallet 1 – 40 x 20 L =	800 L
	Pallet 2 – 38 x 20 L =	760 L
	Pallet 3 – 40 x 20 L =	800 L
	Pallet mixed =	700 L
	<b>Total = 3060 L</b>	
Sorbent Booms	2 packets x 4	
	1 packet x 3	
	1 packet x 6	
	5 loose	
	<b>Total = 22</b>	
Woolfil Absorbent	Bale	1

**NB: Approval is required from the Regional Harbour Master/Regional On Scene Commander before using the above equipment.**

**ECan Pollution Response Trailer in Portside Services Ltd, Fraser Street Store as at 30 June 2011**

Suspended Solid Sample Bottles	Box	1
BOD Sample Bottles	Box	1
Wheelie Bin - Oil Spill Protective Clothing		1
Absorbent Pads		100
Cat Litter	Bag	1
Drizit	Loose (Bag)	1
Drizit	Pillows	4
Wheel Brace		1
Fluro Vests		6
Citrus Cleaner	5 L plastic container	1
Traffic Cone		1
Hemp Rope		1
Shell VDC Dispersant	20 L plastic container	2
Tyvek Barrierman Overalls		2
Face Masks	Box	1
Chilly Bin – misc. sample bottles		1
Plastic Tool box	Hammer Swiss Army Knife 6 Volt Battery 6 Screw Drivers 6" Adjustable Spanner 12" Adjustable Spanner Pliers Cutters	1
Plastic Bucket	18 L	1
Safety Helmets (expired to replace)		2
First Aid Kit		1
Structure Flex Repair Kit for Harbour Boom		1
Rechargeable Spot Light		1
Safety Goggles		2
Energiser Lamp (clamps on battery)		1
Trailer Link Adaptor		1
Nylon Chest Waders (green)		2
Yellow PVC Parkas		3
Yellow PVC Leggings		1
Green Overalls		1
Foot Pump		1
Pollution Response Manual (to be updated)		1
Dangerous Goods Guide		1
Funnel		1
Leather Gloves		2
Rubber Gloves		3

Harbour Boom & 2 Bridles (mounted in cradle)	20 m	1
Raking Fork		1
Spade		1
Shovel		1
Waratahs		3
Stable Broom		1
Sampling Sieve		1
Heavy Hammer		1
Coil Bird Netting	small	1
Rope Sling		1
Spilfyter Booms	3 m small diameter	2
Spilfyter Booms	3 m large diameter	4

**NB:** Trailer is only used for responding to small inland incidents.

#### **Kaikoura Store & Coastguard**

29.5 x 20ltr conts Tergo R40 590 Ltrs  
 2 packs sorbant booms (4 booms per pack) = 24m  
 1 box sorbant pads  
 1 Knapsack sprayer

#### **Ecan Store Twizel**

2 x 20 ltr conts Tergo R40  
 1 Knapsack sprayer

#### **Akaroa Duvauchelle Store**

14 x 20 ltr conts Tergo R40 280 Ltrs  
 1 pack sorbant booms(125mm) (4 booms per pack) = 12m  
 1 pack sorbant booms( 200mm) ( 4 booms per pack) = 12m  
 1 box sorbant pads  
 1 ctn Schott bottles 125m and sampler



30 June 2011  
 A.E. Whiteley  
**Regional Harbourmaster**  
 30 June 2011



**SANFORD LIMITED**  
SUSTAINABLE SEAFOOD

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## Deep Water Fleet

### San Waitaki

FV San Waitaki is a stern type deep sea trawler and is currently configured to proc Orange Roughy, Smooth Dory and Black Dory and can be tasked to enter the Squi

Particulars of the FV San Waitaki are:

Call Sign:	ZMA3176
MOF Number:	63722
Pack House Number:	PH513
Built:	1990 by Sterkoder Norway, Class DNV *IAI, ICE C
Length:	64m
Beam:	13m
Tonnage:	1900 tons
Maximum Speed:	14 kts
Accommodation:	50Crew
Freezer Hold:	940 m3
Meal Hold:	178 m3
Fuel Oil:	562m3
Fresh Water:	83m3
Main Engine:	Wartsila Vasa 6R32E – 3342 BHP at 750 RPM



### San Enterprise

FV San Enterprise is a stern type deep sea trawler and has the ability to produce f and fishmeal. These products are processed, packaged and labelled to export stan

targets Hoki, Ling, Hake, Warehou species and squid.

Particulars of the FV San Enterprise are:

Call Sign: ZMA3161

MOF Number: 63755

Pack House Number: PH512

Built: 1990 by Sterkoder Norway, Class DNV \*IAI, ICE C

Length: 64m

Beam: 13m

Tonnage: 1900 tons

Maximum Speed: 14 kts

Accommodation: 49 Crew

Freezer Hold: 940 m3

Meal Hold: 178 m3

Fuel Oil: 562m3

Fresh Water: 83m3

Main Engine: Wartsila Vasa 6R32E – 3342 BHP at 750 RPM



### San Discovery

FV San Discovery is a stern type deep sea trawler and has the ability to produce fillets (block and shatter-pack), H&C and fishmeal. These products are processed, packaged and labelled to export standards including the EU and US markets. It targets Hoki, Ling, Hake, Warehou species and squid.

Particulars of the FV San Discovery are:

Call Sign: ZMA6201

MOF Number:

Pack House Number:

Built: 1992 by Sterkoder Norway,

Length: 64m

Beam: 13m

Tonnage: 1899 tons

Maximum Speed: 14 kts

Accommodation: 49 Crew

Freezer Hold: 940 m3

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New Zealand

Ship Registration Act 1992

Certificate

of

Registry

ased under the Local Government Official Information and Meetings Act 1987



Official No: 876315	Name of Ship: SAM ENTERPRISE	No. Year and Port of Registry: 17 in 1999 AUCKLAND
Call Sign (if any) ZMR 3161	Lloyds No (if any) /imo no: 8901420	Type of Ship: TRAWLER
Name of Builder: STERKODER VERFT A/S	Place of Construction: KRISTIANSUND NORWAY	Year of Completion: 1990
DESCRIPTIVE PARTICULARS		
Number of Decks	TWO	Principal Material of Construction: STEEL
Number of Masts	TWO	
Rigged	NOT	REGISTER DIMENSIONS: METRES
Stem	RAKED	Length
Stern	TRANSOM	Breadth
Build	WELDED	Depth
Number of Bulkheads	WT FOUR	
	NWT NIL	

PARTICULARS OF PROPULSION	
Number of sets of Engines: ONE	Name and Address of engine makers: OY WARTSILA AB VASA FINLAND

PARTICULARS OF TONNAGE	
The Tonnage of the Ship in accordance with its INTERNATIONAL Tonnage Certificate are:	
Gross Tonnage: 1899	Net/Register Tonnage: 592
Alternative Tonnages (if any):	

I, the undersigned Registrar/Deputy Registrar of Ships, certify that the ship described on page 2 is duly registered under the Ship Registration Act 1992 and that the description and particulars of ownership as shown on page 4 of this certificate are in accordance with the relevant entry in Part A of the New Zealand Register of Ships.

Date 30th August 1999

A. E. Wintered

Registrar/Deputy Registrar of Ships



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PARTICULARS OF OWNERSHIP

Date: (in full)	Owners: (full name, address and nationality of each owner)	Number of Sixty Fourth Shares	Signature of Registrar/ Deputy Registrar:
30th August 1999	SANFORD LIMITED HAVING ITS REGISTERED OFFICE AT 22 JELlicoe STREET, AUCKLAND 1 — NEW ZEALAND —	64	A. E. Winteroad REGISTRAR OF SHIPS

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# Certificate of Registration Fishing Vessel



This Certificate of Registration is issued under the authority of Section 103 of the Fisheries Act 1996. Subject to the Provisions of this Act, any regulations and notices made under this Act, and any conditions on this Certificate, the following Operator is authorised to use the vessel named below or any tender of vessel, to take fish, aquatic life or seaweed for sale within New Zealand waters.

## Vessel Details

Vessel Registration Number: 63755  
Vessel Name: San Enterprise  
International Call Sign: ZMA3161

## Operator Details

Operator Client Number: 8422125  
Operator Client Name: Sanford Limited

## Conditions

In addition to any other conditions attached to this Certificate of Registration, if this registration relates to a vessel that is owned or operated by an overseas person, the following conditions apply:

The charterer (if any) must comply with the requirements of the New Zealand Immigration Service and the Department of Labour.

Fishing operations must not interfere with or harass other registered New Zealand fishing vessels.

The master of this vessel shall ensure that, consistent with the provisions of Sections 12(1)(d), 15(1)(a), 15A and 15B of the Resource Management Act 1991 and the Ballast Water Import Health Standard 1993, this vessel does not discharge into the marine environment any effluent, harmful substance, non-complying ballast water or contaminant.

## Term of Issue

**Valid From:** 01/04/2008

**Valid To:** 31/03/2013

This registration is effective from the 'Valid From' date and will expire on the 'Valid To' date shown above unless cancelled or revoked earlier.

**Issued by:**

**Date of Issue:**

Acting under the approval of the Chief Executive, Ministry of Fisheries.

San Enterprise SE9712

1	Skipper	Allan McHugh	27	General Hand	Sharlee Smith
2	1st. Mate	Mike Frahm	28	General Hand	Cody Clarke
3	Chief Eng	Eil Steed	29	General Hand	William Ainuu
4	Factory Manager	Dave Henare	30	General Hand	Tura Puture
5	2nd Engineer	Jason Moroney	31	General Hand	David Adlam
6	Baader Tech.	Chris Worsely	32	General Hand	Micheal McCoy
7	2nd. Mate	Matt Elliot	33	General Hand	Ana Puliueva
8	Deck Boss	Tony Heyes	34	General Hand	Matthew Westbrook
9	Cook	Tania Harris	35	General Hand	Erueti Te Kahika
10	Leading Hand	Shaun Miller	36	General Hand	Steve Prisk
11	Leading Hand	Mark Pullen	37	General Hand	Ryan Bunting
12	G/Hand - Deck	Charlie Faaui	38	General Hand	Claudia Kotte
13	G/Hand - Deck	Ryan Walsh	39	General Hand	Sandra Kotte
14	G/Hand - Deck	Russel Bowden	40	Mealman	Richard Anderson
15	G/Hand - Deck	Ray Crapp	41	Mealman	Sergei Zhegulin
16	G/Hand - Deck	Sonny Lyttleton	42	Galley Hand	Debbie Cross
17	G/Hand - Deck	Simon Harris	43		
18	G/Hand	Shae Popata	44	Sanford	Sok
19	G/Hand	Semisi Matelina	45		
20	G/Hand	Tania Herekiuha	46		
21	G/Hand	Lupe Fifita	47		
22	G/Hand	Robin Haig	48		
23	G/Hand	Maude Thompson	49		
24	G/Hand	Melinda Davis	50		
25	G/Hand	Arohaina Gilbert			
26	G/Hand	Diana Hughs			

Note: Deck crew are subject to approval from sailing skipper

**Enterprise : 027 2005809**

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MN2/2484/

**DET NORSKE VERITAS**  
**INTERNATIONAL OIL POLLUTION**  
**PREVENTION CERTIFICATE**

Certificate no.:  
16326A  
Date of issue:  
2009-09-15

This Certificate shall be supplemented by Record of  
Construction and Equipment

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended, (hereinafter referred to as "the Convention") under the authority of the Government of

**NEW ZEALAND**

by Det Norske Veritas AS

**Particulars of ship**

Name of ship:	"SAN ENTERPRISE"
Distinctive number or letters:	ZMR3161
Port of registry:	AUCKLAND
Gross tonnage:	1899
Deadweight of ship (metric tons) <sup>1</sup> :	-
IMO number:	8901420

**Type of ship:**  Oil Tanker  
 Ship other than an oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention  
 Ship other than any of the above

**THIS IS TO CERTIFY:**

1. That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention.
2. That the survey shows that the structure, equipment, systems, fittings, arrangements and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

**Remarks/Recommendations:**

This Certificate is valid until 2014-08-31 <sup>2</sup> subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of survey on which this Certificate is based: 2009-08-30

Issued at Høvik, Norway on 2009-09-15



for Det Norske Veritas AS

*Aif Roger Skevig*  
Aif Roger Skevig  
Head of Section

2484/05

<sup>1</sup> For oil tankers  
<sup>2</sup> Insert the date of expiry as specified by the Administration in accordance with Regulation 10.1 of Annex I of the Convention. The day and the month of this date correspond to anniversary date as defined in Regulation 1.27 of Annex I of the Convention, unless amended in accordance with Regulation 10.8 of Annex I of the Convention.

**Endorsement for annual and Intermediate surveys**

THIS IS TO CERTIFY that, at a survey required by Regulation 6 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

1st annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

2nd annual/intermediate<sup>3</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

3rd annual/intermediate<sup>3</sup> survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

4th annual survey: Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

**Annual/intermediate survey in accordance with Regulation 10.8.3**

THIS IS TO CERTIFY that, at an annual/intermediate<sup>3</sup> survey in accordance with Regulation 10.8.3 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 10.3 applies**

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with Regulation 10.3 of Annex I of the Convention, be accepted as valid until: \_\_\_\_\_

Place: \_\_\_\_\_ Date: \_\_\_\_\_

Stamp \_\_\_\_\_ Signature: \_\_\_\_\_  
Surveyor, Det Norske Veritas AS

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<sup>3</sup> Delete as appropriate.

Name of ship: "SAN ENTERPRISE"

Certificate No: 16326A  
Date of issue: 2009-09-15

**Endorsement where the renewal survey has been completed and Regulation 10.4 applies.**

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with Regulation 10.4 of Annex I of the Convention, be accepted as valid until: .....

Place: ..... Date: .....

Signature: .....  
Surveyor, Det Norske Veritas AS

Stamp

**Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 10.5 or 10.6 applies.**

This Certificate shall, in accordance with Regulation 10.5<sup>4</sup> or 10.6<sup>4</sup> of Annex I of the Convention, be accepted as valid until:.....

Place: ..... Date: .....

Signature: .....  
Surveyor, Det Norske Veritas AS

Stamp

**Endorsement for advancement of anniversary date where Regulation 10.8 applies.**

In accordance with Regulation 10.8 of Annex I of the Convention, the new anniversary date is:.....

Place: ..... Date: .....

Signature: .....  
Surveyor, Det Norske Veritas AS

Stamp

In accordance with Regulation 10.8 of Annex I of the Convention, the new anniversary date is:.....

Place: ..... Date: .....

Signature: .....  
Surveyor, Det Norske Veritas AS

Stamp

Released under the Local Government Official Information and Meetings Act 1987

<sup>4</sup> Delete as appropriate



Signed version

# DET NORSKE VERITAS INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

Certificate no.  
16325A  
Date of issue:  
2009-09-15

This Certificate shall be supplemented by Record of  
Construction and Equipment

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended, (hereinafter referred to as "the Convention") under the authority of the Government of

**NEW ZEALAND**

by Det Norske Veritas AS

### Particulars of ship

Name of ship: "SAN ENTERPRISE"  
 Distinctive number or letters: ZMR3181  
 Port of registry: AUCKLAND  
 Gross tonnage: 1839  
 Deadweight of ship (metric tons)<sup>1</sup>:  
 IMO number: 8901430

Type of ship:  Oil Tanker  
 Ship other than an oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention  
 Ship other than any of the above

### THIS IS TO CERTIFY:

- That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention
- That the survey shows that the structure, equipment, systems, fittings, arrangements and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

Remarks/Recommendations:

This Certificate is valid until 2014-08-31<sup>2</sup> subject to surveys in accordance with Regulation 6 of Annex I of the Convention.  
Completion date of survey on which this Certificate is based: 2009-08-30

Issued at Havik, Norway on 2009-09-15



for Det Norske Veritas AS

*Alf Roger Skavig*  
Alf Roger Skavig  
Head of Section

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<sup>1</sup> For oil tankers  
Insert the date of expiry as specified by the Administration in accordance with Regulation 10.1 of Annex I of the Convention. The day and the month of this date correspond to anniversary date as defined in Regulation 3.27 of Annex I of the Convention, unless provided in accordance with Regulation 10.6 of Annex I of the Convention



Endorsement for annual and intermediate surveys

THIS IS TO CERTIFY that, at a survey required by Regulation 8 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

1st annual survey



Place: TIMARU

Date: 8/12/2010

Stamp

Signature:

*[Handwritten Signature]*  
Surveyor, Det Norske Veritas AS

2nd annual/intermediate survey



Place: TIMARU

Date: 29/10/2011

Stamp

Signature:

*[Handwritten Signature]*  
Surveyor, Det Norske Veritas AS

3rd annual/intermediate survey

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

4th annual survey:

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

Annual/intermediate survey in accordance with Regulation 10.8.3

THIS IS TO CERTIFY that, at an annual/intermediate survey in accordance with Regulation 10.8.3 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

Endorsement to extend the Certificate if valid for less than 5 years where Regulation 10.3 applies

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with Regulation 10.3 of Annex I of the Convention, be accepted as valid until .....

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

\* Delete as appropriate

*ex Maritime NZ 28/5/2012*  
*[Signature]*



**DET NORSKE VERITAS  
SURVEY REPORT**

Rev. [1]

Name of vessel  
**SAN ENTERPRISE**  
Station  
**Auckland**  
Lead surveyor's name  
**Durand, Neil**  
Survey team

Name of owner  
**Sanford LTD.**  
Place of survey  
**Timaru**

Survey started  
**2011-06-28**

DNV id. no  
**16326**  
Job Id.  
**242533**  
IMO no  
**8901420**  
Survey completed  
**2011-06-30**

*[Signature]*



**Main Class and Intermediate surveys**

This is to confirm that the following has been carried out:

**Certificates**

Certificate Name	Endorsed	Issued/Extended	New expiry date
Classification Certificate	Yes		
Oil Pollution Prevention Certificate, Type A	Yes		

**Surveys**

Survey Code	Survey Name	Result
MC.In	Main class intermediate	Complete
MC.A	Main class annual	Complete
HIS.Sa	Hull items	Partial
MS.Sa	Machinery items	Partial
BS.C	Bottom complete	Complete (In Water)
IOPP-A.In	Oil pollution prevention, type A intermediate	Complete
IOPP-A.A	Oil pollution prevention, type A annual	Complete

**Survey of Machinery items**

Survey Code	Old Code/ Obj. Name	Survey Item	Result
MEPDIE		Main generator diesel engine P	Complete
MEPTST		Main generator diesel engine P	Complete
MEPTUR		Main generator diesel engine P > Turbocharger P	Complete
MEPDIE		Main generator diesel engine S	Complete
MEPTST		Main generator diesel engine S	Complete
MEPTUR		Main generator diesel engine S > Turbocharger S	Complete
SHGPTO		Main generator power take off (Shaft generator)	Complete
MEPGEN		Main generator P	Complete

If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of Det Norske Veritas, then Det Norske Veritas shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million. In this provision 'Det Norske Veritas' shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

Name of vessel <b>SAN ENTERPRISE</b>	Name of owner <b>Sanford LTD.</b>	DNV id no <b>16326</b>	Job id <b>242533</b>
---	--------------------------------------	---------------------------	-------------------------

Survey Code	Old Code/ Onb. Name	Survey Item	Result
MEPGEN		Main generator S	Complete
AUSPIP		Auxiliary steam piping (Temp below 450 deg.)	Complete
I UO'OO		Lubrication oil cooler (Main, Fresh Water)	Complete
COAPIP		Starting air piping	Complete
SAMARI:		Starting air receiver, main P (Other)	Complete
SAMARI:		Starting air receiver, main S (Other)	Complete
BBFPUI		Fire water pumping unit, main A	Complete

C F - Indicates survey carried out by Chief Engineer

Conditions and Memoranda - Given		Due Date
CC 21	New brakes linings to be fitted to port windlass and brake drum damage to be dressed. Finding(s): [Anchoring arrangement] Worn brake: Port windlass brake pad found worn and effecting main drum.	2011-10-01

## Survey Observations and Findings

### Maintenance

Trawl deck wear strips being replaced and moved over for even wear.



Wear strip replacement



Trawl deck

Name of vessel  
**SAN ENTERPRISE**

Name of owner  
**Sanford LTD.**

DNV id no  
**16326**

Job Id.  
**242533**

### Ship structure

General hull condition found in order.  
Engine room condition good.



Looking aft



Shaft generator



Looking forward



Main engine

### Ship hull structure

Bottom survey carried out 'In-Water' by approved service supplier divers 'Fire and Safety Training Ltd' with fair visibility whilst vessel lay alongside in the port of Timaru.  
All found or placed in good order with minimal marine growth.  
All intakes found clear and free of marine growth.  
Anodes wasted approximately by 20%



Check list completion prior to dive



Preparation for IWS

Name of vessel  
**SAN ENTERPRISE**

Name of owner  
**Sanford LTD.**

DNV id no  
**16326**

Job id  
**242533**

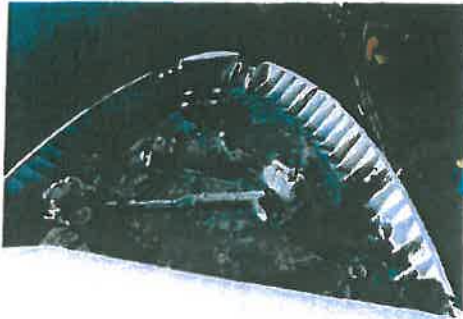
## Anchoring arrangement

### Findings

Worn brake:

Port windlass brake pad found worn and effecting main drum.

[Issued as part of CC 21]



Anchoring arrangement



Brake drum damage

## Stern tube sealing, oil tight C

Inner and outer stern seals found tight.

## Propeller shaft bearing, plain C

Shaft bearing clearance not taken due to simplex oil seal and vessel 'In-water'

## Propeller arrangements

Propeller found in good order and free from damage.

## Ballanced rudder C

Rudder found in good order.

Heel bearing clearance measured upon survey maximum [mm]: 2.1

## Manoeuvring thruster arrangement F

Bow thruster found in good order and free from damage

## Bilge keel

Bilge keels found in good order and free from damage

Name of vessel  
**SAN ENTERPRISE**

Name of owner  
**Sanford LTD.**

DNV id no  
**16326**

Job id  
**242533**

### **Main generator diesel engine P**

Run on full load with satisfactory results.

Service routines and full overhaul confirmed in order and in accordance with manufacturers recommendations according to hours run.

All alarms and shut downs found in order.



Generator

### **Main generator diesel engine S**

Run on full load with satisfactory results.

Service routines and full overhaul confirmed in order and in accordance with manufacturers recommendations according to hours run.

All alarms and shut downs found in order.

### **Main generator P**

Bearings, general overhaul and maintenance completed as per manufacturers recommendations and completed by shore side maintenance company.

Run on load and all found or placed in good order.

### **Main generator S**

Bearings, general overhaul and maintenance completed as per manufacturers recommendations and completed by shore side maintenance company.

Run on load and all found or placed in good order.

### **Incinerator S**

Incinerator serviced by shore maintenance company. All alarms, trips and shut downs tested with satisfactory results.

### **Quick closing valve arrangement**

Test completed with satisfactory results.

### **Sea water system**

Sea and sanitary valves opening date: 2008-12-04

Name of vessel  
**SAN ENTERPRISE**

Name of owner  
**Sanford LTD.**

DNV id no  
**16326**

Job id  
**242533**

### **Oily bilge water control and monitoring system**

15ppm meter calibrated and operation of unit tested with satisfactory results. Shore maintenance company in attendance.

### **Air pipes**

#### **Findings**

[Air vent head]

Corroded:-

All two air pipes port and starboard on forecastle found corroded on outboard side.



Corrosion on vent pipe



Condition of vent pipe

*Repaired: Corrosion removed, thickness assessed and found in order. Remedial work to clean and paint commenced during survey.*

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Name of vessel  
**SAN ENTERPRISE**

Name of owner  
**Sanford LTD.**

DNV id no  
**16326**

Job Id  
**242533**

### Exhaust systems

Boiler and generator exhaust system on deck (funnel) modified to assist gas removal from engine room intakes.  
Workmanship good and all found or placed in order.



Boiler exhaust



Connection to 'A' frame



Exhaust position



Generator exhaust

### Fire water pumping unit, main

New shaft, seal, impeller and wear ring fitted, housing in good order and mechanical seal re-used.  
Run on test and found in good order.

### Emergency lights

Run on test throughout survey and found in good order.  
One light found defective in way of forward end of trawl deck.  
Remedial work commenced during survey to rectify.

### Hull compartments

#### Ballast tank/Fuel oil tank P(090-097)

All ballast/fuel tanks in good order. Ballast water not used in tanks for many years now, fuel only.  
Thickness measurements waived on all tanks for Intermediate.



Name of vessel

**SAN ENTERPRISE**

Name of owner

**Sanford LTD.**

DNV id no

**16326**

Job id

**242533**

**Ballast fore peak tank/Fresh water fore peak tank C(098-F)**

Found in good order.



General condition.

**Sewage holding tank P(088-093)**

Sewage tank externally examined, based on previous renewal survey results showing internal structure and hard coating recorded in good condition.

All found or placed in good order and as such, tank credited for Intermediate.

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DET NORSKE VERITAS  
APPENDIX A  
HULL SURVEY REPORT

DNV id. no.  
16326  
Job Id  
242533

Name of vessel

SAN ENTERPRISE

Name of owner

Sanford LTD.

Tank/Hold/Space	Press. tested (1)	Exam. type (2)	Extent of cracking (3)	Repairs carried out /CCMO issued (4)	Means of access (5)	Local UTM carried out (6)	Substantial corrosion (7)	Corrosion protection Type (8)	Hard protective coating extent (9)	Coating condition for hard protective coating (10)	Annual examination required? (11)
Ballast tank/Fuel oil tank P(090-097)	O	O	Intermediate	NO	DA		N	HC	C	Good	N
Ballast tank/Fuel oil tank S(090-097)	O	O	Intermediate	NO	DA		N	HC	C	Good	N
Ballast double bottom tank/Fuel oil double bottom tank C(030-046)	O	O	Intermediate	NO	TS		N	HC	C	Good	N
Ballast double bottom tank/Fuel oil double bottom tank P(030-046)	O	O	Intermediate	NO	TS		N	HC	C	Good	N
Ballast double bottom tank/Fuel oil double bottom tank S(030-046)	O	O	Intermediate	NO	TS		N	HC	C	Good	N
Ballast fore peak tank/Fresh water fore peak tank C(098-F)	O	O	Intermediate	NO	BR		N	HC	C	Good	N
Sewage holding tank P(088-093)			Intermediate (PW/ST)	NO			N	HC	C		N

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(2) O = Overall CUP = Close-up (partial) CUC = Close-up (complete)	(3) R = Rotted I = Intermediate A = Annual H = Hull Continuous MR = Hull Responsible PW/ST = Passed Without Survey/ST	(4) CC, MO = Condition of Class and/or Memo to Owner G = Good REP = Findings now repaired NO = No findings MR = Hull Responsible PW/ST = Passed Without Survey/ST	(5) IT = Close up exam. PS = Permanent access TS = Temporary staging LMP = Lifts and movable platforms BR = Beads and rails DA = Direct access, no particulate provisions C = Climbing	(6) R = Reduced Y = Carried out as part of Close-up or additional mapping in the compartment (7) Y = Furred. Always to be reported on based on sufficient mapping of the compartment area NP = No protection	(8) HC = Hard Coating SRC = Sulfate Resistant Coating A = Anodes SC = Salt Coating NP = No protection	(9) C = Complete tank U = Upper part M = Middle part L = Lower part	(10) GOOD, FAIR OR POOR For definition see slip rates.	(11) Y = Annual survey to be implemented/continued
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**DET NORSKE VERITAS**  
**SUPPLEMENT TO THE INTERNATIONAL**  
**OIL POLLUTION**  
**PREVENTION CERTIFICATE**  
**(IOPP CERTIFICATE)**

Record no.:  
**16326A**  
 Date of issue:  
**2009-09-15**

**FORM A**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS  
 OTHER THAN OIL TANKERS**

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

This form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under Regulation 2(2) of Annex I of the Convention, Form B shall be used.

This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.

Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

Regulations mentioned in this Record refer to Regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organization.

<b>1. Particulars of ship</b>	
1.1 Name of ship	<u>"SAN ENTERPRISE"</u>
1.2 Distinctive number or letters	<u>ZMR3161</u>
IMO number	<u>8901420</u>
1.3 Port of registry	<u>AUCKLAND</u>
1.4 Gross tonnage	<u>1899</u>
1.5 Date of build:	
1.5.1 Date of building contract:	-
1.5.2 Date on which keel was laid or ship was at a similar stage of construction:	<u>1989-08-22</u>
1.5.3 Date of delivery:	<u>1990-02-15</u>
1.6 Major conversion (if applicable):	
1.6.1 Date of conversion contract:	-
1.6.2 Date on which conversion was commenced:	-
1.6.3 Date of completion of conversion:	-
1.7 The ship has been accepted by the administration as a "ship delivered on or before 31 December 1979" under Regulation 1.28.1 due to unforeseen delay in delivery	<input type="checkbox"/>
<b>2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS</b> (Regulations 16 and 14)	
2.1 Carriage of ballast water in oil fuel tanks	
2.1.1 The ship may under normal conditions carry ballast water in oil tanks	<input type="checkbox"/>
2.2 Type of oil filtering equipment fitted:	
2.2.1 Oil filtering (15 ppm) equipment (Regulation 14.6)	<input type="checkbox"/>
2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 14.7)	<input checked="" type="checkbox"/>
2.3 Approval standards	
2.3.1 The separating / filtering equipment:	
.1 has been approved in accordance with Resolution A.393(X) <sup>1</sup>	<input checked="" type="checkbox"/>
.2 has been approved in accordance with Resolution MEPC.60(33) <sup>1</sup>	<input type="checkbox"/>
.3 has been approved in accordance with Resolution MEPC.107(49) <sup>2</sup>	<input type="checkbox"/>

<sup>1</sup> Equipment installed on ships keel laid on or after 30 April 1994 should be in accordance with Resolution MEPC.60(33).

- .4 has been approved in accordance with Resolution A.233(VII) .....
- .5 has been approved in accordance with National Standards not based upon Resolution A.393(X) or A.233(VII) .....
- .6 has not been approved .....
- 2.3.2 The process unit has been approved in accordance with Resolution A.444(XI) .....
- 2.3.3 The oil content meter:
  - .1 has been approved in accordance with Resolution A.393(X) <sup>1</sup> .....
  - .2 has been approved in accordance with Resolution MEPC.60(33) <sup>1</sup> .....
  - .3 has been approved in accordance with Resolution MEPC.107(49) <sup>2</sup> .....
- 2.4 Maximum throughput of the system is 1.00 m<sup>3</sup>/h
- 2.5 Waiver of Regulation 14:
  - 2.5.1 The requirement of Regulation 14.1 or 14.2 are waived in respect of the ship in accordance with Regulation 14.5. ....
  - 2.5.1.1 The ship is engaged exclusively on voyages within special area(s): .....
  - 2.5.1.2 The ship is certified under the International Code of Safety for High-Speed Craft and engaged on a scheduled service with a turn-around time not exceeding 24 hours .....

2.5.2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows:

Tank Identification <small>(This table is used only in connection with waivers in accordance with Regulation 14.5)</small>	Tank Location		Volume (m <sup>3</sup> )
	Frames (from-to)	Lateral Position (P-C-S)	
Total volume			

2A Bunker tank protection, (entry into force 1 August 2007) (Regulation 12 A)

- 2A.1 The ship is required to be constructed according to Regulation 12A and complies with the requirements of:
  - .1 paragraphs 6 and either 7 or 8 (double hull construction) .....
  - .2 paragraph 11 (accidental oil fuel outflow performance) .....
- 2A.2 The ship is not required to comply with the requirements of Regulation 12A .....

3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 12) AND BILGE WATER HOLDING TANK(S) <sup>3</sup>

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank Identification	Tank Location		Volume (m <sup>3</sup> )
	Frames (from-to)	Lateral Position (P-C-S)	
No. 9 Lub. oil drain tank	25 - 30	P	3.16
No. 7 Fuel oil drain tank	23 - 27	S	3.05
Total volume			6.21

3.2 Means for the disposal of oil residues in addition to the provision of sludge tanks:

- 3.2.1 Incinerator for oil residues; capacity 10 l/h  Kg/h  kW  .....
- 3.2.2 Auxiliary boiler suitable for burning oil residues .....

<sup>2</sup> Equipment installed on ships keel laid on or after 1st January 2005 or new installations fitted onboard ships on or after 1st January 2005 should be according to Resolution MEPC.107(49).

<sup>3</sup> Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary

Name of ship: "SAN ENTERPRISE"

Record no.: 16326A  
Date of issue: 2009-09-15

- 3.2.3 Tank for mixing oil residues with fuel oil; capacity m<sup>3</sup> .....
- 3.2.4 Other acceptable means: .....

3.3 The ship is fitted with holding tank(s) for the retention on board of oily bilge water as follows:

Tank Identification <sup>3</sup>	Tank Location		Volume (m <sup>3</sup> )
	Frames (from-to)	Lateral Position (P-C-S)	
No. 8 bilge water	26 - 29	C	1.71
Total volume			1.71

4. STANDARD DISCHARGE CONNECTION (Regulation 13)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with Regulation 13 .....

5. SHIPBOARD OIL/MARINE POLLUTION EMERGENCY PLAN (SOPEP / SMPEP) (Regulation 37)

5.1 The ship is provided with Shipboard Oil Pollution Emergency Plan in compliance with Regulation 37 .....

5.2 The ship is provided with a Shipboard Marine Pollution Emergency Plan in compliance with Regulation 37.3 .....

6. EXEMPTION

6.1 Exemptions have been granted by the Administration from the requirements of Chapter 3 of Annex I of the Convention in accordance with Regulation 3.1 on those items listed under paragraph(s) of this Record ....

7. EQUIVALENTS (Regulation 5)

7.1 Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) of this Record .....

8. REMARKS / SUPPLEMENTARY INFORMATION

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at Høvik, Norway on 2009-09-15



for Det Norske Veritas AS

*Egill Andresen*

Egill Andresen  
Surveyor

Released under the Local Government Official Information and Meetings Act 1987

COPY

14 May 2012

### San Enterprise Oil Spill (2 May 2012) Response Completion Acceptance

This document marks the completion of the response to the oil spill from the San Enterprise in Timaru Harbour on 2 May 2012.

It confirms that the three major stakeholders agree that the oil has been cleared to an acceptable and practical level on the following basis:

- The risk of contact with the oil and/or inhalation of fumes from the oil by the public or personnel operating in the Port is minimal.
- The level of continued remobilisation of the oil has reduced to such a level that further damage to the environment or property is unlikely to result from it.
- The risk to wildlife has been mitigated to an acceptable level.
- There is no further impedance of port operations.
- That the harbour booms and absorbent booms and pads can be removed.

It is also agreed that in the event further pockets or sources of oil which can be reasonably attributed to the San Enterprise spill require clean up in the 10 days following the signing of this agreement, these will be attended to by Sanford Ltd at their cost.

**Tony Whiteley** Regional Harbourmaster and Regional On-Scene Commander  
Environment Canterbury

**Rhys Welburn** Infrastructure Manager PrimePort

**Darryn Shaw** Deepwater Manager Sanford Ltd

Our Ref  
Your Ref:  
Contact:

## Evan Walker

---

**From:** Evan Walker  
**Sent:** Tuesday, 15 May 2012 1:18 p.m.  
**To:** Mimouk Hannan  
**Cc:** Tony Whiteley  
**Subject:** RE: Wildlife trailer

Thanks No sweat on the report, we have yet to see Grant's and Michael Flynn's so no rush (although always good to get things done when the memories are fresh).

Thanks for advice on mobile.

Re the birds, useful numbers to have. I didn't get asked in the end but good to have them in reserve.

Obviously I meant good job in TIMARU.....

Are you moving to TU, because Johanna is there now isn't she?

Keep in touch

Evan Walker

Coast and Waterways Safety Manager

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Mimouk Hannan  
**Sent:** Tuesday, 15 May 2012 9:56 a.m.  
**To:** Evan Walker  
**Subject:** RE: Wildlife trailer

Hi Evan no probs, I thought I would do the report this week as when I start my new job it will likely be crazy. Yes thats my personal mobile, which to be honest is usually the best number to get me on so I dont mind if you have that one for me as I sometimes ignore my other one if its out of hours.

After replying i then saw your other email, if you want some final numbers (of course its really only an estimate), then I would say. 9 minimum oiled shags and 1 white fronted tern which would require washing if we could catch, 2 white fronted tern lightly oiled, and approx 12 shags which were lightly oiled/stained. 2 shags were caught but were only lightly oiled so released on site.

Hope this helps

cheers

Mimouk

**From:** Evan Walker  
**Sent:** 15 May 2012 09:45  
**To:** Mimouk Hannan  
**Cc:** Tony Whiteley  
**Subject:** RE: Wildlife trailer

Mimouk Thanks Sorry to interrupt your holiday.

That is your personal mobile isn't it? Advise when you get your new Ecan number so we can update our records/lists.

Good job at Lyttelton, look forward to your report in due course.

Cheers

**Evan Walker**  
**Coast and Waterways Safety Manager**  
DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134  
Harbourmaster office: Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Mimouk Hannan  
**Sent:** Tuesday, 15 May 2012 9:39 a.m.  
**To:** Evan Walker  
**Subject:** RE: Wildlife trailer

Hi Evan,

Thats all good thanks, I will have to travel out there soonish to put the gear I have back in and check it all. Will let you know. I am on holiday this week and have now offically moved jobs so dont have my old phone anymore. You can get me on [REDACTED] most of the time.

Cheers

Mimouk

**From:** Evan Walker  
**Sent:** 15 May 2012 09:27  
**To:** Mimouk Hannan  
**Cc:** Tony Whiteley  
**Subject:** Wildlife trailer

Hi Mimouk Tony did tow the wildlife trailer back last night and it is in our yard here, and we will take it back to Starks later today. I also found out what happened to the padlock.

Starks thought that no one down south would have the padlock key, so they took it off and put on the cable ties. They have the padlock there ready to go back on.

Give me a ring when you have a chance.

Cheers

**Evan Walker**



**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)

Mobile: 0274 360 134

**Postal Address:** Environment Canterbury PO Box 345, Christchurch 8140

**Harbourmaster office and physical address (for deliveries/courier):** First floor Harbourside House 5 Norwich Quay Lyttelton

**Lyttelton office fax:** 03 328 9158

[www.ecan.govt.nz](http://www.ecan.govt.nz)



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## Evan Walker

---

**From:** Evan Walker  
**Sent:** Thursday, 10 May 2012 3:10 p.m.  
**To:** Mimouk Hannan  
**Subject:** RE: Tu Oil spill Situation report 1400hrs Thurs 10th

Mimouk From what we saw on Monday Brodie and I thought tomorrow would have been OK, but Sanfords are being very cautious. So yes, only if things are OK, not just to suit the port.

Thanks and cheers

Evan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

**Harbourmaster office:** Harbourside House 5 Norwich Quay Lyttelton

 Please consider the environment before printing this email

**From:** Mimouk Hannan  
**Sent:** Thursday, 10 May 2012 3:05 p.m.  
**To:** Evan Walker  
**Subject:** RE: Tu Oil spill Situation report 1400hrs Thurs 10th

Sounds good to me Evan. As long as we are happy with removing the booms on Monday, not just because Primeport wants us to, and that they Oil coming off is still just residues, not oil likely to affect wildlife which it sounds is the case.

Cheers

Mimouk

**From:** Evan Walker  
**Sent:** Thursday, 10 May 2012 3:00 p.m.  
**To:** Kim Drummond; Katherine Trought; Gerald Raymond  
**Cc:** Brodie Young; Grant Finlayson; Vanessa Sugrue; Richard Purdon; Carl Diamond; Michael Flynn; Mimouk Hannan; Tony Whiteley  
**Subject:** Tu Oil spill Situation report 1400hrs Thurs 10th

All The thinking earlier in the week was that the booms could be removed tomorrow, but Sanfords coordinator reports that there is slightly more mobilisation of residue off the piles today due to the spring tides the last few days and a surge. They would like to maintain both the fence booms and the absorbents for several more days. They continue to replace the sections of boom and pads which are oiled.

I have checked with Carl and Mike and there have been no reports of any wildlife affected. Carl pointed out that there have actually been no reports of impacted wildlife from the public at all; all wildlife reports came from Ecan staff shoreline checks. (There were those reports at other locations that came through Littlewood of the TH., which on checking were found to be a reddish algal bloom.)

Sanford will continue monitoring and boat work and will give me daily updates, and Mike F will have a look tomorrow as well.

Unless there is a dramatic change, the likely removal time is now Monday morning. This is in part to fit with ship movements – there is a largish tanker coming in Monday evening and Primeport would prefer the booms away by then because they can be sucked under by vessel and tug wash, which as well making ship handling more difficult, obviously breaches the containment and could damage the booms. Tony Whiteley is back on deck on Monday and is going to TU for a pilot exam so will be on hand. (Brodie – we may not be required now).

I still suggest a short Press release tomorrow to outline the situation , after I get the daily report from Sanfords (c. 1300hours). Is this still you Gerald?

Cheers

Ivan Walker

**Coast and Waterways Safety Manager**

DDI: 03 328 9169 (Lyttelton Office)  
Mobile: 0274 360 134

Postal Address: Environment Canterbury PO Box 345, Christchurch 8140

Harbourmaster office and physical address (for deliveries/courier): First floor Harbourside House 5 Norwich Quay Lyttelton

Lyttelton office fax: 03 328 9158

[www.ecan.govt.nz](http://www.ecan.govt.nz)



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**GST TAX INVOICE**



58 Kilmore Street  
PO Box 345  
Christchurch 8140

Customer Services  
P. 03 353 9007  
or 0800 324 636

F. 03 355 3194  
E. [rcinfo@can.govt.nz](mailto:rcinfo@can.govt.nz)  
[www.scan.govt.nz](http://www.scan.govt.nz)

Sanford Ltd  
Private Bag 905  
TIMARU, 7940  
Attention: Grant McGregor

**COPY**

GST No. 52-493-773

Invoice No. SI196161

Date 17/05/12

Due Date 20/06/12

Customer No. D99852

Invoice SI196161

Page 1

Particulars	Quantity	Rate	Amount
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Materials - Sorbent Booms x 48	48	82.85	3,976.80
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On charge costs of absorbent booms used in San Enterprise

oil spill response.

Total Excl. GST	3,976.80
GST	596.52
Total Incl. GST	4,573.32

Please detach and forward with your payment

**Remittance Advice**

**Environment Canterbury**  
58 Kilmore Street  
P.O. Box 345  
Christchurch, 8140

Customer Name : Sanford Ltd  
Customer No. : D99852  
Invoice Date : 17 May 2012  
Due Date : 20 June 2012  
Invoice No. : SI196161  
Amount Due : \$4,573.32

Amount Paid

**Internet banking details:**

ASB South Island Commercial No. 12-3151-0059468-000

Please use customer No. D99852 in the reference field when making payment

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**GST TAX INVOICE**



Sanford Ltd  
Private Bag 905  
TIMARU, 7940  
Attention: Grant McGregor

58 Kilmore Street  
PO Box 345  
Christchurch 8140

Customer Services  
P. 03 353 9007  
or 0800 324 636

F. 03 365 3194  
E. ecinfo@ecan.govt.nz  
www.ecan.govt.nz

**COPY**

Invoice SI198162

GST No. 52-493-773

Invoice No. SI198162

Date 17/05/12

Due Date 20/06/12

Customer No. D99852

Page 1

Particulars	Quantity	Rate	Amount
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dispersant Shell VDC 14 x20 litre = 280 Litres at stock price	280	5.32	1,489.60
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Dispersant used in San Enterprises oil spill response 2 - 4 May 2012.

Total Excl. GST	1,489.60
GST	223.44
Total Incl. GST	1,713.04

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Please detach and forward with your payment

**Remittance Advice**

Environment Canterbury  
58 Kilmore Street  
P.O. Box 345  
Christchurch, 8140

Customer Name : Sanford Ltd  
Customer No. : D99852  
Invoice Date : 17 May 2012  
Due Date : 20 June 2012  
Invoice No. : SI198162  
Amount Due : \$1,713.04

Amount Paid

**Internet banking details:**

ASB South Island Commercial No. 12-3151-0059468-000

Please use customer No. D99852 in the reference field when making payment

COPY

ENVIRONMENT CANTERBURY  
REQUEST FOR INVOICE or CREDIT NOTE

To Revenue Clerk

Please send an invoice to:

Debtor Code: \_\_\_\_\_

Name: Sanford Ltd  
Address: P O Box 905  
TIMARU

Order Number: None  
Attention of: Grant McGregor

Description to appear on invoice or credit note: Dispersant used in San Enterprise oil spill response 2- 4 May

Make-up of charge      Name      Hours

Labour

Materials    Dispersant Shell VDC  
14 x 20 litre = 280litres

Mileage

Others (specify)

Code: (HAR)65800)

Prepared by: Evan Walker

Managers Approval

Date: 17 May 2012

Rate	Amount
280 litres at stock price \$5.32 per litre	
	\$1489.60
GST will be added on this	

Special instructions re attachments or postings:

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COPY

ENVIRONMENT CANTERBURY  
REQUEST FOR INVOICE or CREDIT NOTE

To Revenue Clerk

Please send an invoice to:

Debtor Code: \_\_\_\_\_

Name: Sanford Ltd  
Address: P O Box 905  
TIMARU

Order Number: None  
Attention of: Grant McGregor

Description to appear on invoice or credit note: On charge of costs of absorbent booms used in San Enterprise oil spill response

Make-up of charge      Name      Hours

Labour

48 x \$82.85

\$3976.80

Materials Sorbent booms

Mileage

Others (specify)

Code: (HAR)65800

\$3976.80

Prepared by: Evan Walker

Sub Total

Managers Approval



GST will be added on this

Date: 17 May 2012

Special instructions re attachments or postings:

## Evan Walker

---

**From:** Grant McGregor [GMcGregor@sanford.co.nz]  
**Sent:** Thursday, 17 May 2012 11:48 a.m.  
**To:** Evan Walker; Tony Whiteley  
**Cc:** Darryn Shaw; Dean Jurasovich; Michael Lang  
**Subject:** Stock to Timaru x Spill Solutions.

Good morning Evan,

Have reconciled stock which arrived directly x Spill Solutions.  
Invoiced to Ecan ChCh #00010750.

**Item 1 – 76 lengths (19 packs) arrived.**  
Taken by Evan to ChCh = 16 lengths (4 packs)  
Remaining at Portside = 12 lengths (3 packs)

**Used by Sanford = 48 lengths (12 packs)**

**Item 2 – 20 rolls still remaining at Portside (Nil used)**

**Please invoice accordingly.**

**It would be appreciated if you could scan/email me the invoice ASAP.**

Thanks & Regards

Grant McGregor  
Discharge Coordinator  
Sanford Limited  
Timaru  
DDI 03 6879693 cell 0274 424 361  
fax 6885400

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