

2009 INCIDENTS

OIL SPILL IN SOUTH GUJARAT

On 06 Aug 09, Coast Guard Dornier on routine EEZ surveillance sortie notice that 100 kilometer of coastline of South Gujarat and North Maharashtra have been affected by a large amount of tar ball deposits due to mysterious spillage or crude oil in the Western ODA. The oil sample analysis of the tar ball has conclusively established that the tar balls are due to crude oil spills. Tar balls/Oily spreading over 70 KM long beach in Navasari and Valsad districts and about 30 KM in Uttan, Bhayendar and Bordi beaches in Maharashtra.

MV ASIAN FOREST

Merchant Vessel MV Asian Forest, a 122metre long, 13600 GRT Bulk Carrier of Hong Kong flag developed stability related problems after she left the New Mangalore Port on 16 Jul 09. She embarked about 13000 tonnes of Iron Ore from New Mangalore Port prior leaving and due to the shifting of the Ores, the ship developed list on her port side.

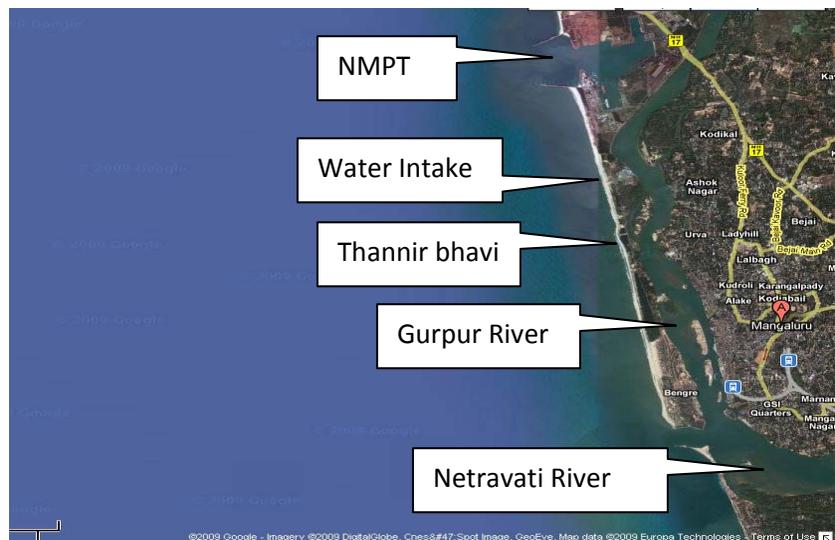


ICGS Sankalp which was operating around the area, reached the ship after hearing the distress calls made, but however, the Master informed the Coast Guard ship that he is correcting the list by transferring the ballast to starboard and turning the ship to port so as to enable the waves to set right the shifted ores to starboard side. The ship was escorted to the anchorage area of the New Mangalore port. However after few hours at about 1700 hrs the master called for rescue assistance as the vessel had listed to more than 40 degrees and the master has advised the crew to abandon the ship. 13 crew members left the ship by a life boat who were picked by the local people near the old Mangalore port and 5 crew members including the Master and Chief Engineer were rescued by ICGS Sankalp at about 1830 hrs. The abandoned vessel capsized by 1300 hrs on 18 Jul and sank in position 208 Mangalore Light 11.5 miles with 13600 tonnes of Iron ore cargo, 366 tons of Furnace Fuel Oil and 45 tonnes of Diesel oil.

Likely Escape of Oil

The oil tanks are located in the lower most part of the ship and unless there is a external breach due to grounding, collision or a rupture, the escape of oil from the ship is less likely in the near future. The fuel oil which is kept as reserve and are in the pipelines and any oil present in the bilges are likely to come out of the ship. The amount of such oil coming out will be insignificant as most of the oil gets dispersed naturally due to the agitation caused by the waves. However breach of integrity of fuel oil tanks due to any other extraneous factor cannot be ruled out.

Likely threat to the Shorelines The Mangalore city located in the port town, is an environmentally sensitive area having beautiful beaches adjoining both the north and south side of the New Mangalore Port. The Gurupur river which runs parallel to the beachfront is a lifeline river used both for agriculture purposes and fisheries. The Netravati river which is also an important river meets the Gurupur river and confluence takes place



near the old Mangalore Port and the collective water discharges at the southern end of the Thannir Bhavi Beach. Besides there are many water intake points located near the beach which are used by the industries. A large number of fishing boats operate from the Mangalore area and any spill around this area will affect the livelihood of fishermen. Although, the beaches are not fringed with coral reefs and mangroves, the mud flats near Gurupur riverine system and the coastal ecology processes gets affected by oil spills which will have a lasting effect if sedimentation of oils take place.