



Janus Systems, Ltd.

PRESTIGE SOLUTIONS

THE PRESTIGE'S OIL SPILL IN GALICIA

Data at 23.00 hours of 12.12.2002 - Source : Terra Network España, S.A.

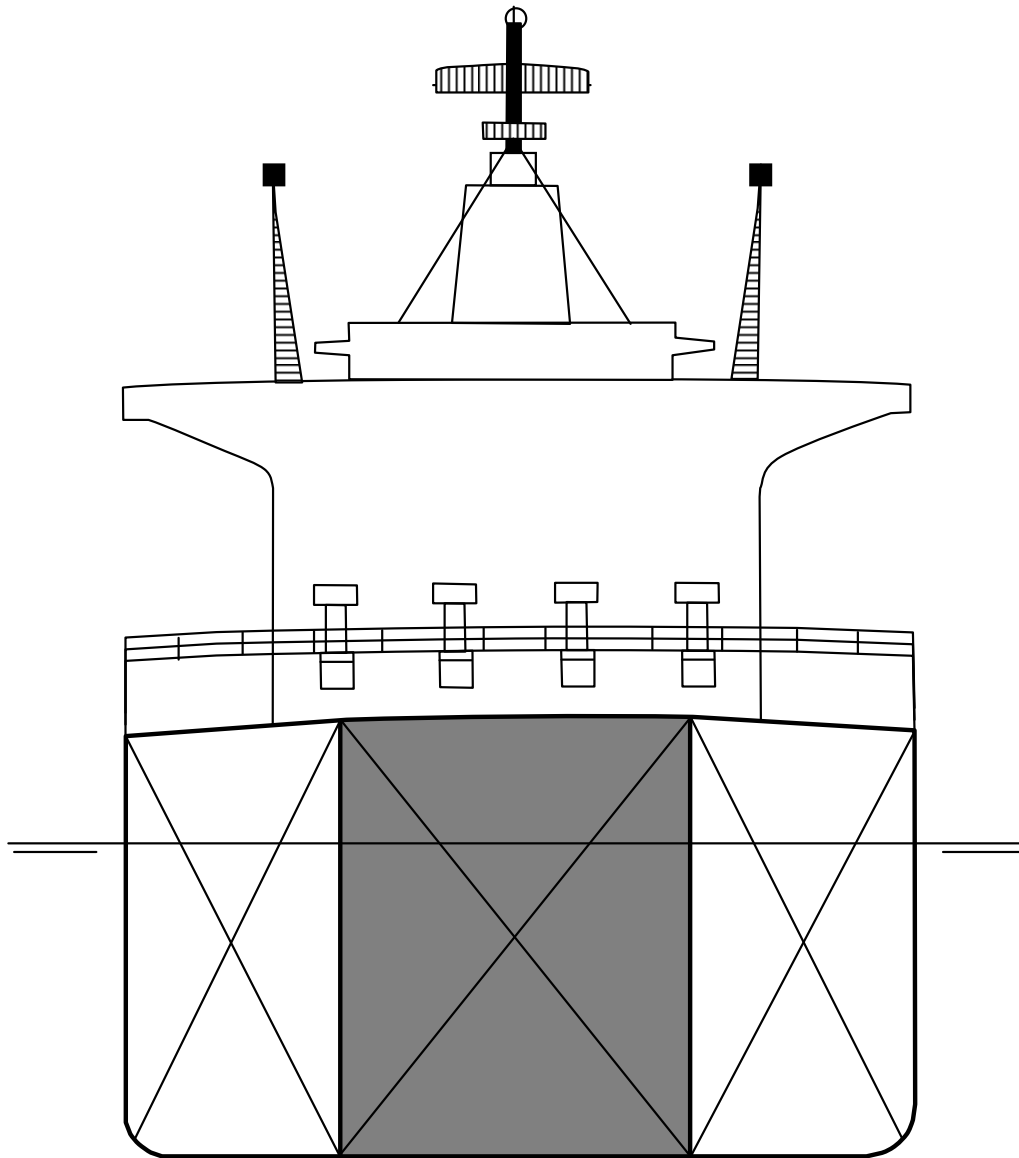
1



GENERAL FEATURES OF "PRESTIGE"

Cross section

2

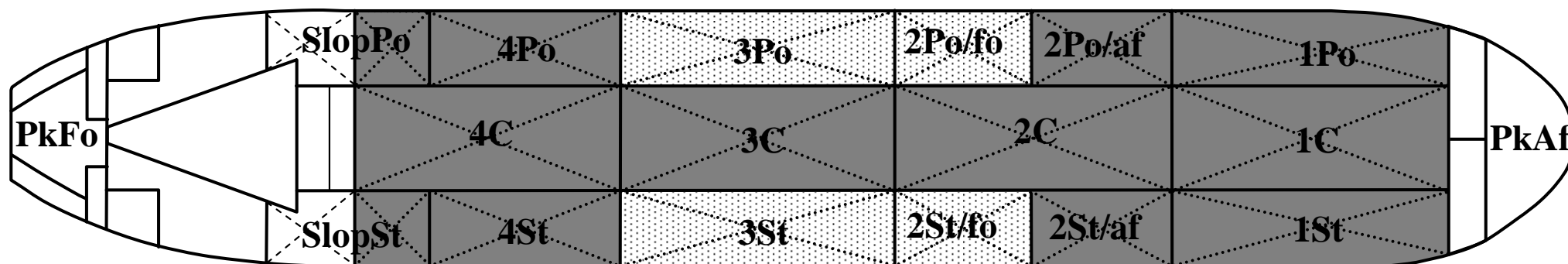
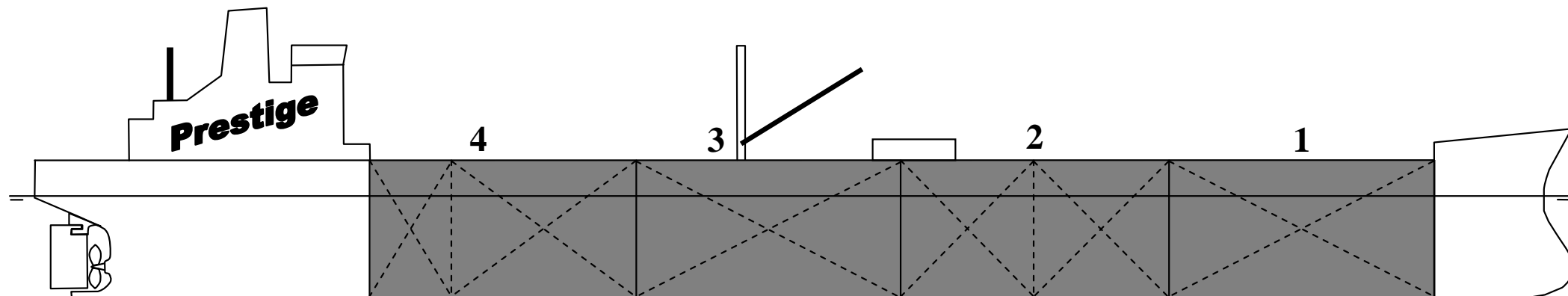


Total length	=	243,49	m.
Length between perp.	=	232,00	m.
Breadth	=	34,55	m.
Depth	=	18,70	m.
Draught max. load	=	14	m.
GRT	=	42.820	t.
Cargo volume	=	100.813,56	m3
Deadweight	=	81.559	t.
Service speed	=	12	kn
Classification society	=	ABS	
Structural steel	=	A, B or D	

GENERAL FEATURES OF "PRESTIGE"

Profile and longitudinal section

3



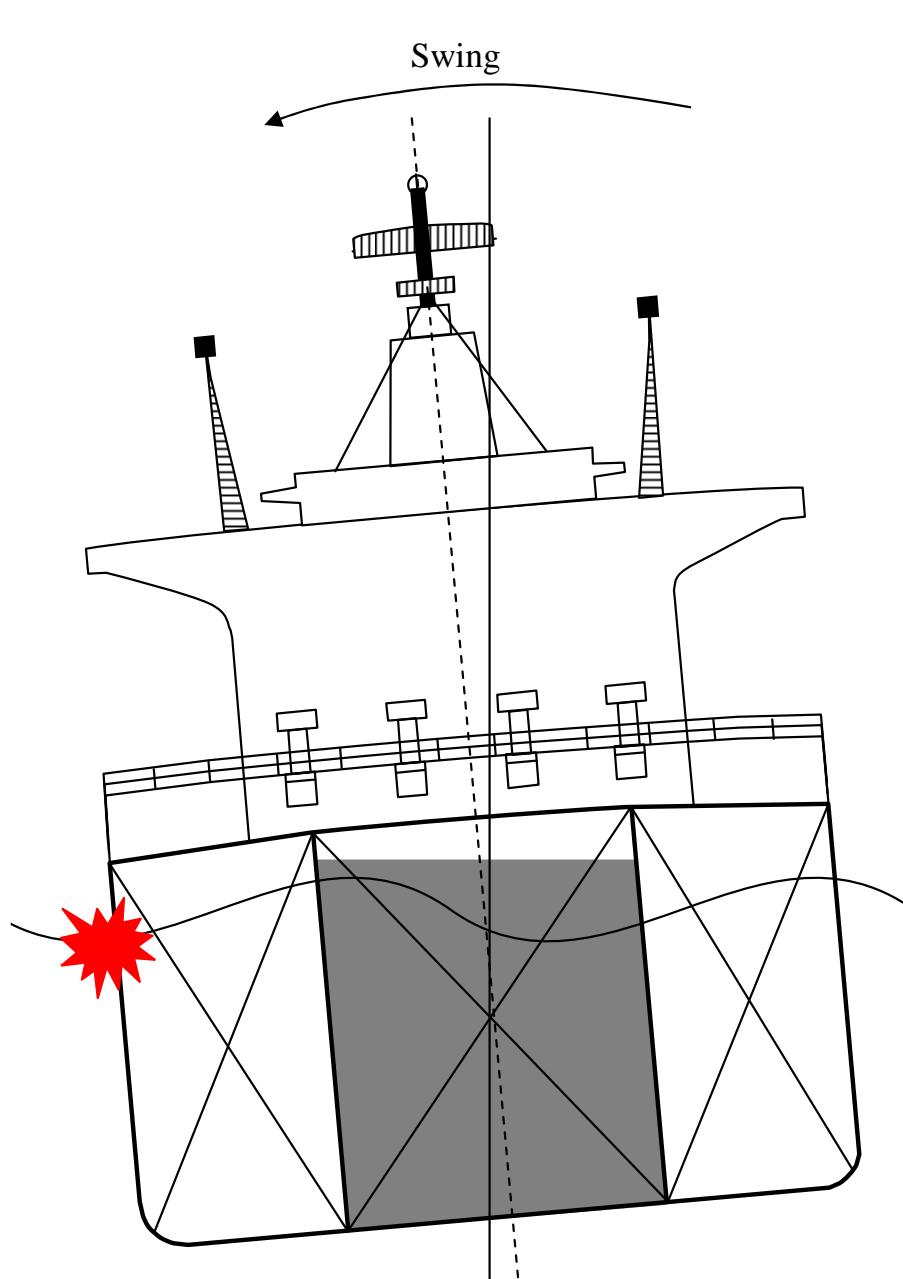
<u>Tank</u>	<u>Max. cap. (m3)</u>
1C	12.205,96
2C	12.324,21
3C	12.323,84
4C	12.457,69
1Po	7.061,30
1St	7.061,30

<u>Tank</u>	<u>Max. cap. (m3)</u>
2Po/af	12.205,96
2St/af	12.324,21
4Po	12.323,84
4St	12.457,69
SlopPo	7.061,30
SlopSt	7.061,30
TOTAL	85.648,93

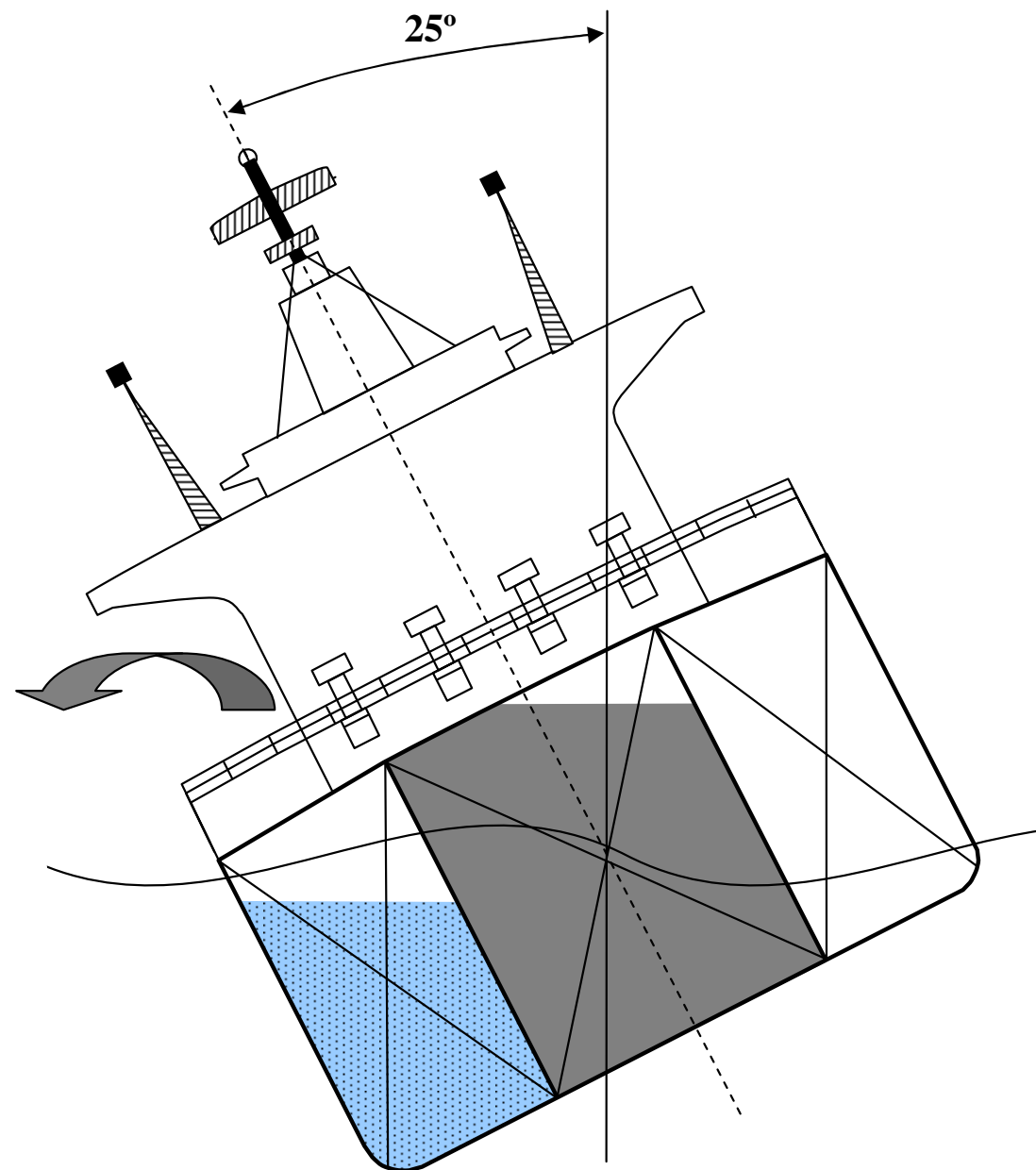
THE "PRESTIGE" ACCIDENT

Details of the initial fault

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IMPACT

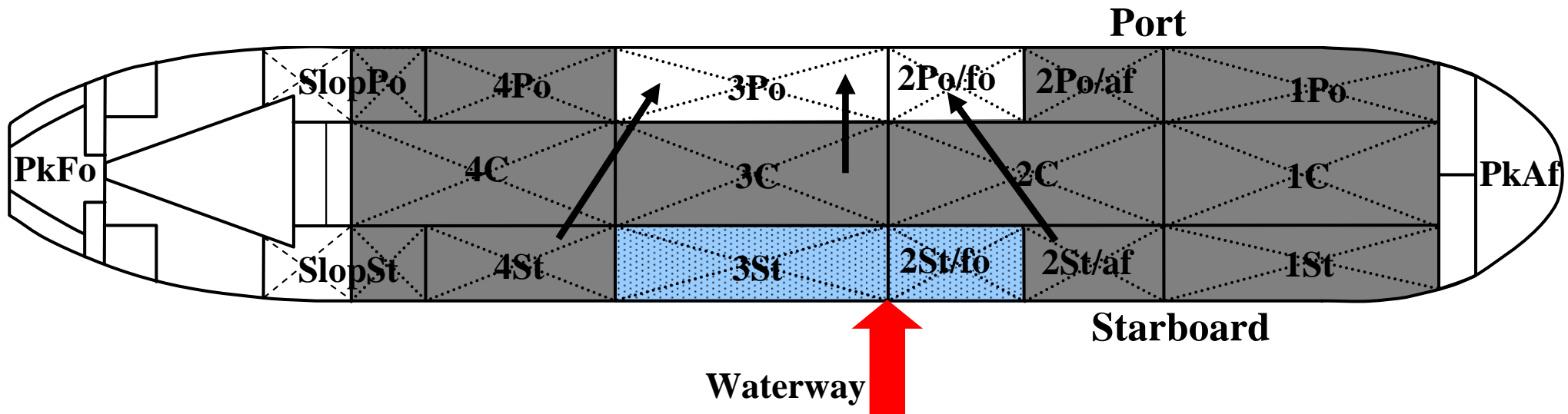


OIL SPILL BY TAPIN

SOLUTION <A> TO SAVE THE "PRESTIGE"

The best choice - Transfer to port fuel

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<u>Tank</u>	<u>Fuel weight (t.)</u>	<u>High vacuum (m)</u>	<u>Sea water shipped (t.)</u>	<u>Tank</u>	<u>Fuel weight (t.)</u>	<u>High vacuum (m)</u>	<u>Sea water shipped (t.)</u>
1Po	6.603,06	1,87		3Po	0,00		
1C	6.841,65	9,24		3C	11.818,72	1,29	
1St	6.710,26	1,50		3St	0,00		7.415
2Po/af	3.588,28	1,57		4Po	5.058,69	1,26	
2C	11.767,61	1,36		4C	11.921,20	1,29	
2St/af	3.647,93	1,32		4St	5.065,11	1,22	
2Po/fo	0,00			SlopPo	1.496,26	1,08	
2St/fo	0,00		3.707	SlopSt	1.470,15	1,25	

After the accident sailed about 11 t. sea water to starboard. To correct the list should have been decanting fuel to port:

- From the tank 4St to tank 3Po
- From to tank 2St/af to tank 2Po/fo
- From to tank 3C to tank 3Po

Have been avoided thus increasing the draft and had not exceeded the maximum allowable bending moment.

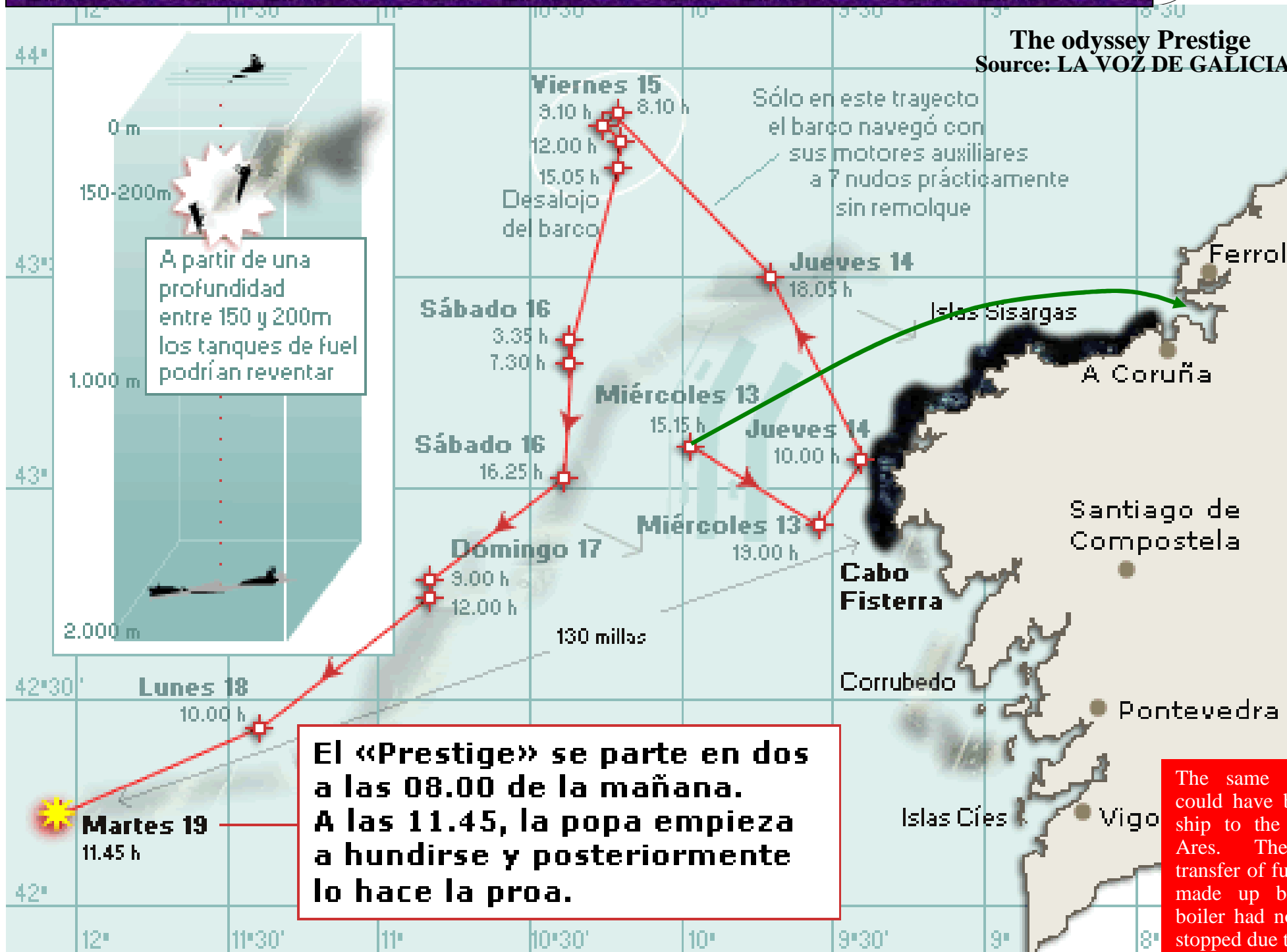
SOLUTION TO SAVE THE "PRESTIGE"

The next best thing - Bring the ship to the estuary of Ares

6

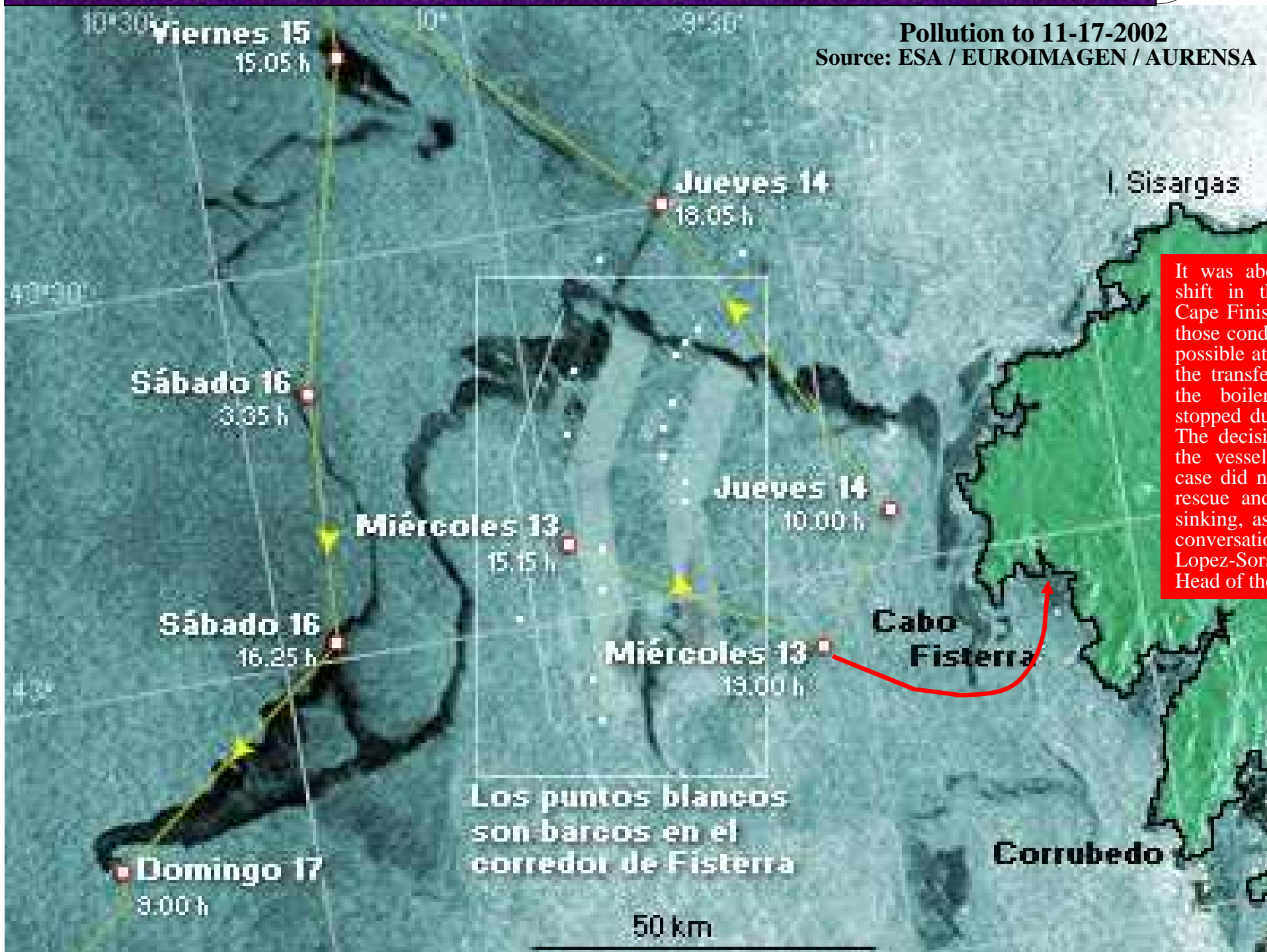


The odyssey Prestige
Source: LA VOZ DE GALICIA



SOLUTION <C> TO SAVE THE "PRESTIGE"

The third-best (after engine shutdown) - Bring the ship to the estuary of Corcubi3n



It was about making a shift in the shelter of Cape Finisterre, since in those conditions was not possible at sea. To make the transfer had to start the boilers that were stopped due to the heel. The decision to remove the vessel NW in any case did not include the rescue and whether the sinking, as stated in the conversations between Lopez-Sors and the Head of the Centre.