

Chapter 1 : Talk:MV Argo Merchant - Wikipedia

The Argo Merchant was built in Hamburg, Germany and was launched in December as the Arcturus, under Liberian registry.. It was feet long with a foot draft, and 28, DWT.

Comment[edit] Good little article. I would be very interested to learn more about what damage it did cause. Oil Spills are something I tend to think of as happening far away and having little to do with me, but this one was quite close. Kind of an eye opener. Not a good article yet -- Do we have a citation for them? With regard to units, surely every distance should be in nautical miles? Other measurements, if converted, may be in any unit. Fiddle Faddle talk In spite of what you Brits say, the article started out in English units. Gallons are still reported, with liters in parenths. My objection is the original reports were all made in feet and gallons. They were ridiculously changed to metric, where a gross error was inserted. As a person who was on the scene, I know. So feel free to remove the reference to gallons. After all, you guys are all about form, not content! MBarrieau MBarrieau talk But this project requires facts to be cited. So being on the scene is interesting, perhaps praiseworthy depending upon your role, and knowing facts is good, but facts are useless if not cited in a reliable source. The project has a preference for SI Units. That may be weird, even unhelpful, but it is the project. Nor should you care. Wikipedia is a social experiment and an encyclopaedia. It works by consensus. Most consensus building is done without getting cross with other folk here. Please take a moment to review my edit. If you have any questions, or need the bot to ignore the links, or the page altogether, please visit this simple FaQ for additional information. I made the following changes: As of February , "External links modified" talk page sections are no longer generated or monitored by InternetArchiveBot. No special action is required regarding these talk page notices, other than regular verification using the archive tool instructions below. Editors have permission to delete the "External links modified" sections if they want, but see the RfC before doing mass systematic removals. If you have discovered URLs which were erroneously considered dead by the bot, you can report them with this tool. If you found an error with any archives or the URLs themselves, you can fix them with this tool.

Chapter 2 : M/V Argo Merchant : Oil in the Ocean

MV Argo Merchant was a Liberian-flagged oil tanker built by Howaldtswerke in Hamburg, Germany, in , most noted for running aground and subsequent sinking southeast of Nantucket Island, Massachusetts, causing one of the largest marine oil spills in history.

Argo Merchant grounding off Nantucket produced lessons in tracking oil spills Aug 29, The destination was Salem, Mass. The 18,ton, foot ship was loaded with a cargo of 7. Personnel and mechanical problems, complicated by bad weather, resulted in the demise of Argo Merchant on Dec. The ship was carrying an unqualified helmsman on board, and it was later reported that this crewmember had not been properly supervised in the hours immediately before the emergency. No accurate celestial fix had been obtained for at least 15 hours before the accident. The captain also indicated at an inquiry that the tanker had a malfunctioning gyrocompass. Heavy seas cover the decks of Argo Merchant while the tanker lies aground near Nantucket Island. The ship was carrying 7. Coast Guard These problems came to an unfortunate confluence when the weather turned bad. The captain, fearing destruction of the ship in rough conditions, requested permission to dump cargo in an effort to refloat the vessel. No permission was forthcoming from the salvage company responsible for the value of the cargo. Other methods of minimizing damage by attempting to make the ship lighter, e. It had been hoped emergency measures would reduce stress on the frame and keep the distressed tanker from breaking apart until the oil could be offloaded. Instead, Argo Merchant remained heavily laden and inflexible in the turbulent water. It became clear her structure was threatened as tug assistance failed and the weather continued to deteriorate. Consequently, the captain made the decision to evacuate on Dec. In response to this request and to worsening conditions, the U. After its crew evacuated, Argo Merchant broke apart and spilled its cargo of heating fuel. Four days later, the ship broke in two, spilling its cargo. The bow section split forward of the bridge and capsized the next day, floating aimlessly a few hundred yards to the southeast. Eventually the Coast Guard sank the bow section, but the stern section remained aground. Attempts to prevent environmental damage were ineffective. Emergency crews twice tried to burn Argo Merchant on site. On this first attempt, the boxes were ignited using timed grenades. The boxes themselves burned, but the fire did not spread as hoped. The second attempt, this time on a large slick, was conducted on Dec. The Coast Guard vessel Spar, aided by aircraft, located a large, oval-shaped area of oil which broke into smaller circular patterns as the salvage boat approached and moved into position. More Tullanox was dropped onto the oil in the form of open bags. None of these efforts were successful, and the entire endeavor was terminated after failing to maintain a sustained burn. Pancake-shaped slicks of almost , square feet developed. These slicks were, in some cases, 10 inches thick. The next spring, oil balls weighing as much as 70 pounds washed ashore on Nantucket. Analysis of the oil confirmed it was identical to the cargo carried by Argo Merchant. It could not be definitively determined, however, that these particular balls were part of her load. Sediment samples taken in the area of the spill consistently showed oil contamination. It was fortunate that northwesterly winds prevailing at the time spared coastal areas, fisheries and beaches by blowing the oil offshore. Because of the direction in which the wind blew the oil, concern about damage focused on economically important fishing grounds in the area of Georges Bank. Evidence of oil contamination was observed in fish, shellfish and plankton collected in that area. Cod and pollack eggs were also contaminated. Seabirds, especially gulls, were fouled with oil, mostly on the breasts and abdomens. Diving birds reportedly fared better, few being observed heavily oiled. The local populace was concerned about the Argo Merchant spill and media coverage kept the accident visible. Information was often wildly inaccurate, giving the impression that there had been widespread, serious damage. It took consolidation of two salvage team command posts to alleviate the problem of conflicting information, and careful tracking of the spill as it moved away from land, to assure the public that no permanent damage had been done and minimal short-term damage had occurred. Because of the public scrutiny, the Argo Merchant accident was the focus of intense scientific activity for several months after the grounding. Ecological impact was assessed by studying migration of the oil, as well as the flora and fauna affected. Geological Survey and others collected numerous water, sediment, fish and shellfish samples.

Thorough efforts were made to observe and track the oil. Attention was paid to mapping the spill in order to allay environmental concerns and to develop models for the future. It was determined that the spill traveled at an average speed of just over 1 percent of surface wind speed. Six thousand drift cards were positioned between the spill and the shore designed to give advance warning at locations of probable coastal contamination. After some early confusion concerning roles of the various agencies involved, research efforts were well coordinated and, as a result, very successful. The findings provided assurance to the public that minimal ecological damage had been done as a result of the Argo Merchant spill. An indication of the relatively small amount of damage done to area fowl could be seen in the number of birds recovered. Only oiled birds were located. As a direct result of this disaster, NOAA developed a hazardous materials team to provide and coordinate future responses, funnel necessary information to the Coast Guard, and to develop standard methods of assessing oil spills. This team has grown in the years since Argo Merchant, with expert personnel located around the United States.

Chapter 3 : Argo Merchant oil spill was catalyst for change - News - Wicked Local - Boston, MA

Spill extent: uncertain M/V Argo Merchant (Photo courtesy NOAA) On Tuesday, December 15, , the Argo Merchant, a Liberian-flagged tanker carrying nearly 8 million gallons of Number 6 fuel oil, ran aground on Fishing Rip Shoals, about 25 miles southeast of Nantucket Island.

Chapter 4 : Hunting New England Shipwrecks

Dec. 14, -- When the Argo Merchant ran aground on Nantucket Shoals off Massachusetts early on Dec. 15, , and spilled nearly 8 million gallons of heavy fuel oil, it became the worst marine oil spill the United States had seen. It also led to the eventual creation of the Office of Response and Restoration (OR&R).

Chapter 5 : ARGO MERCHANT, United States, - ITOPF

The vessel was carrying approximately , barrels of No. 6 Fuel Oil (80%) and cutter stock (20%). The master of the Argo Merchant requested permission to dump cargo in an effort to control draft and re-float the vessel.

Chapter 6 : Argo Merchant by jahooty jahooty on Prezi

Winds during the spill period were offshore from Massachusetts, and as a result no oil from ARGO MERCHANT ever reached the shoreline and no coastal impact was reported. Hydrocarbon contamination of the bottom sediments was restricted to an area immediately around the wreck, and apparently was short-lived.

Chapter 7 : Argo Merchant Mishap by Megan Cook on Prezi

*The Argo Merchant oil spill incident: December 15, to February 15, ; a report to the Administrator [Unknown] on calendrierdelascience.com *FREE* shipping on qualifying offers. This book was digitized and reprinted from the collections of the University of California Libraries.*

Chapter 8 : Full text of "The Argo Merchant oil spill : a preliminary scientific report"

The Argo Merchant oil spill on Nantucket Shoals (Massachusetts) in December , was the focus of a massive scientific investigation. More than scientists were involved in predicting and studying the fate and effects of the spill, at a cost exceeding \$,

Chapter 9 : MV Argo Merchant - Wikipedia

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