



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 187 6th July, 2009

Email info@spillcontrol.org Web <http://www.spillcontrol.org>

ISCO WELCOMES NEW MEMBERS

Since we last gave you news on new members of ISCO, we are now pleased to introduce and welcome the following new members –

- Captain Thejo Sadhu Prakash of GSS Consultants Pvt. Ltd., Chennai, India.
- SpillGo Ltd., Co Wicklow, Ireland.
- Evolution Sorbent Products, Chicago, USA.
- UK Spill Ltd., the UK's Spill Response Industry Trade Association.
- Mr Mauricio Padilha of Alpina Briggs Defesa Ambiental S/A
- Seacor Environmental Services Middle East Ltd.
- Mr Marco Formicola of Alpina Ambiental S.A., Brazil.
- Mr Colin Mackay of Envirocol, Glasgow, UK.
- T & T Environmental Technology, Ankara, Turkey.
- Tulip Environmental Services, Istanbul, Turkey.
- Mr Erik Halbert of Boston Strategies International, USA
- Mrs Melinda Pascale of Kymenlaakso University of Applied Sciences, Finland

CAPTAIN W. FRASER FORBES, M.N.I.

We are saddened to have to report the untimely death of Capt. Fraser Forbes who died on Thursday 2nd July. Fraser, who has been ill for only a few months, recently celebrated his 60th birthday on June 19th with friends and neighbours and was reported to have been in his usual good form. With his characteristic good humour and respected leadership qualities, Fraser will be greatly missed by his many friends and colleagues in the oil spill response community.

Fraser had a long and distinguished career, having played a leading role in the response to many major marine pollution incidents. He entered the marine oil spill response industry in 1982 on secondment to Salvesen Offshore Services as master of the *MV Kinbrace* and superintendent in charge of the company's inner Moray Firth pollution response operations. He also commanded the *MV Forth Explorer* (formerly *MV Fasgadair*, the UK's first dedicated oil spill response vessel, operated by BP and managed by Christian Salvesen) and served for many years as a Director of Briggs Marine Environmental Services (BMES). Latterly, he moved back to his home area where he was General Manager for the Tug Owners, J. P. Knight (Caledonian) Ltd. In Invergordon, Ross-shire.

The funeral will be on Tuesday 7th July at 1 pm in Tain Parish Church.

FINLAND: THE SÖKÖ PROJECT (MANAGEMENT OF ON-SHORE OIL SPILL COMBATING)

In welcoming Mrs Melinda Pascale of the Kymenlaakso University of Applied Sciences as a new member of ISCO, your editor took the opportunity to visit the website of the University and was interested to find information about the SOKO Project. Not having been previously aware of this project, he thought that readers would also like to be informed.

The SOKO project is led by a university of applied sciences research team that develops regionally tailored on-shore oil recovery operations. The results of the project are presented in regional guidebooks achieved as a joint effort between oil combating authorities,

educational institutes, civic organisations and businesses. The SOKO action plan is a complementary study to the regional and national statutory contingency plans for the worst case oil spill scenario (30 000 tons in the Gulf of Finland). The main result, comprehensive guidebooks, are a collection of studies undertaken mainly by further education students and specialists under the supervision of the project steering group composed of oil combating authorities. The guidebooks are used as action plans and manuals for the response commander as well as for training both authorities and volunteers. The first guidebook was accomplished in 2007 for the eastern Regional Rescue Service of Finland (Kymenlaakso). Three new guidebooks are to be produced by the year 2011 including regional updates and new topics.

You can find out more about the SOKO Project by visiting the University's website – <http://www.kyamk.fi/soko> and selecting the "in English" option in the menu on the left hand side of the page.

EMSA'S EXECUTIVE DIRECTOR, WILLEM DE RUITER, IS AWARDED HONOUR



From left: Francis Vallat, President of the French Maritime Cluster; Dominique Bussereau, French Minister of Transport; Willem De Ruiter, EMSA

On the occasion of the EU Maritime Day, Willem de Ruiter was made a Chevalier du Mérite Maritime, a French national award given for outstanding services in the maritime field.

The medal was offered by Dominique Bussereau, minister of Transport, representing the government, during a ceremony organised in the lounge of 'Vedettes de Paris' by the French Maritime Cluster with the participation of the Institut Français de la Mer.

DICKENSHEETS JOINS T&T BISSO RESPONSE

The T&T Bisso Response Network, an industry leader in vessel emergency response, salvage and marine firefighting services, is pleased to announce the addition of Tim Dickensheets to its team.

Dickensheets will serve as director of Vessel Response Services for the company's Oil Pollution Act of 1990 (OPA 90) Emergency Response, Salvage and Marine Firefighting team.

"Tim has the background and experience in the U.S. and international maritime communities that will make him a valuable new member of the T&T Bisso Response family," said Mauricio Garrido, the company's general manager for the Americas and Europe.

Dickensheets began his career in emergency response addressing oil and chemical incident management for both vessels and facilities. He has spent the last 19 years in the Spill Management and Qualified Individual arena using his background in environmental management, maritime security, pollution prevention and response, corporate crisis management and federal and state agency partnering.

"Tim's diverse background and his strong relationship with both shipowners and underwriters will offer a smooth integration into an incident management system," Garrido said. http://www.oilonline.com:80/home/faces/?xt_tnews%5Btt_news%5D=76239&cHash=265ce52b15



SEYCHELLES: INFOTERRA COMPLETES LARGEST OIL SLICK MAPPING PROJECT OF OFFSHORE SEYCHELLES

Infoterra Ltd, a leader in the provision of geographic information products and services, and a subsidiary of Astrium, has completed an oil slick mapping and interpretation project of offshore Seychelles in collaboration with Seychelles Petroleum Company (Seypec).

This is the largest slick mapping project ever undertaken of offshore Seychelles - with the acquisition of over 150 radar satellite scenes across the 500,000 km² area - the project was undertaken during April and May to take advantage of the optimum weather window.

Infoterra's team of experts characterised and ranked all oil slicks, as probable natural seepage or man-made [pollution](#), immediately the satellite imagery was received. This approach is a powerful method for assessing the probability of the presence of a mature source rock and an active petroleum system, saving both time and money. The team also mapped the location and movement of all shipping visible in the area to give a more complete picture. Read more - <http://www.gisuser.com/content/view/17895/> [Thanks to Don Johnston of DG & Hazmat Group for relaying this report]

A SPATE OF RAIL TANKER HNS ACCIDENTS

Over the last days there has been a series of serious accidents involving rail transport of HNS. On June 20, it was reported that a freight train de-railed north-west of Chicago, USA resulting in a fireball when tank cars loaded with ethanol exploded causing one fatality and seriously injuring another. <http://www.wsbt.com/news/regional/48657677.html> On June 19 two rail tankers filled with gas exploded in a fireball after a derailment in the northern Italian city of Viareggio, engulfing nearby homes and killing 13 people (now increased to 22) and injuring 50 others. http://www.abc.net.au/news/stories/2009/06/30/2612204.htm?WT.mc_id=newsmail Then on June 30 a 50-tonne rail-tanker loaded with 23 tonnes of liquefied petroleum gas fell into a river in east China's Zhejiang Province http://news.xinhuanet.com/english/2009-07/01/content_11633753.htm The frequency of incidents involving rail tank cars and road tankers is very high and it is not possible for the ISCO Newsletter to regularly report on multiple incidents of this kind. Readers who want to access this information are strongly recommended to subscribe to the excellent Newsletter published by Don Johnston of ISCO Associate Member, the DG & Hazmat Group. Don issues his newsletter via email every few days and it contains graphic reports and dramatic photos, often accompanied by video material, on worldwide petroleum and HNS incidents. You can contact Don at petenv@optusnet.com.au

HERDING AGENTS USED TO THICKEN OIL SLICKS IN BROKEN ICE

Field tests in the Alaskan Beaufort Sea have shown that deploying a boom and skimmer in broken ice conditions causes severe limitations of conventional containment and recovery equipment. The biggest problem is that when a boom is deployed to collect and concentrate oil for skimming, it also collects and concentrates ice pieces that interfere with the skimmer.



Research was conducted at the SL Ross Environmental Research Ltd. lab in Ottawa, Canada using herding agents to thicken slicks. Data shows that herding agents can significantly contract and thicken oil among ice without concentrating the surrounding ice. Since a skimmer removes oil from the center of a herded slick, the herding agent has the potential to cause the slick to contract towards the skimmer eliminating the need to move the skimmer around to collect the oil.

With this research data, the Minerals Management Service (MMS) funded a two week test series at Ohmsett in February to explore the capabilities and limitations of using herding agents to thicken oil in loose pack ice for recovery by mechanical skimmers.

For the series of tests, a 30-foot diameter boomed ring was positioned between the auxiliary bridge and the main bridge to provide a controlled test area and simulate a section of pack ice. The ring was free floating so it could drift, and a wind screen was used to reduce cross winds and maximize test time before the ring drifted into the test wall, which would cause the ice to accumulate on the downwind side of the boom. Once ice was loaded into the ring, in concentrations of 0%, 10%, and 30%, by area, oil was applied to the water and spread between the ice floes. When the oil had spread to its maximum area, a U.S. Navy (USN) developed herding agent was applied around the inside perimeter of the ring, causing the slick to contract and thicken.

Three types of oil were used: Alaska North Slope (ANS) crude from Alyeska Pump Station #1, Pt. Macintyre crude, and Marine Gas-Oil (MGO). Comparative tests were conducted with a weir skimmer and a disc skimmer and measured Oil Recovery Rate (ORR) and Oil Recovery Efficiency (RE).

<http://www.ohmsett.com/OHMSETT/Ohmsett%20Gazette%20Spring-Summer%202009.pdf>

TECHNOLOGY: RAE SYSTEMS INTRODUCES AUTORAE LITE FAST CALIBRATIONS STATION FOR QRAE II TOXIC GAS MONITOR

RAE Systems Inc. has introduced the AutoRAE Lite calibration station for the QRAE II 1- to 4-gas confined space monitor. The AutoRAE Lite is a high-speed, low-operating-cost bump test and calibration station that stores each calibrated unit's data. The QRAE II is a toxic gas monitor that is used in confined space entry and industrial safety applications.



"We are pleased to offer a fast calibration station with data management capability to meet industry-standard best practices," said Randy Fuson, RAE Systems product manager for portable instruments. "The AutoRAE Lite simplifies the daily bump test process by testing the alarms for the oxygen, hydrogen sulfide, carbon monoxide and lower explosive limit sensors, all in one 12-second test."

The AutoRAE Lite is a fully automated, integrated calibration and bump test station that provides either a 12-second bump test or a two-minute full calibration. The built-in demand-flow gas system eliminates accidental calibration gas leaks. The data management system can load calibration data to an industry-standard SD-memory card, which can then be offloaded to a computer. The AutoRAE Lite is available in two configurations: for use with the single-gas ToxiRAE 3 carbon monoxide or hydrogen sulfide monitor or for use with the QRAE II 1- to 4-gas monitor in either pumped or diffusion configurations.

<http://www.raesystems.com>

EMSA: TENDER FOR CLEANSEANET DATA CENTRE LAUNCHED

A tender for the EMSA CleanSeaNet Data Centre has been launched, to include the design, development, implementation, and maintenance of the CleanSeaNet Data Centre (CSN DC) for the provision of a 'near-real-time' service for monitoring oil spills in European waters, and integrating relevant data from different sources. The CSN DC, to be hosted at EMSA, will enable the Agency to manage Earth Observation data, and to store and manage data for distribution to CleanSeaNet users. The CSN will guarantee an integrated platform for the alert, visualisation, dissemination, input and archiving of both data and information, upon which new services with strong long-term value can be built. For more info – <http://www.emsa.europa.eu>

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate, unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.