



# ISCO NEWSLETTER

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## USA: ISCO MEMBER, RESOLVE MARINE GROUP. SPECIALISTS RESPOND TO AN IMPLOSION ON A SHIP ANCHORED SOUTH OF THE VERRAZANO BRIDGE



A concerted response by technical experts from US Coast Guard (USCG), New York City Fire Department (FDNY) and Resolve Salvage & Fire (Americas), Inc. averted the risk of a toxic material release from a chemical carrier anchored in Gravesend Bay near Brooklyn last week.

During operations with a barge alongside to transfer ethanol cargo, the 443-foot chemical carrier Sichem Defiance sustained an implosion on board. The main deck over a cargo tank collapsed and adjacent bulkheads were

breached. The ship's cargo consisted of benzene LAB and ethanol, a dangerously volatile liquid.

Following the violent event, the ship's captain immediately notified federal and port authorities. USCG dispatched a response team from its Atlantic Strike Team based at Fort Dix, NJ, and FDNY, having responsibility for hazardous material spills on city waters, set up an Incident Command Post in the vessel's wheelhouse with a Marine Battalion Commander in charge.

The ship also notified Resolve, the vessel's [salvage response contractor](#), who sent casualty response engineers on board to address safety issues, survey damages, and develop an action plan to prevent another explosion, fire or spill. The Resolve team worked with FDNY and USCG experts to mitigate potential threats to the crews on board and the local populace, and assumed emergency pumping and air monitoring duties.

Resolve developed an [emergency operations plan](#) based on tank loading conditions and assessments of the implosion damage's effect on the ship's structural integrity and stability. Following the plan's review by the ship and USCG engineers and all-hands safety briefings on board, portable pumps were used to transfer residual cargo and ballast from damaged tanks. The damaged tanks were flushed and vented to put the ship in stable condition. <http://www.earthtimes.org/articles/show/resolve-marine-group-specialists-respond,1142576.shtml>

## USA: HAZMAT SURVIVAL TIPS: WORKING WITH CLEAN-UP CONTRACTORS

An interesting article from *Fire Engineering Magazine* relating to the interface between clean-up contractors and fire brigades.

"During many incidents involving a hazardous material release, "clean-up contractors" clean up and remove the spilled chemical. These companies have the personnel,

equipment, and experience to conduct cleanup operations safely and in accordance with to local, state, and federal environmental and occupational regulations.

Some local government leaders are dismayed when the first responders do not conduct cleanup operations. They ask, "Isn't that what we pay them for?" The reality is that most fire departments, besides not having the equipment and personnel for these activities, do not have the necessary environmental permits. Likewise, although employees of companies that use or handle chemicals can sometimes clean up spills considered to be "incidental," federal occupational standards clearly define the limits of these types of spills. Companies that choose to clean up chemical spills in-house that exceed these limits not only expose their employees to unnecessary risk but also expose themselves to potential civil and criminal liability.

Throughout my fire service career, I have found most cleanup contractors willing to do whatever was necessary to protect personnel, property, and the environment. However, I have also learned there are a few things first responders should know to deal effectively with these contractors *before* someone signs a cleanup contract".

Read the complete article at: [http://www.fireengineering.com/index/articles/display/3690064875/articles/fire-engineering/hazmat-survival\\_tips/2010/01/hazmat-survival\\_tips.html](http://www.fireengineering.com/index/articles/display/3690064875/articles/fire-engineering/hazmat-survival_tips/2010/01/hazmat-survival_tips.html)

## **POISONED SHIPMENTS: ARE STRANGE, ILLICIT SINKINGS MAKING THE MEDITERRANEAN TOXIC?**



**BEACHED** - The cargo ship *Rosso*, which ran aground near Amantea, Italy, in December 1990, may have contained radioactive waste that was dumped at sea. The bright red hull is the result of a repainting job after stranding, perhaps done to hide markings.

In October 2009 the government of Italy announced that a wreck discovered off the southwestern tip of the country is the *Catania*, a passenger vessel sunk during World War I—and not the *Cunski*, a cargo ship loaded with radioactive waste, as alleged by district authorities from nearby Calabria. Few locals are reassured, says Michael Leonardi of the University of Calabria. He and

others maintain that the putative *Cunski* is still out there and is just one of numerous ships full of poisonous garbage that a crime syndicate has scuttled in the Mediterranean Sea. Such a startling allegation, if true, would not only damage the tourism and fishing industries along this idyllic coast but also compromise the health of Mediterranean residents.....

.....Scalia contends that 39 ships were wrecked under questionable circumstances between 1979 and 1995 alone; in every case, he adds, the crew abandoned the ship long before it sank. An average of two ships per year suspiciously disappeared in the Mediterranean during the 1980s and early 1990s, according to Legambiente—and the number has increased to nine wrecks per year since 1995. Paolo Gerbaudo of the Italian daily *il Manifesto*, who is assisting investigations, has identified 74 suspect wrecks of which he regards 20 as being extremely suspicious. (The record extends until 2001.)

One notable example of a dubious wrecking is the *Jolly Rosso*, which washed up in December 1990 near the town of Amantea, after what investigators believe was a botched attempt to scuttle it. The cargo was offloaded and allegedly buried on land. In October 2009 an environmental ministry report noted that district authorities detected dangerous substances in a nearby river valley, including a buried concrete block containing mercury, cobalt, selenium and thallium at very high concentrations—and displaying substantial radioactivity indicative of synthetic radionuclides. Authorities also found marble granules mixed in with thousands of cubic meters of earth, which was contaminated with heavy metals and cesium 137, typically a waste product of nuclear reactors. The assemblage suggests that the *Jolly Rosso's* cargo included radioactive waste, sealed in concrete and shielded from detection by marble dust (which absorbs radioactivity). Read the complete article from the *Scientific American* at: <http://www.scientificamerican.com/article.cfm?id=poisoned-shipments-criminal-waste-disposal>

## USA: NOAA END-OF-DECADE SPILL SUMMARY

The end of the decade is marked by lists of all sorts. During the past decade, NOAA's Office of Response and Restoration (OR&R) has responded to over 1,100 incidents, including oil spills, ship groundings, chemical releases, and plane crashes. Read more: [http://response.restoration.noaa.gov/topic\\_subtopic\\_entry.php?RECORD\\_KEY\(entry\\_subtopic\\_topic\)=entry\\_id\\_subtopic\\_id.topic\\_id&entry\\_id\(entry\\_subtopic\\_topic\)=801&subtopic\\_id\(entry\\_subtopic\\_topic\)=24&topic\\_id\(entry\\_subtopic\\_topic\)=1](http://response.restoration.noaa.gov/topic_subtopic_entry.php?RECORD_KEY(entry_subtopic_topic)=entry_id_subtopic_id.topic_id&entry_id(entry_subtopic_topic)=801&subtopic_id(entry_subtopic_topic)=24&topic_id(entry_subtopic_topic)=1)

## USA: EOS REMEDIATION WINS EBJ 2009 BUSINESS ACHIEVEMENT AWARD

EOS Remediation is a winner of an Environmental Business Journal 2009 Business Achievement Award! The Technology Merit Award was granted for successfully commercialization EAST™, a sulfate-enhanced technology for *in situ* remediation of contaminated groundwater. The conventional wisdom for remediation of aquifers contaminated with petroleum hydrocarbons (PHCs) is to add oxygen. A recent British Petroleum/EPA study, however, has concluded that most hydrocarbon plumes are anaerobic and depleted of sulfate and therefore adding oxygen is disadvantageous. Other studies have drawn comparable conclusions. EAST™ is an anaerobic degradation process that facilitates natural attenuation of PHCs in the subsurface. This process occurs when terminal electron acceptor compounds such as nitrate, sulfate, and iron react to reduce PHC concentrations. The EAST™ process stimulates biodegradation by providing a soluble, readily available electron acceptor. In the presence of elevated sulfate, anaerobic groundwater bacteria use the PHCs for carbon and energy while mineralizing the hydrocarbons to carbon dioxide and water. EAST™ enhances natural conditions and reduces carbon foot print when compared to conventional remediation – a socially responsible approach to remediation. <http://eosremediation.wordpress.com/>

## TECHNOLOGY: NEW INTRINSICALLY SAFE DIGITAL CAMERA WITH FLASH



The iCam501 has been purposely designed and launched with ATEX certification specifically to address the need for an Intrinsically Safe Digital Camera with Flash that can record digital images from areas of low lighting where conventional digital cameras cannot be used.

The iCam501 is rugged and light weight, utilizing 4 advanced Super Bright LED lights for illumination to facilitate high quality pictures in the most challenging environments. With a 3.1 Mega Pixel resolution and 1 GB of internal memory to hold approximately 5,000 jpeg images, the iCam501 incorporates unique features such as Voice Annotation that allows the user to record a message whilst taking a digital image. Both the digital image and voice annotation are date and time stamped to create a chronological history.

The camera incorporates a USB socket for downloading the images and voice annotations directly to a computer. In addition, the camera is field upgradeable that allows the camera to be upgraded to secure the life cycle and technical longevity of the iCam501. The iCam501 is powered by 2 X Alkaline AA batteries. More info at [www.gentay.co.uk](http://www.gentay.co.uk)

## INDIA: NEW CONTACT INFO FOR VIRAJ CLEAN SEA ENTERPRISES

ISCO Member, Viraj Clean Sea Enterprises (P) Ltd. has a new website and email address. The new website address is <http://www.virajcse.com> and the new email is [info@virajcse.com](mailto:info@virajcse.com)

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