



# ISCO NEWSLETTER

*The Newsletter of the International Spill Response Community*

**Issue 228 19<sup>th</sup> April, 2010**

Email [info@spillcontrol.org](mailto:info@spillcontrol.org) Web <http://www.spillcontrol.org>

## ISCO 2010 AGM – MEETING VENUE AND TIME NOW CONFIRMED

The 2010 Annual General Meeting of ISCO will be held at 1400 hrs on Tuesday 4<sup>th</sup> May in the Sargent Room at the Naval Club, 38 Hill Street, Mayfair, London W1J 5NS.

The Agenda and other papers have been sent to all Individual Members and the listed representatives of Corporate Members. If not received, please contact the Secretary.

## INTERTANKO CELEBRATES ITS 40<sup>th</sup> ANNIVERSARY



INTERTANKO is celebrating its 40th Anniversary and invites its full and associate members to join the events that will take place 6 & 7 May, London. INTERTANKO will be publishing a special 10-14 page booklet to commemorate the association's 40th Anniversary. More info at: <http://www.intertanko.com/templates/Page.aspx?id=47903>

## USA: PIPELINE SPILL AT DELTA NATIONAL WILDLIFE REFUGE



April 11: Due to an oil spill in the Delta Bend area of the Delta National Wildlife Refuge, the U.S. Fish and Wildlife Service on Saturday closed the refuge, south of Main Pass, to public entry. The closure is important to assure public safety and for personnel conducting cleanup operations. It is also important to establish a clear work zone that allows for an efficient response.

The pipeline operator reports that approximately 18,000 gallons of crude oil has been released. An area of approximately 16 square miles has been impacted by the spill, located in Delta Bend and northeast of Delta Bend to Breton Islands.

More than 200 people and 50 vessels have been deployed to conduct and manage clean-up operations and environmental protection efforts, which include oil recovery and efforts to keep wildlife out of the impacted area. Read more at: <http://www.abc26.com/news/local/wgno-news-oil-spill-update-story,0,688056.story>

## AUSTRALIA; UPDATE ON GREAT BARRIER REEF GROUNDING INCIDENT

April 13: Chinese ship 'gouged 2-mile scar' in Great Barrier Reef - A Chinese ship that spent nine days stranded on the Great Barrier Reef gouged a three-kilometre (two-mile) scar in the coral that could take decades to recover, a top expert said on Tuesday .... Divers "have found significant scarring and coral damage. They've also found quite a lot of anti-fouling (paint) spread across the reef," Russell Reichelt, chairman of the marine park authority, told ABC radio. "It is a concern because it's designed to be toxic and stop things growing on ships. We've already seen observations where anti-fouling paint that's been

scraped off onto the reef is killing corals in its vicinity." Read more at:  
[http://www.google.com/hostednews/afp/article/ALeqM5iv4GLEweBqZha\\_nUluQz\\_ERg0luQ](http://www.google.com/hostednews/afp/article/ALeqM5iv4GLEweBqZha_nUluQz_ERg0luQ)

April 13: Coal carrier finally in safe waters after 'complex' operation - Maritime authorities have pulled off an incredibly complex salvage operation without spilling any more oil into Great Barrier Reef waters. Nine days after the coal carrier Shen Neng 1 ran aground on Douglas Shoal off Rockhampton it has been refloated, and is now anchored in safe waters.

Maritime Safety Queensland said fly-overs at first light this morning showed no more oil had leaked from the ship during the refloating operation at high tide last night. Up to four tonnes of fuel oil leaked after the grounding on April 3. Authorities later pumped most of the remaining 975 tonnes of oil off ahead of Monday's refloating.

MSQ said three tug boats had towed the ship, still laden with 65,000 tonnes of coal, to safe anchorage, five nautical miles north-east of Great Keppel Island. "We still have aircraft and chopper in the air, and there's no oil and that's fantastic," an MSQ spokesman said. More at: <http://www.smh.com.au/environment/coal-carrier-finally-in-safe-waters-after-complex-operation-20100413-s4ye.html>

April 13: Oil found on beach near damaged reef - Authorities say oil believed to have come from the Shen Neng 1 has washed onto a pristine beach on an island about 10 nautical miles south of Douglas Shoal where the ship was grounded for 10 days. North West Island is the most important bird rookery on the reef and is home to 500,000 sea birds and a major turtle nesting colony. [Thanks to Gerald Graham for sending in the link to this report] <http://www.abc.net.au/news/stories/2010/04/13/2871824.htm>

## **USA: EFFORTS UNDERWAY TO RETRIEVE SUNKEN, FUEL-SPEWING CANADIAN CRUISE SHIP**

This is a follow-up to the report that appeared in the ISCO Newsletter 221 (1<sup>st</sup> March 2010)

A team of U.S. Coast Guard divers and oil spill experts has begun efforts aimed at pumping tens of thousands of litres of bunker fuel from a legendary Canadian cruise ship that sank nearly 60 years ago off the southeast coast of Alaska.



Initial dives have shown that the submerged Princess Kathleen, a Canadian Pacific luxury liner that ran aground in a fiord north of Juneau in 1952, is loaded with at least 120,000 litres of oil that had begun seeping to the surface in recent months, prompting environmental concerns along one of the Pacific Coast's most scenic tourist routes.

The wreck site is also close to a major marine research institute, making the situation potentially disastrous and the planned cleanup a particularly critical — and delicate — operation. [Thanks to Gerald Graham for sending in this news] Read more at: <http://www.vancouversun.com:80/news/Efforts+underway+retrieve+sunken+fuel+spewing+Canadian+cruise+ship/2902336/story.html>

## **IMO: IMDG CODE E-LEARNING - NEW 49 CFR MODULE**

IMDG Code training is now mandatory for all shore-side staff involved in dangerous goods handling and transport by sea. Shore-side staff that require IMDG Code training include shippers and forwarders, container packers and consolidators, shipping line booking staff, stevedores, port and terminal operators and cargo surveyors. IMDG Code e-learning, is a computer-based training tool for shore-side staff (ZA211E). It has been developed to help organisations comply with the new requirement. Version 9 of the course is based on Amendment 34-08 of the IMDG Code which is valid until 31 December 2011.

IMDG Code e-learning offers two levels of training for shore side staff as required by the IMDG Code – (1) General awareness – for staff requiring familiarisation with the IMDG Code requirements (2) Function specific – for staff directly involved in dangerous goods transport.

IMDG Code e-learning is now available with an optional module focusing on the additional requirements in 49 CFR when shipping into and out of the United States under the IMDG Code provisions. This can be taken in addition to any of the other course configurations. Further details about the new module can be found on the IMDG Code e-learning website [www.imdgc-learning.com](http://www.imdgc-learning.com).

## **THE NAMEPA PERSPECTIVE: COLLABORATIVE SOLUTIONS TO ENVIRONMENTAL PROBLEMS**



Clay Maitland, NAMEPA Founding Chairman

The mission of NAMEPA, now in its 3rd year of existence, is to bring together like-minded individuals and organizations in the maritime and environmental communities, to promote “best practices” and a greener marine environment, throughout North America, from the Arctic to the Caribbean, and including the rivers, lakes, and inland waterways of the continent. Part of its guiding vision can be summarized in the word “collaboration”— industry, local and national governments, environmental organizations and concerned individuals acting together as preventers and responders. NAMEPA, with more than 80 members and growing, supports the mission of the United States and Canadian Coast Guards in, as one Coast Guard officer has put it, “putting responders out of business.” But it is not always possible to anticipate or prevent a spill or other incident.

When a spill or other incident occurs, government often finds that it needs an interlocutor. In the highly political atmosphere that surrounds such diverse incidents as Hurricane Katrina, the EXXON VALDEZ oil spill, the COSCO BUSAN allision, first responders and those who work with them often find themselves in the direct line of fire from the media, representatives of the public, politicians, bloggers and critics of other kinds.

For many years, the environmental community, trade unions and government agencies, as well as the maritime industry in general, have understandably found it difficult to communicate with one another, and across the barricades and battle lines of organized outrage. One consequence of this climate has been a failure to give credit to so-called first responders and other agencies, such as coast guards and other agencies such as NOAA, that contribute so much to prevention and remediation. It is also true that our industry as whole, including classification societies, port authorities, flag states, and private organizations, such as salvors, perform functions that are often unclear to the public and academic communities. There is a high price to be paid for the famous phrase: “What we have here is a failure to communicate.”

Nowhere is this more true than in the period of investigation and remediation after an environmental incident. Although NAMEPA is a young organization, it has already become a significant interlocutor between local government and environmental groups in sensitive coastal areas. One such field of endeavor is the growing local and national awareness, in the United States and Canada of what may be called “old wrecks.” The Wreck Oil Removal Program (WORP) is a Coast Guard / NOAA – private sector effort to measure, assess and where necessary remediate pollution from existing coastal and inland waterway wrecks, some of which have been “out there” for many years. These problem wrecks are not necessarily susceptible to the same types of salvage operations that can be undertaken on a ship or barge that went down quite recently. [With acknowledgement to IPR Newsletter] Read more at: [http://aimediaserver6.com/IPR/041210/Article\\_NAMEPA.pdf](http://aimediaserver6.com/IPR/041210/Article_NAMEPA.pdf)

## TECHNOLOGY: UNDERWATER FLUIDS LEAKAGE COLLECTOR

HANSEN Energy Solutions LLC has announced that it is working on a technology and innovative method that will prevent substantial environmental damages caused by underwater oil leakages



*Oil leakage from sunken tanker*

Leakages occur from drilling, production and transportation of oil and gas. Reasons for this can be many, such as for example failed hardware, corrosion, impact caused by dropped objects, well blow-out, and more. Such leakage is damaging to the environment when it comes to the surface, difficult and very expensive to clean up, as well as it provides a hazard to marine life and personnel.

HANSEN Energy Solution has an IP protected method that can be utilized to collect the leakage until repairs have been done, where the leaked fluids can be transported in a safe manner to a vessel for safe handling, disposal or sale.

This "SeaAid" system can also be used to collect leaking fluids from submerged wrecks, or provide an additional environmental protection during emptying operations. In cases where the wreck is of such a damaged state, due to for example corrosion, where tapping equipment for emptying it cannot be safely secured in place, the system can be mounted above the vessel whereafter controlled removal/destruction of hull components can be performed. The leak from this would then migrate into the collector, where it would be pumped to surface. Hence, we now offer a method where old wrecks can be safely emptied without fear of hull collapse and similar causing uncontrolled oil release to the environment. More at: [http://hansenergy.biz/HANSEN\\_Energy\\_Solutions/HANSEN\\_-\\_Underwater\\_leakage\\_collector\\_2.html](http://hansenergy.biz/HANSEN_Energy_Solutions/HANSEN_-_Underwater_leakage_collector_2.html) and you can watch a video demonstration of the system in operation at: [http://www.youtube.com/watch?v=IR-r5pk2Q7s&feature=player\\_embedded](http://www.youtube.com/watch?v=IR-r5pk2Q7s&feature=player_embedded) [Thanks to Ken Salmon for sending in this item and the links]



## USA: OILED WILDLIFE RESPONSE WORKSHOP

WR&E Wildlife Center has announced its second workshop of 2010 and its 49th workshop since 1996 in the state of Texas sponsored by TGLO. The purpose of the workshop is to certify and train personnel that are interested in assisting the WR&E Oiled Wildlife Response Team during a spill. Certification and training are required for anyone who may participate in any role during an oiled wildlife response. The workshop will cover topics such as the effects of oil on wildlife, initial intake and exam of oiled wildlife, an introduction to OSHA training, wildlife rehabilitation's role in Incident Command System, actual hands on cleaning of oiled feathers and participants will practice by washing an un-oiled white duck. The oiled wildlife response-training workshop will be on Friday, April 23, 2010 from 9:00 a.m. until 4:00 p.m. at the Chevron Pipe Line Company, Beaumont Terminal, 2900 Highway 366, Nederland, TX 77627.

This is the second of 8 planned workshops for 2010 The next workshop is scheduled for Houston, TX on May 20, 2010 at the WR&E Wildlife Center Sponsored by Anadarko. More info

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.