



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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**North America's Largest
Oil Spill Training Event & Exhibition**
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Today**

DEEPWATER HORIZON: SUCCESSFUL INSTALLATION OF REPLACEMENT BOP

September 3 – Statement by Admiral Thad Allen - "Under the direction of the federal science team and U.S. government engineers, BP used the Development Driller II to successfully install a fully functioning and tested Blow Out Preventer (BOP) on the cemented Macondo 252 well. Earlier today, BP lifted the damaged BOP, which will now be lifted to the surface and recovered. During the period of time between the removal of the damaged BOP and installation of the replacement BOP, there was no observable release of hydrocarbons from the well head. This procedure was undertaken in accordance with specific conditions I set forth last week in a directive authorizing this procedure. This is an important milestone as we move toward completing the relief well and permanently killing the Macondo 252 well. I will continue to provide updates as necessary."

USA: ANOTHER OIL PLATFORM EXPLOSION IN GULF OF MEXICO



September 3rd - The United States Coast Guard is scrambling into action after another oil platform explosion in the Gulf of Mexico. The Vermillion 380 production platform caught fire after an explosion while it was shut down for maintenance. All 13 crew members onboard the platform, who were painting and water blasting the rig, leapt into the ocean and were rescued. The platform is in shallow water about 130 kilometres off the Louisiana coast, well west of the Deepwater Horizon rig which caused the world's worst oil spill disaster earlier this year. The US Coast Guard now says there is no sign of an

oil spill following the explosion, after earlier reports said a mile-long slick had been seen on the surface of the water. "The boats and the aircraft on scene cannot see a sheen," US Coast Guard Captain Peter Troedsson told a news conference in New Orleans. A spokesman for Mariner Energy, which runs the platform, said the fire started on an upper deck where living quarters were located and had not been caused by a "blowout," or sudden release of oil and gas from a well. "It's unlikely to have long-term implications for production in the Gulf of Mexico," said Raoul LeBlanc, a senior director at PFC Energy in Houston. Nevertheless, the accident brought unwelcome attention to the offshore drilling industry as it is trying to roll back a moratorium imposed in the wake of the BP disaster, which killed 11 workers and poured millions of barrels of oil into the Gulf from its Macondo field. Environmental groups said the explosion showed the need to keep the moratorium in place, while White House spokesman Robert Gibbs said he did not know whether the fire would affect the Obama administration's stance. [Thanks to Don Johnson of ISCO Associate Member, DG & Hazmat Group] Read more at: http://www.abc.net.au/news/stories/2010/09/03/3001250.htm?WT.mc_id=newsmail

USA: PROPOSED OSRV STANDARD BEING DEVELOPED BY ASTM COMMITTEE

Interested parties are invited to participate in development of ASTM WK28289, Guide for Design, Operation, Inspection and Maintenance of Oil Spill Response Vessels (OSRV). According to F25.07 chair Thane Gilman, this proposed standard, being developed by Subcommittee F25.07 on General Requirements, will attempt to "define standard designs, engineering systems and required onboard

spill cleanup equipment for OSRVs of varying sizes." Read more at: <http://news.thomasnet.com/companystory/Proposed-OSRV-Standard-being-developed-by-ASTM-committee-582793>

USA: McALLISTER JOINS MARINE RESPONSE ALLIANCE

In the picture, L-R, Art Mead of Crowley, John Ara of Crowley, Eric McAllister of McAllister, Margaret Kaigh Doyle of MRA, Brian McAllister of McAllister, David Usher of MPC, Dan Schwall of Titan, Buckley McAllister of McAllister, and Scott Powell of MRA



New York, August 31, 2010 – The Directors of Marine Response Alliance LLC (MRA) today welcomed

McAllister Towing & Transportation to the MRA as a full and equal member. McAllister is now united with the other MRA member companies – Crowley Marine Services, Inc. (Crowley), Marine Pollution Control Corp. (MPC), Titan Maritime LLC (Titan), and Marine Hazard Response (MHR) (a joint venture of Wild Well Control, Inc. and Williams Fire and Hazard Control, Inc) – to provide OPA-90 Salvage and Marine Firefighting Services to the maritime community.



McAllister is one of the oldest and largest marine towing and transportation companies in the United States, operating a fleet of more than 70 tugboats and 12 barges along the entire East Coast from Portland, Maine, to San Juan, Puerto Rico.

The expanded MRA will provide unparalleled access to comprehensive emergency response services. The MRA provides OPA '90 compliant capabilities for rescue towing, lightering, salvage and firefighting services in all of the U.S. Captain of the Port zones. Regulatory changes in OPA-90 Salvage and Marine Firefighting Regulations prompted MRA to expand and strengthen its capabilities. With the addition of McAllister, the Alliance has enhanced its existing emergency towing capability and solidified its position as the premier provider of marine emergency response services. Read the complete text of this report at: <https://www.swiftpage8.com:443/speasapage.aspx?X=300T0WLKE1QW3PIQ00Y9WW>

INDIA: CENTRE TO BOLSTER OIL SPILL OPERATIONS

The recent oil spill at the Mumbai harbour following the collision of two merchant vessels exposed gaping holes in the preparedness to tackle such emergencies. Wiser after the experience, the Union government has chalked out a series of measures to spruce up marine disaster management operations. To start with, it has proposed a scheme under which the oil cess being collected at ports could be utilised to fight pollution caused by oil spills. Besides, all coastal states will now be required to set up maritime boards.

Union shipping minister GK Vasan told this to the media after the conclusion of the 12th meeting of the Maritime States Development Council in Chennai on Tuesday. "It was agreed that maritime states would prepare an oil spill contingency plan. While the Coast Guard is equipped and responsible for handling oil spills of significant magnitude, all ports may prepare themselves for addressing smaller spills," Vasan stated. More at: http://www.dnaindia.com/mumbai/report_centre-to-bolster-oil-spill-operations_1431819

USA: LESSONS LEARNT FROM SPILL RESPONSE

September 1st - The offshore oil industry should be able to cope better with deepwater accidents in the future in the wake of lessons learnt by [BP](#) in how it responded to the Gulf of Mexico spill, according to a report by the UK group.

The report, prepared by BP as part of discussions with the Bureau of Ocean Energy Management, Regulation and Enforcement to provide a preliminary outline of lessons learnt, will be discussed with the regulator on Thursday. It focuses on the key equipment, facilities and planning tools that were deployed in responding to the spill.

The purpose of the report is to assist the department in assessing the preparations that can be made for any future oil spills in the gulf region. Read more at: <http://www.ft.com/cms/s/0/32e943e2-b5f4-11df-a048-00144feabdc0.html>

USA: WWII TANKER IN CALIFORNIA WATERS MAY POSE POLLUTION THREAT



Experts hope to use sonar images of a sunken ship off California's coast to determine whether the vessel is at risk of leaking oil. The Monterey Bay Aquarium Research Institute (MBARI) sent a robotic submersible down to the wreck of the S. S. Montebello last week in an effort to assess the condition of the ship. The Montebello was torpedoed by an Imperial Japanese submarine

during World War II seven miles off the coast near Cambria. The vessel sits on the seafloor at a depth of approximately 275 meters (900 feet), presumably with its tanks full of Santa Maria crude oil.

"Although it is still uncertain whether or not the three million gallons of oil loaded onto the vessel before its departure on December 23, 1941 remain in its tanks, we aren't taking any chances," said Steve Edinger, Administrator for the Department of Fish and Game's Office of Spill Prevention and Response (OSPR). "We are taking proactive steps to determine if there is a pollution threat and, if so, to prevent an oil release that could impact California's coastal areas." Read more at: <http://www.maritime-executive.com/article/2010-8-31-wwii-tanker-california-waters-may-pose-environmental-threat/>

SPILL TOOLS AVAILABLE FROM NOAA

Spill Tools[™] are computer-based tools and learning aids designed to help local groups gain access to information for developing local area plans required under the National Oil and Hazardous Substances Pollution Contingency Plan. Tools include programs to calculate the fate of oil spilled onto water and spill control rates for chemical, thermal, and mechanical treatment methods. These tools allow government and private-sector planners to develop plans that save time and money. Spill Tools also provide methods that Area Committees can use to evaluate the capacity of local resources to mitigate spills.

Dispersant Mission Planner[™] - The Dispersant Mission Planner is a Spill Tool component that provides a simple means for calculating the mathematical relationships associated with the application of dispersants to oil slicks. The model rapidly assesses how changes in dispersant platform configuration or operations can affect a potential dispersant application. The model can help responders:

- 1) Select and stage appropriate equipment.
- 2) Optimize various dispersant application systems and operations.
- 3) Compare performance associated with various response options.

The Planner begins with an estimate of the thickness of an oil slick. For the purposes of the model, a nominal or "average" thickness can be based on output from NOAA's ADIOS[™] oil weathering model, estimated volumes and areas, or approximations of barrels of oil/emulsion per acre. Using estimates of the thickness and extent of an oil slick, the Dispersant Mission Planner calculates the dosage required to treat the slick at a given dispersant-to-oil ratio.

In situ Burn Calculator[™] - The In situ Burn Calculator provides oil spill planners and responders with time estimates and fire boom lengths for burning oil in two different modes. Calculations can be based on either a single release (batch) or a continuous release of oil. In batch mode, the boom encounter rate is a function of oil slick thickness, swath width, and tow speed (relative to the water). In continuous mode, the boom encounter rate is estimated from the source release rate, the tow speed, and the current speed (relative to the source). Performance of one U configuration of fire boom is estimated for both modes. A U configuration consists of a length of fire-resistant boom connected to a towing vessel at each end via a bridle. In batch mode, the calculator estimates the number of burns by one U configuration to remove the spilled oil. In continuous mode, the calculator estimates the number of fire boom U configurations of a specified length to burn the continuously released oil. This calculator depends on a knowledge of oil slick thicknesses or source release rates. The calculator permits rapid computations for a range of conditions for a burn scenario, which should provide an "envelope" of realistic solutions. The model can help responders:

- 1) Select and stage appropriate equipment.
- 2) Optimize various burn strategies and operations.

3) Compare performance associated with various response options.

Mechanical Equipment Calculator™ - The Mechanical Equipment Calculator tool provides spill recovery rates by mechanical equipment. The tool provides insight into the performance of floating-advancing oil skimming systems individually, comparatively, and collectively. The model rapidly assesses how changes in a skimmer's configuration or operation can affect potential recovery of oil from a specified oil slick. Recovery systems can be evaluated for the estimated volume of oil/emulsion recovered and the area accessed within an operational period. The model can help responders:

- 1) Select and stage appropriate equipment.
- 2) Optimize various mechanical recovery systems and operations.
- 3) Compare performance associated with various response options.

Potential performance is based on encounter rates that in turn depend on swath width, skimming speed, and oil slick thickness. For the purposes of this model, a nominal or "average" thickness can be based on output from NOAA's ADIOS oil weathering model, estimated volumes and areas, or approximations of barrels of oil/emulsion per acre.

Getting Spill Tools - Each Spill Tool can be downloaded from the Web at <http://response.restoration.noaa.gov/spilltools>

For additional information: <http://response.restoration.noaa.gov/spilltools@noaa.gov>

THE WORLD'S WORST OIL SPILLS

A useful reference document listing the world's fifteen largest oil spills with comment on each of them. You can download the list at <http://www.maritime-executive.com/article/worlds-worst-oil-spills/>

The largest spill ever was the Gulf War spill –

Arabian Gulf/Kuwait - January 19, 1991
Location: Persian Gulf, Kuwait
Amount of Oil Spilled: 380-520 million gallons

During the Gulf War, Iraqi forces, attempting to prevent the landing of American soldiers, opened the valves at an offshore oil terminal and dumped oil from several tankers. The oil they released created a 4-inch thick oil slick that covered 4000 square miles.

US EPA SEPTEMBER ISSUE OF TECHDIRECT; JULY EDITION OF TECHNOLOGY INNOVATION NEWS SURVEY

Information on Upcoming Live Internet Seminars, New Documents and Web Resources, and Conferences and Symposia. TechDirect's purpose is to identify new technical, policy and guidance resources related to the assessment and remediation of contaminated soil, sediments and ground water. You can download the September issue at: <http://www.clu-in.org:80/techdirect/td092010.htm>

The July 1-31, 2010 *Technology Innovation News Survey* has been posted to the CLU-IN web site. The *Survey* contains market/commercialization information; reports on demonstrations, feasibility studies and research; and other news relevant to the hazardous waste community interested in technology development. The latest survey is available at: <http://www.clu-in.org/products/tins/>

AUSTRALIA: AIDGC ANNUAL CONFERENCE 2010

Dangerous Goods – Risk Assessment – Chemical Management – DG Regulation – Emergency Planning – DG Transport Case Studies – Hazmat Incidents and Response.

The 8th Annual Conference of the Australasian Institute of Dangerous Good Consultants is being held in Sydney on Friday September 17th, 2010.

You are cordially invited to attend and to network with the speakers, AIDGC Members and guests.

Speakers from government, academia and industry will outline developments in DG Risk Assessment, Chemical Management, DG Regulation, DG Transport and vital lessons drawn from selected case studies.

More info: <http://www.aidgc.com/downloads/AIDGC-2010-Conference-Flyer.pdf>

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.