



ISCO NEWSLETTER

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North America's Largest
Oil Spill Training Event & Exhibition
October 19-20 | Tampa Convention Center | Tampa, FL

Register
Today

IMO: OPRC-HNS TECHNICAL GROUP & MEPC MEETINGS

The 11th Session of the IMO OPRC-HNS Technical Group (TG11) meets in London over September 20-24. The ISCO delegation, which includes ISCO President David Usher, ISCO Secretary John McMurtrie, Rear Admiral M. L. Stacey and Dr Douglas Cormack will be joined by Dr Wierd Koops, Head of the research department of Maritime, Marine and Environment and Safety management of the NHL university of applied science. Dr Koops is also a member of the joint ISCO-ISAA international working group on developing accreditation standards for HNS incident response and will be making a presentation at TG11 on a new computer-based model for support of marine HNS incident response. Dr Cormack will also be presenting a paper on Independent Training and Accreditation of Private Oil and HNS Spill Response Contractors

During the week after TG11, the 61st Session of the Marine Environment Protection Committee (MEPC) runs from September 27 through to October 1.

FINAL SHUTDOWN OF BP OIL WELL IN THE GULF OF MEXICO

The Deepwater Horizon blowout preventer is lifted out of the Gulf of Mexico by the Helix Q4000 on Sept. 4.

Officials have decided to include an extra step in the final shutdown of BP's Macondo well, a move that could push the ultimate kill of the wicked well into the latter part of September.

National Incident Commander Thad Allen has said that BP will take advantage of response ships on-site and take care of required "plug and abandonment" procedures in tandem with firing the final shot of cement into the Macondo well through the relief well. Allen said officials have no reason to believe there is "communication" from the bottom part of the well to the annulus, its outer layer, but they have an opportunity to test it to be sure. The reason for the testing, he said, has less to do with the spill than the opportunity to gather information about the drill pipe and the casing.



The Development Driller 2 will go down through the new blowout preventer, and just above the cement seal that was put on the well during the "static kill" in mid-July, it will perforate the casing and inject about 100 barrels of mud. This new step will handle an issue that would normally be required later, and will help ensure that there are no problems with the well during the relief well intercept. Immediately afterward, the Development Driller 3, which has paused less than four feet away from the Macondo well and about 50 feet above, would resume drilling the relief well, intercept the original well and fill it with cement in the "bottom kill." Read more: http://www.nola.com/news/gulf-oil-spill/index.ssf/2010/09/final_shutdown_of_bp_oil_well.html

Update September 10 – “In the last 48 to 72 hours, in extensive work and consultation between the science team and the BP engineers, we've come up with an alternate method to ensure us that we won't have a problem with the seal between the annulus and the blowout preventer.

And in order to speed the process up, but also ensure that we had the right pressure controls on the well, I've signed a directive out to BP earlier this morning, directing them to take a series of measurements on the well head that would allow us to ascertain whether or not the seal in the ring – in the casing hanger were in place and had not lifted and, if that was the case, then to be able to put what we call a sleeve over the top of it that would basically walk that down to the point where it could withstand over one million pounds of pressure and would obviate the need to be able to cement the annulus at the top.

And subject to BP providing me the plans and the results of those tests, that would allow us to go ahead and proceed more quickly without having to cement the top of the annulus. And based on a revised schedule from BP, we might be able to accelerate going ahead and finishing out the relief well.” [Source – transcript of press briefing given by Admiral Thad Allen on September 10]

INDIA: MUMBAI OIL SPILL: HAZARDOUS CARGO POSES THREAT



September 6th - The big ship collision off the Mumbai last month caused an oil spill that shocked environmentalists. But the more frightening consequences of that collision may come from containers with hazardous chemicals in them on board the [MSC Chitra](#).

CNN-IBN has learnt that along with locating several missing hazardous containers which fell off [MSC Chitra](#), a big concern is neutralising the ones already located.

One such hazardous container has been located right under [MSC Chitra](#), but the team of salvors is reluctant to neutralise it, terming it as a volatile and dangerous cargo. An expert has now been called in to examine the situation.

The task of neutralising 30 hazardous containers has hardly begun. Meanwhile, the probe into the collision paints MV Khalijia as the culprit for flouting rules under the International Rules for Preventing Collisions at Sea. Read more: <http://ibnlive.in.com/news/mumbai-oil-spill-hazardous-cargo-poses-threat/130409-3.html?from=tn>

WILDLIFE RESPONSE: DEVELOPMENTS IN INTERNATIONAL PREPAREDNESS

Sea Alarm has taken further strong steps forward in the development of a set of instruments that can be used for an international mobilisation of oiled wildlife response experts in case of an incident. Sea Alarm's 24/7 notification and information centre is permanently available for Oil Spill Response Members, which include the globally operating oil companies, but also for any other party in need of advice or expertise. Together with Oil Spill Response's legal department, Sea Alarm has developed various standard contracts by which an oiled wildlife response can be put in place. These contracts, which are now in a final drafting phase, will facilitate the quick setup of an oiled wildlife response coordinated by Sea Alarm and carried out by Sea Alarm together with mobilised experts from the leading wildlife response organisations which can be subcontracted. In principle these tools will further enable Sea Alarm to facilitate a professional response worldwide. A next step will be to further formalise the international cooperation between leading oiled wildlife responders and move away from the ad-hoc arrangements that have always characterised international responses, towards a guaranteed, professional global response service. <http://www.sea-alarm.org/?p=2944#more-2944>

FRANCE: INFRARED VIDEO CAMERA TRIALS

Trials were conducted in late July in the experimental basin at *Cedre* upon the initiative of the Total Group in partnership with Ajilon Engineering. The aim was to assess the performance of an infrared detector on floating oil, by day and night, and to compare these results with imagery from a digital camera. Several spills were simulated in containment cells, so as to examine the infrared sensor's response to 3 different oils, while varying the thickness of these oils and the height of the camera.

The results showed that slicks are fully visible at night and differences between oils can be observed. http://www.cedre.fr/en/publication/newsletter/2010/182_E.pdf

USA: OIL BIODEGRADATION STALLED AFTER VALDEZ SPILL

Twenty-one years ago, the *Exxon Valdez* spilled 11 million gallons of crude oil into Alaska's Prince Williams Sound. Roughly 1% of that oil still lingers in sub-surface sediments along the coast. Now researchers report that oil-eating bacteria lack the sufficient oxygen to finish cleaning the region's affected beaches (*Environ. Sci. Technol.*, DOI: [10.1021/es102046n](https://doi.org/10.1021/es102046n)).

The scientists studied a 130-foot stretch of rocky beach on Eleanor Island, which was heavily oiled during the spill. Today, the beach's south side is clean, but oil still remains on the north side in a layer roughly one foot below the surface.

[Michel Boufadel](#) and [Benoit Van Aken](#), assistant professors of civil and environmental engineering at [Temple University](#) in Philadelphia, Pa., wanted to understand why oil degradation differed on the two sides. Microbes need oxygen and nutrients such as nitrogen and phosphorus to efficiently break down oil. So the researchers measured dissolved oxygen, nitrogen, and phosphorus levels in beach sediments by digging 5-foot deep pits and placing sensors and sampling devices just below the oil layer. Read more at: <http://pubs.acs.org/cen/news/88/i36/8836news6.html>

WHY WARTIME WRECKS ARE SLICKING TIME BOMBS

Trevor Gilbert of the Australian Maritime Safety Authority, Dagmar Etkin of Environmental Research Consulting in New York state, and their colleagues have compiled the first global database of these polluting wrecks. In 2005 they told the [International Oil Spill Conference](#) in Miami that there are 8569 potentially polluting wrecks, 1583 of which were oil tankers. No one can know for sure how much oil is held in these ships. "Many wrecks may have lost oil when being sunk due to major structural damage," says Rean Gilbert of the Queensland-based consultancy [Sea Australia](#), a leading authority on wrecks of the second world war. Regardless of whether they were carrying oil as cargo, these ships all contain "bunker fuel", a heavy oil that can devastate marine life and fisheries. How much bunker fuel they have depends partly on how far they had travelled since they last refuelled. But experience with modern wrecks, such as the oil tanker *Prestige*, which split in two off the coast of Spain in 2002, shows that most will have at least some oil on board.

There may be huge uncertainties about exactly how much oil is out there, but no one doubts that it dwarfs any single previous maritime spill. Etkin and Trevor Gilbert put the figure at somewhere between 2.5 million tonnes and 20 million tonnes. Even the lower estimate is more than double the amount of oil thought to have been spilled into the Gulf of Mexico by the Deepwater Horizon accident and more than 60 times that of the Exxon Valdez. Read the complete text of this article in the *New Scientist* at: <http://www.newscientist.com/article/mg20727761.600-why-wartime-wrecks-are-slicking-time-bombs.html>

TECHNOLOGY: EVTN FILES PATENTS FOR OIL SPILL RECOVERY TECHNOLOGY

Enviro Voraxial Technology, Inc. has announced that the Company recently filed three patents related to oil spill recovery, more specifically its unique Submersible Voraxial(R) Separator. The Submersible Voraxial(R) Separator will be the principal element in EVTN's strategic initiative to penetrate the oil spill recovery market.

Management believes the new Submersible Voraxial(R) design is the only oil-water separator that can operate in the water to treat oil slicks. It can also operate hundreds of feet below the ocean surface to treat underwater oil spills and oil plumes. Unlike conventional oil spill recovery methods which require the skimmed oil/water mixture to be transferred from the ocean onto the vessel for oil-water separation, the Submersible Voraxial(R) performs oil-water separation in the ocean. By using this method, the skimming vessels will be 90% more efficient, capture ten times more oil and clean the oil spill ten times faster than conventional methods. Read the full report at: http://www.marketwatch.com/story/evtn-files-patents-for-oil-spill-recovery-technology-2010-09-08?reflink=MW_news_stmp

LAMOR Goup RETURNS TO ITS ROOTS, COMPANIES UNITE: FRED LARSEN APPOINTED CEO SEPTEMBER 1, 2010

Lamor is consolidating its operations under one company. Lamor Group and Lamor Corporation will merge and Fred Larsen was appointed Chief Executive Officer as of September 1, 2010.

"We anticipate a solid growth in our business sector, due to the oil spill in the Gulf of Mexico. We can best meet the new opportunities by again concentrating solely on oil spill response, i.e., sales and production of oil spill recovery equipment and directly related services", says Fred Larsen. "In the Gulf of Mexico, we received a big thank you for immediately being able to solve our customers' problems and for prompt delivery of a sufficient amount of working equipment. In the future, we will more focus on complete solutions, so that we will for instance make contingency plans and organize certified training", Larsen adds and mentions in conclusion that "Lamor had, and still has, a large amount of personnel on location in Louisiana to train the local fishermen and to install oil spill response equipment on vessels. Lamor's oil recovery equipment comprises a significant part of the new mechanical oil recovery equipment delivered to the Gulf of Mexico after the Deepwater Horizon spill".

"The business operations and management of Lamor return to the company's original business model. "The consolidation of the company's financial position continues while we simultaneously cherish the traditional values of a family owned company", says Nico Larsen, a Board Member and working in the company, in charge of sales to Asia and Lamor's special projects.

Böge Larsen, Fred Larsen's father and Nico Larsen's grandfather, founded the company in 1982 in Loviisa in Finland under the name Larsen Marin. As the company became more international, the name was changed to Lamor Corporation in 1995; Lamor is an acronym for Larsen Marin Oil Recovery. The deceased Bent Larsen, Nico Larsen's father and Fred Larsen's brother, successfully managed the company until the year 2008, under his leadership the company made its international breakthrough and became the global leading company in its branch; in 2005 Bent Larsen received the prestigious internationalization award from the President of Finland. Lamor's sales network is global and production facilities are located in Finland, the USA and in Asia. Additional information is available at: www.lamor.com

OIL SPILL RESPONSE APPOINTS NEW GLOBAL HEAD OF OPERATIONS



Industry leader in oil spill preparedness and response, *Oil Spill Response* has appointed Nick Hazlett-Beard as its new Global Head of Operations. The appointment follows the departure of Thomas Liebert, who after 7 years is leaving for The International Oil Pollution Compensation Funds (IOPC Funds) to oversee external relations and conferences.

In his new capacity, Nick will be responsible globally for the management and delivery of response services worldwide. His role is primarily to provide strategic leadership to the Operations Teams in the UK, Singapore and Bahrain, with a focus on improving customer experience during response and ensure full alignment of our work practices across sites.

Archie Smith, chief executive of *Oil Spill Response* says: "We're delighted to see Nick take up the position. With more than 25 years in the oil spill response sector, he brings with him a wealth of experience in marine engineering and

business development, working in many regions across the world. He will play a vital role in raising our profile as we look to further strengthen our organisation and help to protect and preserve the environment.

"We are sad to see Thomas leave as he was fundamental in helping us to achieve our mission of providing resources to respond to oil spills efficiently and effectively worldwide, but would like to thank him for his efforts and wish him well for his prestigious appointment at the IOPC Funds in London."

Nick joined Oil Spill Response Limited in 2004 as Business Development Manager. He was later appointed Regional Manager for North Africa and moves from that position to his new role. Prior to *Oil Spill Response*, he worked for global giants in the industry, BP Oil and Vikoma. He began his career as a marine engineer in the British Army but was also employed at the BP Oil Spill Response Centre, the forerunner of Oil Spill Response Ltd. <http://www.oilspillresponse.com>

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.