



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 293, 25 July 2011

info@spillcontrol.org

<http://www.spillcontrol.org>

INTERNATIONAL DIRECTORY Spill Response Supplies and Services

Use our directory to find the company you need. It's the quick and easy way to contact the key suppliers in the industry. Click on the links below.

[Consultants](#)

[Equipment & Materials](#)

[Response Organisations](#)

[Training Providers](#)

Clicking on any entry will display the advertiser's website.

Reach your Market

Advertising is FREE for ISCO Corporate Members. For non-members one advert is just GBP 500 per annum. Banners should be submitted in JPG format, size approx. 490 x 120 pixels. Each entry in the directory will be hyperlinked so that one click will immediately display your own website.

A one time only charge of £20 will be made for uploading each entry or, if you haven't a ready-to-upload banner, we can create one for you for only £70. Contact Bob Gentle at - bobgentle@northeastcreative.com

HAVE THIS NEWSLETTER DELIVERED DIRECTLY TO YOUR DESK

[Join the ISCO Newsletter Mailing List](#)

BECOME A MEMBER OF ISCO

ISCO aims to raise worldwide preparedness and co-operation in response to oil and chemical spills, to promote technical development and professional competency, and to provide a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

[Application Form](#)



NORTH AMERICA'S LARGEST OIL SPILL TRAINING EVENT & EXHIBITION

November 30 - December 1, 2011
Henry B. Gonzalez Convention Center
San Antonio, TX

[Register Today](#)

7th Annual HSE FORUM in Energy

10th - 12th October 2011

Grand Hyatt Hotel, Doha, Qatar



Arctic Oil Spill Conference

4-5 October 2011, Hilton London Paddington Hotel

Advancing oil spill prevention and
response in ice and ice-covered waters

Quote VIP Code KA0121SCFM & Save 15%

News

THE NEED FOR RESPONDER IMMUNITY ENHANCEMENTS BASED ON LESSONS LEARNED FROM THE *DEEPWATER HORIZON* INCIDENT

At the ISCO AGM held in May this year during IOSC at Portland, Oregon, USA, Members expressed their serious concern about reports that a great many of the contractors who responded to the *Deepwater Horizon* are being sued by a variety of parties and, in consequence, are being exposed to crippling claims and defence costs with potential to put some response contractors out of business and seriously damage others.

The Minutes of the ISCO AGM reported – "The Oil Pollution Act of 1990 provides limited Contractor immunity. The *Deepwater Horizon* spill has resulted in multiple lawsuits attempting to break this immunity with the resultant threat that responders may be reluctant to respond as readily in future events. The impact of multiple lawsuits can be crippling to businesses and an initiative will be started to strengthen the immunity for responders. ISCO is very concerned about this issue and will follow and respond accordingly as further information about the initiative is provided".

Following on this resolution, which received unanimous support at the AGM, ISCO's Secretary has been seeking more information on the matter and is now indebted to Jonathan K. Waldron of Blank Rome LLP who has provided an excellent briefing paper which describes the situation in clear terms and recommends necessary corrective action. Extracts from this paper are reproduced below -

"Immediately following the explosion on the *Deepwater Horizon*, emergency response vessels rushed to the rig to save lives and render assistance to those in peril. And in the months afterwards, responder companies worked to cleanup

News (continued)

the oil that was pouring into the gulf in an effort to prevent harm. Now these emergency and cleanup responders are being sued for their efforts to help in the worst environmental disaster in U.S. history”.

“Given the protracted and costly litigation filed against responders after the *Deepwater Horizon* incident, action should be taken to amend responder immunity laws under the Oil Pollution Act of 1990 (“OPA 90”) and applicable state law in order to provide enhanced protection against such lawsuits now and in the future. This action will ensure the resources needed to respond to national emergencies and mitigate the effects of future large spill incidents will not only be available to respond, but also that these resources will respond immediately and boldly without fear of high litigation costs and liability”.

“Following the *Exxon Valdez* incident in 1989, Congress included a responder immunity provision in OPA 90 to protect from liability those individuals or corporations who provide care, assistance, or advice in mitigating the effects of an oil spill”.

“This immunity does not apply if a responder acts with gross negligence or wilful misconduct, or causes personal injury or wrongful death” However, “The current immunity statutes specific to responders (both federal and state) have proven inadequate to protect responders from such suits. For example, plaintiffs have learned to simply make allegations of gross negligence, and to cast exposure claims (e.g., claims resulting from alleged exposure to released oil or from the Environmental Protection Agency (“EPA”) approved dispersants used to treat that oil) as personal injury claims falling outside the scope of the specific responder immunity provisions”.

“All responders now fear that the current responder immunity regime is toothless, and that similar litigation could be filed for responding to future emergencies. And similar to how Emergency Responders are being sued for responding to the *Deepwater Horizon* incident, salvors fear they could be brought into lawsuits in the future for taking emergency actions to save a ship, its crew, and remove its bunkers or cargo in a crisis”.

The paper concludes by identifying several specific enhancements that should be retroactively applied –

- *Personal Injury and Wrongful Death*: Provide immunity from claims for personal injury and wrongful death, at least with regard to claims for exposure to oil, dispersants, or other chemicals. Many states provide for this immunity. The RP already bears responsibility for this liability.
- *Scope of Responder Immunity*: Ensure that scope of responder immunity applies to all types of responders, including Incident Command personnel not employed by the RP, as well as Emergency Responders including salvors.
- *Hazardous Substance Discharges*: Provide immunity for discharges under *CERCLA* to or threatening surface waters, to the same extent as for oil spills.
- *Immunity under Common Law*: Clarify that responder immunity applies under relevant common law.
- *Civil and Criminal Penalties*: Provide immunity from civil and criminal penalties as long as the response actions and omissions do not involve gross negligence or willful misconduct.
- *Attorney Fees and Court Costs*: Require plaintiffs to pay attorney fees and court costs if they file frivolous cases and lose.

ISCO supports action to resolve these matters in a way that will ensure that responders can have confidence that they can react to incidents immediately and without fear of litigation. Members and other readers are invited to join in a campaign to implement legislation to resolve these problems. Please write to john.mcmurtrie@spillcontrol.org

You can read the complete text of Jonathan Waldron’s paper. It has been uploaded on the ISCO website [Downloads Page](#)

TWO OIL TANKERS HI-JACKED BY PIRATES

Tanker is Hijacked by Somali Pirates in UAE



On the morning of July 16, owners of the MV JUBBA XX oil tanker reported that they had been pirated in the northern part of the Indian Ocean while travelling from a United Arab Emirates port to the Berbera port in Somalia.

The JUBBA XX was located by a Maritime Patrol aircraft on the 17th, and was located 100 nautical miles northwest of Socotra Island heading to the coast of Somalia, according to EUNAVFOR reports.

There is no information regarding the state of the crew, the ship, or the incident. It has been reported by EUNAVFOR that 9 Somali pirates are on board the MV JUBBA XX. [Read more](#)

News (continued)

Greek Oil Tanker Seized off Coast of Nigeria

On July 16, the Aegean Star tanker was hijacked by armed pirates 30 miles off the coast of Nigeria taking the 20 crewmembers hostage, Greek Coast Guard reports.

A port authority official stated that the oil tanker belonging to the Endeavour Marine Agency was hijacked Saturday the 16th of July, 30 nautical miles off the Nigerian coast. [Read more](#)

Pirates Release Hijacked Greek Oil Tanker

Reuters Africa has reported that the Greek oil tanker seized off the Nigerian coast by Somali pirates on July 16 has been released from their control.

The Greek-owned and Liberia-flagged Aegean Star oil tanker was released at approximately 2000 Greek time (1700 GMT) and the Star's master resumed command, according to the managing company of the ship, Aegean Bunkering Services Inc. [Read more](#)

NIGERIAN TROOPS RAID ILLEGAL 'REFINERIES'



Nigerian special military forces in Niger Delta on Saturday arrested four suspects after troops raided sites where stolen oil was illegally being "refined", a spokesman for the forces said.

Troops of the Joint Military Task Force (JTF), supported by MI-35 helicopter, stormed the large field where the sites were located in Odiekhe community in southern Rivers State, Lieutenant Colonel Timothy Antigha said.

JTF arrested the suspects and seized three large wooden boats filled with stolen crude during the raid, Antigha said.

More than 1,000 of the sites were destroyed during the operation which lasted for more than six hours, he said. [Read more](#)
[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group for providing the link to this story]

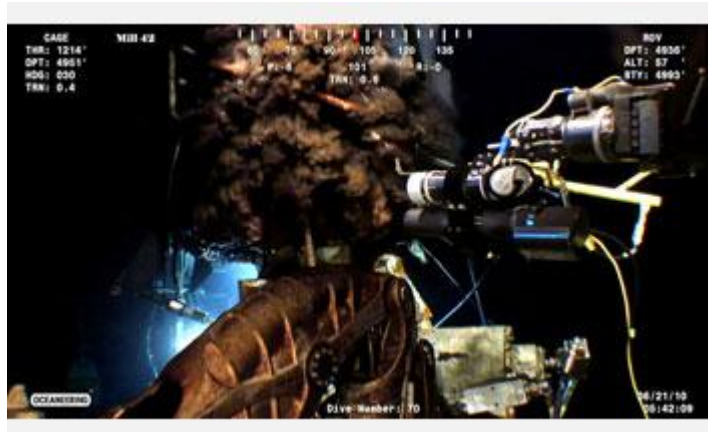
USA: CHEMICAL MAKE-UP OF GULF OF MEXICO PLUME DETERMINED

The manipulator arm of a robotic vehicle (upper right) moves a sampler toward hot oil and gas.

Taking another major step in sleuthing the 2010 *Deepwater Horizon* oil spill, a research team led by the Woods Hole Oceanographic Institution (WHOI) determined what chemicals were contained in a deep, hydrocarbon-containing plume. The plume was at least 22 miles long.

The scientists mapped and sampled it last summer in the Gulf of Mexico; it was a residue of the *Deepwater Horizon* oil spill.

The researchers took a major step in explaining why some chemicals, but not others, made their way into the plume, they report this week in the online edition of the journal *Proceedings of the National Academy of Sciences*.



The National Science Foundation (NSF) funded the project through three Rapid Response Research grants, which enable support for fast-response research tied to events such as the Gulf oil spill. "By any measure, this is a remarkable study," says Don Rice, director of NSF's chemical oceanography program. "Reddy and colleagues add several critical tiles to the growing *Deepwater Horizon* mosaic. We now have hints of why some earlier studies appear to refute one another.

"Most importantly," says Rice, "we now have a far better understanding of how and why an oil 'spill' into the ocean from below differs from one from above. The significance of this work extends well beyond the Gulf of Mexico." "It helps explain and sheds light on the plume formation, and verifies much of what we thought about the plume's composition," said WHOI chemist Christopher Reddy, lead author of the study.

The data "provide compelling evidence" that the oil component of the plume sampled in June 2010 essentially comprised benzene, toluene, ethylbenzene, and total xylenes--together, called BTEX--at concentrations of about 70 micrograms per liter, the researchers reported. [Read more](#)

USA: UNIVERSITY PARTNERS WITH MIT TO HELP PREVENT FUTURE OIL SPILLS, HUMAN-CAUSED DISASTERS

July 19 - The British Petroleum oil spill in April 2010 inspired a new partnership between UT and the Massachusetts Institute of Technology to create a set of guidelines that will allow scientists to avoid future crises.

The Energy Institute at UT, MIT's Energy Initiative and Woods Hole Oceanographic Institute formed the Research Center for Environmental Protection at Hydrocarbon Energy Production Frontiers, [REEF](#). Several UT colleges and schools will be involved, including the Cockrell School of Engineering, School of Law, Lyndon B. Johnson School of Public Affairs, McCombs School of Business and Jackson School of Geosciences. The team hopes to outline a set of realistic rules and steps to avoid major human-caused disasters, representatives said.

The UT-MIT partnership is looking at areas where it's tough to extract resources. The Arctic has a huge amount of oil and gas which is why it's the next frontier, Orbach said, even though it's a very sensitive environmental area. Further areas to explore include Alaska, Canada, Russia and Norway. [Read more](#)

PIPELINE LEAKS OIL DURING TESTING IN ALASKAN FIELD, ANOTHER SETBACK FOR BP

July 18 - As BP tries to rebuild their reputation post-Deepwater Horizon, the company has reported yet another pipeline leak at their Alaskan oilfields with an oily water and methanol spill from a ruptured pipeline spilling 2,100 to 4,200 gallons onto Alaskan tundra.

BP announced that the pipeline leak took place at their currently closed for maintenance, 30,000 barrel-per-day Lisburne field. They said that the pipe suffered a rupture during a test, spilling a mixture of methanol and oily water into the Alaskan surroundings, only adding to a long history of spills in the U.S. state and following the Gulf of Mexico catastrophe.

The Alaska Department of Environmental Conservation confirmed the amount of spillage at 2,100-4,200 gallons from the incident on Saturday, July 16 at the Greater Prudhoe Bay Unit-managed facility. [Read more](#)

AUSTRALIA: OIL SPILL RESPONSE ON AGENDA

AUSTRALIAN Seabird Rescue will hold workshops on oil spill response and marine mammal stranding on July 30 and 31.

On Saturday, July 30, the Oil Spill Response Workshop aims to close the gap between management authorities and community volunteers so that a more streamlined and effective response plan can be formulated.

President of Australian Seabird Rescue, Marny Bonner, said: "We all know how impotent we feel when there's a minor spill on the Australian coastline, let alone the shock of major spills.

"Following the two minor spills in Moreton Bay in 2009 and on the Great Barrier Reef in 2010, ASR secured a grant from the NSW Government's Environmental Education Fund to run a series of five workshops throughout coastal New South Wales. [Read more](#)

PAPUA NEW GUINEA NEEDS A NEW MARINE POLLUTION LEGISLATION

July 21 - The Papua New Guinea National Maritime Safety Authority says a new marine pollution legislation is a must for PNG.

The Marine Pollution Bill which is now ready to be introduced in parliament, is aimed at preventing ships from causing pollution and to prosecute ships that cause pollution to PNG waters.

Steve Raaymakers is an Australian marine pollution specialist who has been working with the PNG Maritime Safety Authority as a consultant to draft the bill.

He says more cargo ships and oil tankers are bound to pass through PNG waters with the booming minerals and petroleum sectors so it's important to have legislation in place to deal with potential risks. [Read more](#)

USA: USCG BEEFS UP MODU INSPECTION CAPACITY, SENATE PANEL TOLD

The US Coast Guard has increased its resources to inspect mobile offshore drilling units since last year's Macondo deepwater well accident and oil spill, Rear Adm. Paul F. Zukunft, USCG's assistant commandant for marine safety, security, and stewardship, told a US Senate Commerce, Science, and Transportation subcommittee.

The US Department of Homeland Security agency announced a risk-based program for MODUs on July 7 that will result in more frequent examination of the highest-risk units based on accident history, past discrepancies, flag state performance, and classification society performance, Zukunft said in written testimony submitted to the committee's Oceans, Atmosphere, Fisheries, and Coast Guard Subcommittee.

"Marine inspectors will focus on critical areas, such as dynamic positioning systems and operator competency," he said. The Obama administration's proposed fiscal 2012 budget requests money for more inspectors, investigators, and other marine safety personnel to inspect vessels and conduct post-incident investigations, he indicated.

"All MODUs operating in the United States are subject to annual examinations to verify compliance with area laws and international conventions," Zukunft said. "If that exam finds 'questionable equipment, systems, or crew competency issues', [USCG] can expand its investigation to determine whether a deficiency exists, and may require additional tests, inspections, or crew drills."

It also is actively overseeing the Marine Well Containment Corp. and Helix Well Control Group's development of offshore spill containment capabilities to promote rigorous testing and ensure that vessels can respond to a spill and meet applicable safety and environmental requirements, he continued. An Outer Continental Shelf Activities Matrix Team which it recently established will focus on emerging issues, increase USCG's plan review and inspection oversight, support investigations and casualty analysis, "and provide a holistic approach to management of OCS safety programs," Zukunft said. [Read more](#)

USA: CANTWELL DEMANDS ANSWERS ON WHETHER COAST GUARD READY TO HANDLE NEW CANADIAN OIL SUPERTANKERS NEAR WASHINGTON SHORELINE

July 21 – Today, U.S. Senator Maria Cantwell (D-WA) demanded the U.S. Coast Guard perform an extensive analysis of cross-border readiness and ability to respond to potential spills given the potentially dramatic increase in oil tanker traffic along the U.S.-Canada maritime border off Washington state.

With Canada poised to increase oil supertanker traffic through the waters around the San Juan Islands and the Strait of Juan de Fuca, Cantwell told the Coast Guard at an Oceans, Atmosphere, Fisheries, and Coast Guard Subcommittee hearing Wednesday that this fragile ecosystem "deserves a very robust oil spill response plan."

An oil spill in waters in Washington state interior waterways could be devastating. According to the Washington State Department of Ecology, a major spill would have a significant impact on Washington state's coastal economy, which employs 165,000 people and generates \$10.8 billion. A spill would also severely hurt our export dependent economy because international shipping would likely be severely restricted. Washington state's waters support a huge variety of animals and plants, including a number of endangered species, all which would be harmed by a spill.

Approximately 600 oil tankers and 3,000 oil barges travel through Puget Sound's fragile ecosystem annually, carrying about 15 billion gallons of oil to Washington's five refineries. The Strait of Juan de Fuca also has significant outbound tanker traffic originating in Vancouver and carrying Canadian oil. Prior to the 2010 Coast Guard Reauthorization Bill, American industry only had to position oil spill response equipment in Puget Sound, leaving the busy shipping lane in the Strait of Juan de Fuca unprotected. Cantwell's provision extended the "high volume port area" designation west to Cape Flattery. As a result, oil spill response equipment, such as booms and barriers, are now prepositioned along the Strait, supplementing the response equipment already in place in Puget Sound. [Read more](#)

USA: CANTARA SPILL: 20 YEARS LATER



Cars and tankers tumbled into the Sacramento River after a derailment at Cantara Loop on July 14, 1991, spilling powerful metham sodium which killed everything it touched. Here's a look back at the disaster 20 years later.

For Dunsmuir resident Mark Block, July 15, 1991 was an unusual day. The first detour from the norm he expected, a drive up to Yreka to answer the call for jury duty. He awoke early, drove a few hundred yards from his home to the freeway, and made it to court in time.

But instead of instructing the jury pool as to its duties, the judge asked for those from Dunsmuir to identify themselves. As Block recalls, "Then he said something like, 'You are dismissed. There has been an emergency.' He didn't say anything else! No one could tell us what happened!"

What happened was, at a little before 10 p.m. the night before, a train derailed off a sharp bend north of town, and some of its cars tumbled down the embankment. A tanker filled with poison landed in the river and leaked its contents into the swift current.

News (continued)

The poison was a powerful herbicide called metham sodium. It rode the river as a toxic plume, killing everything it touched.

Downstream many hours later, townsfolk awoke to what at first seemed to be a normal summer Monday. Dunsmuir Hardware Store owner Ron McCloud, who lived on the riverfront, remembers arriving at work that day unaware anything out of the ordinary had happened. "I found out about it when people started coming into the store," he said. "Everyone was talking about it." [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group, for providing the link to this story]

People in the news

DR. ROSALIE BALKIN TO BE IMO DEPUTY



July 21 – Dr Rosalie Balkin, director of legal affairs at IMO, will be tomorrow be unveiled as an additional assistant secretary general of the International Maritime Organization, outgoing secretary general Efthimos Mitropoulos has confirmed Thursday

Dr Rosalie Balkin is currently Director of the Legal Affairs and External Relations Division of the International Maritime Organization (IMO) (London), a position she has held since 1998, and Secretary of IMO's Legal Committee. She was previously Assistant Secretary in the Office of International Law at the Federal Attorney-General's Department in Canberra, Australia. She has held academic posts at a number of universities, including the University of the Witwatersrand in Johannesburg, South Africa; Melbourne and New South Wales Universities in Australia, and the University of Cambridge, UK. [Read more](#)

LUKE READMAN RETIRES

On 22 July, Luke Readman, Chairman of Thomas Miller P&I Ltd, retires after nearly forty years of service to the Members of the UK P&I Club.

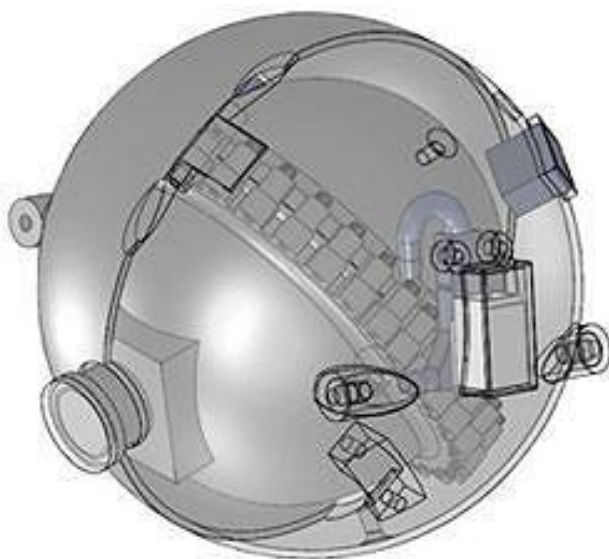
He hands over leadership to current chief executive Hugo Wynn-Williams, who will be supported by deputy chairman Nigel Carden.

Readman is renowned in the P&I industry as an oil pollution specialist after handling major claims for the UK Club such as the 230,000dwt VLCC Haven, which caught fire and sank off Genoa in 1991. [Read more](#)



Technology

TINY ROBOTS COULD FIND NUCLEAR PLANT LEAKS



A spherical robot equipped with a camera may navigate underground pipes of a nuclear reactor by propelling itself with an internal network of valves and pumps. Image: Harry Asada/d'Arbeloff Laboratory.

Small, spherical robots with a camera could someday navigate the underground pipes of a nuclear reactor to check for corrosion or leaks, U.S. researchers say.

Researchers at the Massachusetts Institute of [Technology](#) said a recent study found three-quarters of U.S. nuclear reactor sites have leaked radioactive tritium from buried piping that transports water to cool reactor vessels, often contaminating groundwater.

Identifying corrosion in a reactor's underground pipes is a major challenge for safety inspectors, who can only use indirect methods such as ultrasonic screening.

Now MIT engineering Professor Harry Asada and his colleagues are working on a direct monitoring alternative: small, egg-sized robots designed to dive into nuclear reactors and swim through underground pipes, checking for signs of corrosion.

The smooth robots have no external propeller or rudder, relying instead on small ports that expel water under pressure to guide and steer them. [Read more](#)



In this issue of the ISCO Newsletter we are printing No. 35 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Member of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

KNOWLEDGE OF THE FATE OF RELEASED OIL / HNS (CHAPTER 35)

Apart from their combustibility, organic compounds are unstable in air and sunlight and will eventually degrade through chemical oxidation, photo-oxidation and bio-oxidation to the carbon dioxide and water from whence they were initially photo-synthesised, though the absence of oxygen may fossilise them as natural gas oil and coal. As reviewed in previous articles we know that photo-oxidation begins in oil slicks to form emulsifiers in those oils which otherwise would not form water-in-oil emulsions; that this oxidation continues with the dissolution of naturally dispersed oil and emulsion droplets from those slicks; that oxidation of the oil components of such droplets by heterotrophic bacteria promotes their growth at the bottom of the marine food chain as does their oxidation of the non-oil components arising from the natural post-mortem degradation of all marine flora and fauna in the carbon recycling without which neither marine nor land-based ecosystems would exist; and that such microbial degradation is the basis of the bio-remediation of polluted shorelines as will be reviewed in subsequent articles.

However, in addition to these slow oxidation processes at ambient temperatures, we know that oil components of which some are also classified as HNS will also oxidise at higher temperatures in the combustion reviewed in article 34. Indeed, the accidental combustion of cargoes now provides incentive to investigate intentional combustion of oil as a technique of response to oil slicks, though it has already been rejected as a means of preventing their release from shipping casualties. Nonetheless, the VLCCs *Atlantic Empress* and *Aegean Captain* caught fire after colliding in the Caribbean with the latter being subsequently offloaded in Curacao while attempts to cool the former with continuous water spraying during eight days' towage to seaward culminated in a major explosion on the tenth day, in subsequent smaller explosions and final sinking without release of oil to the sea. Again, later the same year, the *Burmah Agate* collided with an anchored bulk-carrier four miles off Galveston setting fire to both, after which oil continued to burn for ten weeks before the remainder was off-loaded. Yet again, an explosion occurred during cargo transfer from the *Mega Borg* to the *Framura* in the Gulf of Mexico in 1990, this being followed by more explosions and intense fire, while explosion and fire occurred when the *Aegean Sea* grounded in the approach to Corunna in 1992.

Thus, while normal practice replaces the air in cargo tanks with the nitrogen and carbon dioxide of the ship's engine exhaust in the process, known as inerting, which removes the risk of explosion, damage to the tanks, particularly by collision, permit's the ingress of air to form an explosive vapour mixture which only needs a spark which may also be provided by collision to set it off. Again, with tank openings sustaining the oxygen ingress required to sustain combustion of tank contents and with released oil continuing to burn on the sea surface the incentive has remained for investigating the possibility of using slick combustion as a spill response technique. On the other hand, it was already known that slick combustion would cease when layer thickness was insufficient to prevent heat loss to the underlying water; that maintenance of sufficiently thick layers to sustain combustion would need appropriate boom encounter rates; that such booms would need to be fire-resistant; and that water-in-oil emulsion formation would reduce the prospects for combustion at increasing distance from source because the increasing water-content would reduce the likelihood of maintaining the necessary combustion temperatures.

However, it may be noted that oil released to water in Arctic conditions may be expected to show a lesser tendency to spread and thus to present thicker layers for longer than in warmer temperatures. Again thicker slicks in calm conditions may be expected to take up emulsified water more slowly and to maintain appropriate thickness levels for combustion by compression against ice-edges acting as zero-cost booms resistant to the fire-damage which afflicts even high-cost fire-resistant booms. It is no surprise, therefore, that much effort has been expended in seeking to make slick combustion a spill response technique for Arctic conditions despite the inherent difficulties of slick combustion in general.

1 *The Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at www.authorsonline.co.uk

2 *Response to Oil and Chemical Marine Pollution*, D. Cormack, Applied Science Publishers, 1983.

3 *Response to Marine Oil Pollution - Review and Assessment*, Douglas Cormack, Kluwer Academic Publishers, 1999.

Publications

NEW EDITION OF PIPELINE EMERGENCIES

Although written primarily for firefighters, this book contains much information that is relevant to spill responders in non-fire pipeline events.

[More information](#) [Download the book](#)

Events

ARCTIC OIL SPILL CONFERENCE 2011

4 - 5 October 2011, Hilton London Paddington - Advancing oil spill strategies in ice and ice-covered waters

The Arctic has one of the most pristine marine environments in the world and could be seriously impacted if an oil spill, caused by either a pipeline leak or blow-out, occurred at a time corresponding to wildlife concentrations and migrations.

This topical event will provide information on the very latest industry research and developments, review what is being done to prevent oil spills on ice and in ice-covered waters and outline some of the methods in place for containing and cleaning up oil spills if they do occur.

1. Benefit by hearing from **recognised experts and oil industry professionals** providing a unique opportunity to **knowledge share, discuss and debate!**
2. Enhance your comprehension of the **regulatory and legislative requirements**
3. Gain an understanding of basic **oil behaviour in ice and the implications for response**
4. Obtain crucial information regarding **shoreline protection**
5. Learn how to develop **oil spill response strategies** and gain an understanding of the various oil **spill response technologies** available

The **Arctic Oil Spill** programme will bring together some of the **world's leading authorities** on oil spill preparedness, planning, response and containment. Attend this highly topical event and gain a comprehensive insight into:

- What are the realities of oil spill in ice – dispelling the misconceptions
- What are the true capabilities currently available to deal with an oil spill
- Do Arctic conditions make dealing with an oil spill a massive task?
- The very latest R&D initiatives and programmes

A 15% discount is available to readers of the ISCO Newsletter. The link below has been specially set up to activate this discount - <http://www.informaglobalevents.com/KA0121SCEM>

2011 VIRGINIA HAZARDOUS MATERIALS CONFERENCE AND EXPO

The Virginia Association of Hazardous Materials Response Specialists (VAHMRS), in conjunction with the Virginia Department of Emergency Management (VDEM), is proud to announce the 28th Annual Virginia Hazardous Materials Conference and Expo to be held October 17-21, 2011 at the Hampton Roads Convention Center and Embassy Suites Hotel.

The Virginia Hazardous Materials Conference and Expo serves as the premier hazardous materials conference in the mid-Atlantic region. The event features over 60 educational workshops and an exhibition area featuring the latest products and technology for the hazardous materials industry. [More information](#)

MEETING OF THE STEERING GROUP OF THE ISAA ALL-IRELAND ACCREDITATION SCHEME

The next meeting of the Steering Group of the International Spill Accreditation Association (ISAA) "All-Ireland" Accreditation Scheme will take place at 2.00 p.m. on Tuesday 26th July 2011 at the National Maritime College, Ringaskiddy, Cork.

Normally ISAA meetings are held in Belfast or Dublin but this is a special meeting when we will be discussing holding an oil spill seminar and training event at the College later this year. This will be an opportunity to view the College's facilities and also have input to seminar subjects, equipment demonstrations and training. The event will cover both inshore and offshore spills. We will be very pleased to see you and any of your colleagues. If you can come, would you let our Administrator, John McMurtrie know, just for administrative purposes, on email john.mcmurtrie@balbithan.com We look forward to seeing you.

Company news

ECOLAB'S \$8 BILLION ACQUISITION

In a major move, leading cleaning and sanitation products company **Ecolab Inc** ([ECL - Analyst Report](#)) has agreed to acquire Illinois-based water treatment company **Nalco Holding Company** ([NLC - Snapshot Report](#)) in a cash and stock deal worth roughly \$8 billion. The deal, which is expected to close in the fourth quarter, has been approved by the Boards of both companies.

Within the Spill Response Community, Nalco is best known as the supplier of Corexit oil spill dispersants.

[Read more](#)

ISCO notes

ROAD TANKER ROLL-OVER RESPONSE



Your editor had lunch last week with some old friends – Bob McWhinnie, formerly Technical Director at Alba International Ltd., Steve Guy, Training Manager at Briggs Environmental Services Ltd. (BESL) and Allan Howarth, Regional Manager for BESL, based in Baku, Azerbaijan.

Somehow the conversation turned to discussion of tanker roll-overs. Those of us that read the excellent incident reporting in the newsletter “Newsy Stuff” produced by Don Johnston of the DG & Hazmat Group will be very aware of the very high frequency of tanker roll-over incidents on a worldwide basis. Virtually every edition of “Newsy Stuff” gives details of several such incidents, most often in Australia and the USA. One suspects that the actual number of tanker roll-overs is probably a great deal higher because many are not reported internationally.

Some time ago, ISCO member Brian O'Connor sent me a Tanker Roll-over Response training video produced by the Canberra & Regions Oil Industry Emergency Response Group (CROIERG). I shared this with

Steve, who has since received more training video material from another contact in Australia. These videos include instruction on the technique used for removing product from the overturned tanker.

In Australia and the US (and presumably in many other countries) tank barrels are constructed in aluminium and the standard procedure for removing product is to cut holes in the tank, then transfer the petrol or other product to another vehicle, taking all the proper precautions to eliminate possibilities of ignition.

The hole cutting procedure is very simple – one person straddles the tank and uses a hand-held air-operated drill to drill and cut the hole, while a fireman with water hose is present to spray water to obviate any friction generated heat during the drilling and cutting. We have not heard of any problems arising from the use of this procedure, but to our eyes it did seem rather unconventional.

Here in the UK, road tankers may have steel or aluminium bodies and the standard procedure is to access the load by fitting an adaptor valve to the dip tube and connecting a hose to effect the transfer to an empty vehicle. This does not damage the tanker. If a hole has to be drilled in any vessel where flammable vapour may be present we would prefer to use hydraulic or air operated hot tapping equipment.

We think the dip tube adaptor is a safer procedure but there is a problem with aluminium tankers that do not have a dip tube fitting. With these tankers there may be no alternative to hole cutting. We don't know whether, after hole cutting, tank barrels can be repaired or have to be scrapped.

The additional cost of providing all tankers with a facility that could be used for accessing product following a roll-over – it doesn't have to be a dip tube – would be low and, with the apparently high frequency of roll-overs, would it not be sensible to design new tankers with this in mind ?

Readers are invited to comment.

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. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy.
