



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
Issue 301, 19 September 2011

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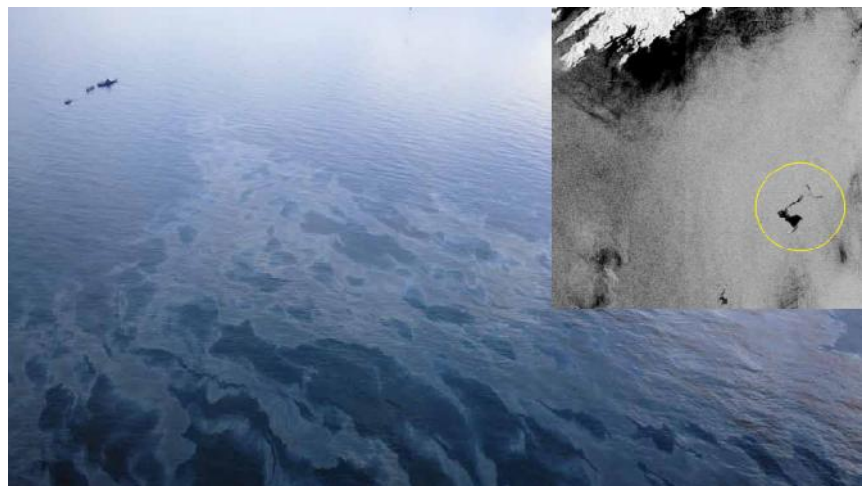
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## News

**EUROPE: 8,866 POSSIBLE SPILLS WERE DETECTED AND  
REPORTED BY FIRST GENERATION CLEANSEANET**



*CleanSeaNet alerted the Irish authorities about this spill off the coast of Ireland caused by a refuelling at sea incident involving the Russian aircraft carrier Admiral Kuznetsov (visible on both images).*

Prior to the launch of CleanSeaNet in 2007, the use of satellite images for pollution detection and identification of polluters was limited. Four years later, 72 authorised users in 24 coastal States are using the service for pollution monitoring operations.

## News (continued)

The European Maritime Agency (EMSA) has just published a report on CleanSeaNet First Generation Service, covering the period from 16 April 2007 to 31 January 2011.

Some key figures from the operational results are given below –

- Over 8,000 satellite images have been delivered, an average of over 2,000 images per year;
- The service was based on 3 polar orbiting SAR satellites: the European Space Agency's ENVISAT, and the Canadian Space Agency's rADArSAT-1 and rADArSAT-2;
- Image coverage density varies from 1-2 images per month in some areas to more than 20 images per month in others, based on coverage requirements defined by the coastal States;
- Over 1,000 million km<sup>2</sup> were monitored. To cover the same surface area with aerial surveillance would have required more than 50,000 flight hours;
- 8,866 possible spills were detected and reported by CleanSeaNet;
- On average, the trend is a global reduction in the number of possible spills detected in the images: from 1.38 possible spills identified per image in 2008 to 1.0 in 2009 and to 0.75 in 2010;
- 2,828 satellite detections were checked on site of which 745 were confirmed as mineral oil or other substance;
- 50% of spills checked by aircraft within 3 hours of satellite acquisition were confirmed;
- Of the confirmed spills, 80% were mineral oil and 20% were other substances;
- CleanSeaNet provided emergency support for 10 accidental spills.

[Read more](#)  [CleanSeaNet First Generation Report](#)

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## CANADA & USA: JOINT EMERGENCY RESPONSE EXERCISE

The oil spill preparedness exercise *CANUSLAC* took place over 13-14 September.

Through the *Great Lakes Water Quality Agreement*, Canada and the United States are committed to working together to ensure that both jurisdictions can collaborate quickly and effectively in the event of an environmental incident in our shared waters. The CANUSLAK exercise is an important element in our cooperative approach that will allow responders to test and continuously improve a broad range of pollution response activities that would be jointly undertaken in the event of a major pollution incident.

[Read more](#)

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## CANADA: "ARCTIC READY" – REPORT URGES CANADA TO REFORM DRILLING LAWS

A new report by the Pew Environmental Group (PEG) asserts that Canada's system of regulating and licensing offshore oil and gas drilling requires "major reforms" to create an "Arctic ready future" that will protect the region and its people from serious environmental harm.

The 27-page report, [Becoming Arctic-Ready](#), was sent to Prime Minister Stephen Harper on Friday as well as the [National Energy Board](#) (NEB), which is a (Canadian) independent agency currently conducting public review of offshore oil drilling rules in the Canadian Arctic. [Read more](#)

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## USA: SALAZAR, BROMWICH ANNOUNCE PROPOSED RULE TO FURTHER STRENGTHEN WORKPLACE SAFETY IN OFFSHORE OIL AND GAS OPERATIONS

Secretary of the Interior Ken Salazar and Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE) Director Michael R. Bromwich today announced a proposed rule that will reduce the likelihood of accidents, injuries and spills in connection with oil and natural gas exploration and development activities, as the Department continues to expand safe and responsible domestic oil and gas development on the U.S. Outer Continental Shelf (OCS).

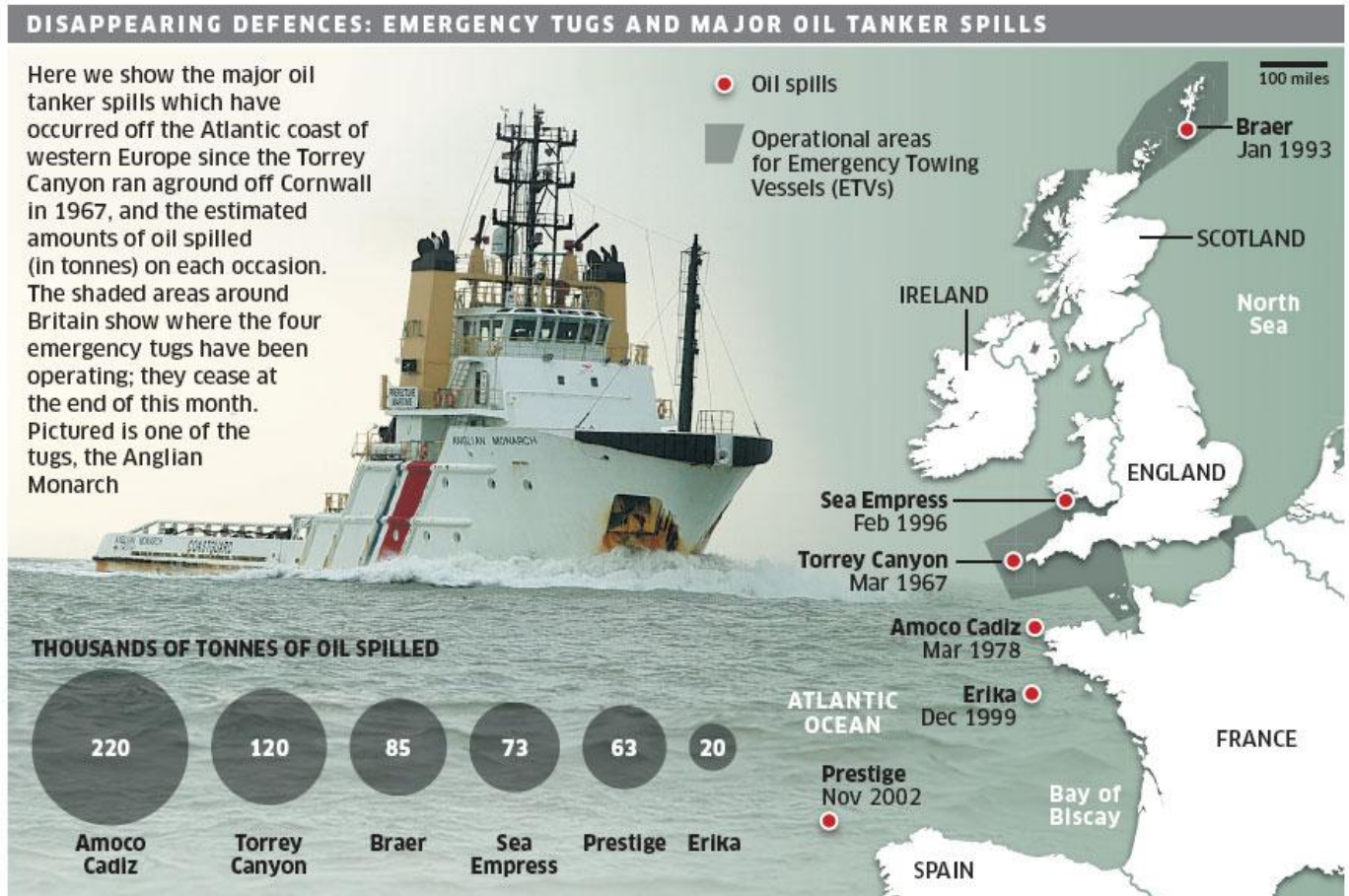
The proposed Safety and Environmental Management Systems (SEMS) rule is part of a series of safety and environmental reforms implemented by the Department of the Interior since the Deepwater Horizon oil spill. The proposed rule, which enhances the Workplace Safety Rule issued in October 2010, will add greater protection by supplementing operators' SEMS programs with employee training, engaging personnel in safety management, and strengthening auditing procedures by requiring them to be completed by independent third parties.

"As we continue to encourage balanced and responsible oil and gas development on the OCS, we must remain fully focused on continually strengthening safety standards to protect workers and to reduce the risk of accidents and spills," said Secretary Salazar. "Our goal is to ensure that safety is front and center every day, for every worker, on every project. This proposed rule is the latest regulatory reform we have undertaken to enhance the safety of offshore energy operations," said Director Bromwich. "The protection of human life and the environment are top priorities for BOEMRE. Implementing a comprehensive program with these additional features will further our goal of avoiding accidents that may result in injuries, fatalities and serious environmental damage. [Read more](#)

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## UK: POLLUTION DISASTER FEARS AS RESCUE TUGS ARE DITCHED

September 15 - Britain is abandoning its first line of defence against oil tanker pollution disasters, four ocean-going tugs stationed around the coastline to help vessels in distress.



The four tugs, put in place as a result of the calamitous oil spill from the tanker Braer, which ran aground in Shetland in 1993, are to come out of service in a fortnight as part of the Government's public spending cuts.

The move, which will save £8m a year – vastly less than the cost of dealing with any major oil spill – goes against the clear recommendations of the Maritime and Coastguard Agency and is being described by concerned MPs as "inviting disaster" and "crazy".

The Government hopes that commercial tug operators will fill the gap when needed, but there is great concern that while this may happen in the Channel and the Southwest Approaches, it will be impossible in Scotland's Northern and Western Isles – which are both the most environmentally sensitive waters around Britain and the most dangerous to shipping.

The four tugs, or emergency towing vessels (ETVs), have been stationed since 1995, at public expense, in four zones around Britain: the Dover Strait, the Southwest Approaches, the Minches (the Hebrides) and Fair Isle (the Shetland Islands). They are sturdy vessels, much stronger than harbour or coastal tugs, fitted with powerful towing gear which enables them to take even the largest supertankers under control.

They were put in place after a direct recommendation from Lord Donaldson in his report on the grounding of the Braer on the Shetland coast in January 1993, which saw nearly 85,000 tonnes of oil spilled and the mass deaths of seabirds.

The Donaldson report was a savage indictment of Britain's failure to address properly the danger of severe coastal pollution from oil tankers, and prompted a shake-up of emergency arrangements – of which the stationing of the ETVs was the most prominent measure. Since Lord Donaldson's recommendations, three further reports have emphasised the value of and need for the tugs, the most recent written for the Maritime and Coastguard Agency in 2008.

Produced by the consultancy Marico Marine, it stated: "The United Kingdom appears to have little option but to continue its involvement in the contracting of emergency towing vessels." "Lack of capability within the commercial tug and towage sector (in effect, market failure), European Union obligations and societal expectations (zero tolerance of major marine environmental incidents) combine to dictate the need for this contingent capability." [Read more](#)

## SOUTH AFRICA: OIL SPILL SLICKS CAPE TOWN BEACH



*Thick oil from the stricken bulk carrier Seli 1 is washing up on Cape Town's Blouberg beach.*

September 3 - The vessel ran aground two years ago, forcing maritime authorities to pump out hundreds of tons of fuel and remove a cargo of coal to prevent an environmental disaster.

But residents woke up to a heavily soiled beach today and the crude oil has already killed seals and birds.

Disaster Risk Management spokesman Wilfred Solomons-Johannes said that the bow of the ship disintegrated because of rough sea conditions and strong winds that have battered the city over the past few days. [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group, for providing the link to this report]

## ECUADOR: AMAZON POLLUTION VICTIMS ASK NEW YORK JUDGE TO AWARD \$8BN CHEVRON MONEY

Victims of what they say is one the world's worst environmental disasters will on Friday ask a New York court to free up billions of dollars in compensation awarded to them in a record ruling earlier this year – and oust the judge who blocked their claim.

The \$8bn fine [was imposed by an Ecuadorian court in February](#) on oil giant [Chevron](#), on behalf of 30,000 residents of the Amazon basin whose health and environment were allegedly damaged by chemical-laden waste water dumped by Texaco's operations from 1972 to 1990. Chevron bought Texaco in 2001.

Chevron has attacked the judgment as a "fraud." The company has claimed the entire case is an extortion scheme. In March, [Chevron secured an injunction from judge Lewis Kaplan](#) against the decision, ahead of a trial set for November. [Read more](#)

## CANADA: VANCOUVER SHELL GAS STATION LEAK LARGEST OF ITS KIND KNOWN IN B.C.

September 14 - The Shell gas station leak that contaminated at least 78 Vancouver properties is the largest of its kind known in British Columbia and may require the company to use special techniques to solve the problem, the provincial Ministry of Environment said Wednesday.

With the leak deep into the ground and now affecting the water table known as the Vancouver aquifer, Shell will need to determine whether the contamination is still spreading or if it is stable, said Mike Macfarlane, the senior manager of land remediation for the environment ministry.

"That's one of the technical things Shell will have to determine, is this plume at a steady state or is it going to continue to grow," he said. "If it is still growing they will have to put efforts in place to stop it or slow it down." [Read more](#)



## USA: COAST GUARD RESPONDS TO OIL SPILL IN BAYOU DUPONT

September 14 - Crews are working to seal a leaking wellhead off the Louisiana coast.

Coast Guard sector New Orleans, in coordination with Louisiana Oil Spill Coordinator's Office, Louisiana State Police, Louisiana Department of Environmental Quality, Louisiana Department of Wildlife and Louisiana Department of Natural Resources, is overseeing cleanup operations to remove crude oil from Bayou Dupont after a pipeline leak over the weekend.

USCG officials say a pipeline leak from a platform owned by Houston-based Cedyco Corp. was reported on Sunday afternoon at 2:05 p.m. from Plaquemine's Parish operator. Oil was spotted in Bayou Dupont and north Barataria Bay. Upon USCG investigation of the leak, a second, two-inch flow was discovered in the line attached to the wellhead.

## News (continued)

The Coast Guard, under authority of the Water Pollution Control Act, issued an administrative order to Cedyco to secure the source of the leak and conduct cleanup operations. The Oil Spill Liability Trust Fund has been opened to fund any federal clean-up operations.

Oil Mop is leading the cleanup operation with the Coast Guard's oversight. The leak from the pipeline has been fixed and the crews have reduced the flow from the well head and are continuing to work to fully seal it. [Read more](#)

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### USA: CHEMICALS OF CONCERN

September 12 - Government: Senators ask White House to release EPA's proposal to create new list of substances - The White House is under pressure from two democratic senators to release a list of chemicals the Environmental Protection Agency says could endanger human health or the environment. This so-called [chemicals of concern](#) list would include eight phthalates, polybrominated diphenyl ethers, and bisphenol A.

The chemical industry has attempted to block release of EPA's proposed list over the past year.

Congress granted EPA the authority to create such a list in the Toxic Substances Control Act (TSCA), which was signed into law in 1976. But EPA hasn't attempted to use this authority until now.

Now, Sens. Frank R. Lautenberg (D-N.J.) and Sheldon Whitehouse (D-R.I.) are calling on the White House Office of Management & Budget (OMB) to finish its regulatory review of the EPA list, which it began in May 2010. The list would not propose controls on the chemicals included, but it is nonetheless considered a regulation. Generally, OMB finishes its review of proposed regulations within three or four months. [Read more](#)

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### EUROPE: EMSA FISHING FOR NEW EXECUTIVE DIRECTOR

September 15 - Europe's chief agency for maritime oil spill preparedness and response, the [European Maritime Safety Agency](#), is searching for a new executive director. EMSA, based in Lisbon, says applicants must be highly experienced citizens of a member state of the European Union or from a country from the European Economic Area, must be able to complete a five-year commitment before reaching the retirement age of 65, and must be ready to manage the agency's staff of 250 people and its annual budget (\$76.8 million in 2011). Applications are due by Sept. 30.

The agency posted the opening on Sept. 1. The current executive director is Willem de Ruiter. [Read more](#)

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## People in the news

### DAN DOLSON APPOINTED OPERATIONS MANAGER FOR TITAN SALVAGE



TITAN Salvage, a Crowley Maritime Corporation company, has appointed Dan Dolson to the senior management team as operations manager for the Americas. In this new role, Dolson now has responsibility for the operations and profitability of TITAN's U.S. office and depot in Pompano, Fla. Dan will relocate to Florida from Bellevue, Wash., and report to TITAN Vice President Richard Habib.

Dan has more than 15 years of experience in the marine and salvage industry. He was the founder and president of the Seattle Diving Company, and since 2003 grew the company from a local dive outfit to a modest subsea construction company working in the Pacific Northwest, Gulf of Mexico and in other international waters. Prior to owning his company, he had an eight-year career with Crowley working aboard tugboats and vessels, including the American Salvor. He graduated from SUNY Maritime in 1995.

[Read more](#)

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### LINDA BROOKS APPOINTED AS ADMINISTRATOR AT SETN

ISCO Industry Partner, The Scottish Environmental Technology Network (SETN) has released the following announcement –

“SETN welcomes our new administrator, Linda Brooks to the team. Linda joined us in July and is already heavily involved in the day to day running of SETN.

Lilly Hunter who held the position of Communications and Marketing Coordinator has moved on to new ventures. We wish Lilly all the best. The position is now being advertised and we will let you all know when The new member of staff is appointed.





In this issue of the ISCO Newsletter we are printing No. 43 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 43)

We have seen that released oil spreads from a thick centre through Phases I, II and III according to Fay; while elongating to a comet-like tail as the slick moves downwind; that this elongation is caused by the upward migration of the larger dispersed droplets from its under-surface according to Stokes and by their re-coalesce with the slick nearer to its upwind edge and upwind of it; and that this process continues as the slick moves downwind over the droplet-containing seawater at the wind-induced velocity of the water which decreases with depth.

Again, we have seen that dispersant-application increases the rate at which oils disperse; that for maximum effectiveness, dispersants must be added directly to the oil; that effectiveness is reduced to the extent of dispersant-loss to the seawater; and that, in any case, dispersed droplets carry dispersant from the slick thus reducing the rate of further droplet formation.. At this point, we should recall that the mechanism of droplet formation suggests that droplet-diameter cannot be greater than the originating layer thickness; that the very thin layers of Phase III spreading and of slick tails can be relied upon to disperse naturally at droplet diameters too small to migrate upwards; that the rate of dispersant-application is designed in accordance with effective dispersant : oil ratio for layer thicknesses of the order of 0.1mm in accordance with Fay's Phase II spreading; and that pandering to environmentalist belief caused water to be substituted for kerosene as the surfactant carrier in dispersant formulations despite the likelihood of increased dispersant-loss to the sea.

However, while the study of slick tails from small trial quantities of released oil might have provided further knowledge on natural and dispersant-induced dispersion as a function of oil/emulsion viscosities and on the efficiencies of differing dispersant formulations, interest in dispersant technology was curtailed by belief-based environmentalist opposition. Indeed, attention turned to less environmentally controversial aspects of the spill response problem despite these doing little or nothing to solve the problem itself. I will return to the response problem in future articles. Here, I provide examples of what might be termed neutral aspects of the response problem with a comparison of differing classes of computerisation, here and in articles 44 and 45.

Thus, while the explanation of comet tails provided in the first paragraph of this article provided insight as to the mechanism of natural and dispersant induced dispersion and was thus useful to the practical responder, others turned their attention to the computerisation of the so-called advection-diffusion model of dispersive spreading. In this model, each droplet moves as the vector sum of its sequential stepwise displacements which are computed for each small time interval  $\delta t$  as induced by temporal and spatial variations in tide as provided by such as the Proudman Oceanographic Laboratory, by wind-shear variation with depth down to the depth of zero-shear which itself depends on wind speed, and by surface wavelength effects as these vary with depth. Again, the movement induced by buoyancy and turbulence effects on droplets of varying size is dealt with in this model on the basis of Stokes' Law as modified by variation in Reynolds Number. Yet again, the model estimates the horizontal and vertical diffusion coefficients  $K_h$  and  $K_v$  for oil droplets by analogy with concentrations measured for the molecular diffusion of soluble chemicals and dyes.

Thus, we see that while this mathematical model reproduces the natural phenomenon of slick-tailing on computer screens, it does so by assuming the prior existence of oil droplets and by adjusting the values of its incomplete range of parameters to fit the observed tailing; that it is incapable of predicting the spreading prior to the tailing as a function of oil-specific viscosity values as already done by Fay; that it is incapable of predicting the dependence of droplet formation and size-distribution on these viscosity values; that the only oil-specific parameter in this mathematical model is the density of the droplets which in any case migrate according to Stokes; and that this advection-diffusion model, in telling us nothing we did not already know, takes us no further forward in spill response though its mathematics may bamboozle and impress.

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

### FINAL REPORT ON GULF OIL SPILL DISASTER SHARES THE BLAME

A key US report released today says poor risk management, last-minute changes to plans and faulty cement work were responsible for the massive Gulf of Mexico rig explosion and oil spill. The report gives shared responsibility to BP, Transocean

## Publications (continued)

and Haliburton for the deadly rig explosion on April 20, 2010 that killed 11, injured 16 others, and spilled more than 200 million gallons of oil into the Gulf of Mexico.

These findings come from an investigation conducted by the U.S. Coast Guard and the Bureau of Ocean Energy Management, formerly the Minerals Management Service, who oversees drilling operations in US waters.

The panel found that the central cause of the blowout was “failure of a cement barrier in the production casing string.” The panel did say that the reasons for the cement failure were unknown but were likely caused by the swapping of cement and drilling mud in the shoe track; containment of the show track cement; or pumping the cement past the target location in the well.

The report identifies BP as ultimately responsible for conducting safe operations at the Macondo well – including protection of personnel, equipment, natural resources, and the environment. Transocean was identified as being responsible for protecting personnel onboard the Deepwater Horizon rig and conducting safe operations onboard. Haliburton was indentified as being responsible for the cement job and monitoring the well. And Cameron was responsible for the design of the blowout preventer.

The panel found that a series of decision led to the complicating of cement operations and added to the risk and contributed to the ultimate failure of the cement casing. The panel identified the decision as follows:

- The use of only one cement barrier. BP did not set any additional cement or mechanical barriers in the well, even though various well conditions created difficulties for the production casing cement job.
- The location of the production casing. BP decided to set production casing in a location in the well that created additional risk of hydrocarbon influx.
- The decision to install a lock down sleeve. BP’s decision to include the setting of a lock down sleeve (a piece of equipment that connects and holds the production casing to the wellhead during production) as part of the temporary abandonment procedure at Macondo increased the risks associated with subsequent operations, including the displacement of mud, the negative test sequence and the setting of the surface plug.
- The production casing cement job. BP failed to perform the production casing cement job in accordance with industry - accepted recommendations.

The Panel also found evidence that BP and in some cases it contractors, violated federal regulation.

[Read more](#) [Related article](#) [BOEMRE Press Release](#) [Adm. Papp/Director Bromwich Cover Memo](#)

[Volume I](#) [Volume II](#) [Appendices](#) [Additional information](#)

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## US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The August 1-15, 2011 *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/>

## Events

### SALVAGE & WRECK REMOVAL CONFERENCE 2011



The 14th Annual

Salvage & Wreck Removal Conference 2011

7 - 8 December 2011, Radisson Blu Portman Hotel London

[More info](#)

[Download the latest Agenda](#)

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**CLEAN GULF 2011 – SAN ANTONIO, TEXAS, 30 NOVEMBER – 1 DECEMBER, 2011**



**NORTH AMERICA'S LARGEST  
OIL SPILL TRAINING EVENT & EXHIBITION**

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

**Register Today**

**Come and visit ISCO at Booth No. 154**

**ISCO Members "Meet and Greet" Event – Details later**

**North America's Largest Oil Spill Training Event & Exhibition Returns to Texas**

This Nov. 30 – Dec. 1, owners, operators and responders from around the world will converge in San Antonio, Texas for CLEAN GULF 2011. Attendees this year will experience a greatly expanded educational program, which now includes two co-located events: the Deepwater Prevention & Response Conference and INDUSTRIAL FIRE, SAFETY & SECURITY. After a record breaking 20<sup>th</sup> anniversary event last year in Tampa which attracted 2,662 attendees from 46 states and 28 foreign countries, the most in the event's history, event organizers have very high expectations for the preeminent oil spill training event.

"With the largest booths the event has ever had, our biggest exhibit floor ever and advance registration running very strong, the industry support for CLEAN GULF 2011 has been tremendous," said Laura Couvillon, CLEAN GULF Show Director. "CLEAN GULF offers more comprehensive coverage of the key oil & chemical spill issues than any other event in North America – and is a must attend event for Spill Prevention & Response, Maritime Security, Marine Salvage and Environmental Professionals."

**The Industry's Most Comprehensive Spill Prevention & Response Conference**

CLEAN GULF 2011 will kick off with a Keynote Address on Nov. 30, 8:30 - 9:00am, by Jerry Patterson, Texas Land Commissioner, Texas General Land Office / Oil Spill Prevention & Response, and Rear Admiral Paul Zukunft, Assistant Commandant for Marine Safety, Security & Stewardship, United States Coast Guard.

The Keynote will be followed by a two hour mega session, "The Gulf – Open for Business: ISPR Review and Perspectives on the New Regulatory and Operating Environment." It has been over a year since the Deepwater Horizon incident, but many important developments continue to evolve from this incident. This year's Mega Session will touch on important points from the spill and ISPR Report, and look ahead to the future of the Gulf with new developments and initiatives that will impact the operator and response communities. Speakers will include representatives from the U.S. Coast Guard, Bureau of Ocean Energy Management, Regulation and Enforcement, BP and the drilling industry.

On Dec. 1, the day will start with the "State & Federal Updates" general session, from 8:00 - 9:30am. This session will enable attendees to hear what they need to know to conduct business in the Gulf directly from the federal and state regulators who are responsible for implementation and enforcement. Representatives include: Florida Department of Environmental Protection, Texas General Land Office, Louisiana Oil Spill Coordinator's Office, Alabama Department of Environmental Management, Mississippi Department of Environmental Quality, Bureau of Ocean Energy Management, Regulation & Enforcement, U.S. Coast Guard and EPA.

Following the general sessions each day, attendees will have the opportunity to choose from more than 90 speakers at 25 sessions across four tracks including: (1) Response, (2) Preparedness, (3) Deepwater Prevention & Response, and (4) The New Reality.

**The Largest Oil Spill Expo in North America**

BP. Clean Harbors. ExxonMobil. Garner Environmental Services. Hess. Nalco Environmental Solutions, LLC. O'Brien's Response Management, Inc. Oil Mop. SWS Environmental Services. TAS Environmental. The Response Group. United States Environmental Services. Worley Catastrophe Response. These are just some of the 275+ companies exhibiting this year. One of the key value propositions of CLEAN GULF to the oil spill response community has always been the one-of-a-kind solutions expo. With its biggest exhibition ever, CLEAN GULF 2011 offers more opportunity than ever before to discover the latest products and technologies.

**New for 2011: Two Co-Located Events Mean More Content, Networking & Value**

The INDUSTRIAL FIRE, SAFETY & SECURITY Training Event & Exhibition will bring together over 1,000 decision-makers from across the industrial emergency response marketplace to hear valuable "lessons learned" from true-life situations, learn best practices for all types of incidents and see the latest industrial emergency response solutions on the exhibit floor. CLEAN GULF attendees can attend this event at no-charge.



## Events (continued)

CLEAN GULF has also expanded its educational program with the co-located conference, Deepwater Prevention & Response. This conference will bring together drillers, subsea operators, pipelines, shipping companies and other service providers in the petroleum supply chain. All of the sessions here are included in CLEAN GULF registration.

For the latest event info and to register, visit [www.cleangulf.org](http://www.cleangulf.org).

## EUROSPILL SEMINAR

### SPILL RISKS, OLD & NEW, IN SENSITIVE, STRATEGIC WATERS

**A EUROSPILL SEMINAR, with the patronage of the Turkish Ministry of Environment, to be held in Istanbul on 14-15 November 2011**

- The Eurospill Association invites you to the launch of its first STRATEGIC SPILL RISK Seminar, to be held at the Istanbul Technical University, Istanbul, Turkey over 14-15 November 2011.
- The Seminar theme is Spill Risks, Old and New, in Sensitive, Strategic Waters, and addresses issues arising from offshore drilling in the Black Sea and oil transportation in the Istanbul Straits, both major spill risk areas.
- The Eurospill Association is organising this new event in conjunction with the Turkish Environment Ministry, EMSA, and the Black Sea Commission
- The seminar also features spill industry presentations, and an on water spill exercise in the Turkish Straits.
- The event is supported by Meke Marine, Lamor and Desmi
- Details of the event can be found at [www.eurospill.eu](http://www.eurospill.eu)
- To book your place contact [info@eurospill.eu](mailto:info@eurospill.eu) or call +44845 6259890

## TRAINING

### ISAA TRAINING EVENT TO BE HELD IN CORK, IRELAND



## INTERNATIONAL SPILL ACCREDITATION

### Improving the standards of oil spill response

**ONE DAY ISAA SPILL RESPONSE TRAINING COURSE TO BE HELD AT THE NATIONAL MARITIME COLLEGE, RINGASKIDDY, CORK ON MONDAY 24 OCTOBER, 2011 (AND, DEPENDING ON DEMAND FOR PLACES, ALSO ON TUESDAY 25 OCTOBER 2011)**

This time ISAA is making a break from tradition and offering a one day course instead of the normal two day course. This is in response to comment from delegates on difficulties encountered in finding time to attend over two days.

The target audiences for the training programme are –

**GROUP A** Desktop Exercise for Managers from County Councils, SRO managers and others who may be required to manage the response to an inland surface water oil spill

**GROUP B** Practical Training & Exercise for Response team leaders and operators who will be involved in inland surface water oil spill containment and clean-up operations.

Courses for the two groups, A and B, will run concurrently.

**The Desktop and Practical Exercises are based on the following incident scenario –**

*Following collapse of a wall at a factory a fuel oil pipeline leading from an oil tank to a boiler has fractured with the loss of about 20 tonnes of fuel oil.*

*“The accident happened over a weekend and it was not until the early hours of Monday morning that a member of the public reported seeing oil in a watercourse about 2 km distant from the factory. Parts of the watercourse are heavily overgrown with difficult access.*

*The watercourse joins a small river immediately upstream of a sandy beach. At this location the river waters are subject to limited*

## TRAINING (continued)

tidal influences. There are good areas of hard standing with vehicular access where the watercourse joins the river and also adjacent to the amenity beach. A plant that abstracts river water for cooling purposes is located about 2.5 km downstream.

The County Council Oil Pollution Officer is quickly alerted and an immediate pollution survey is instructed.

The initial report indicates that most of the oil is still in the watercourse but some has escaped into the river. Some oil is observed near a sandy shore just downstream of the point where the watercourse joins the river”.

[Download the Programme](#) [Book places On Line](#)

**Commercial Opportunity:** A limited amount of space will be available in the foyer of the Maritime College for small stands / displays during the training event. A small number of outside exhibits are also possible. If interested, please contact the ISAA Administrator for more information at [info@spillcontrol.org](mailto:info@spillcontrol.org)

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## MARITIME INCIDENT INVESTIGATION – SINGAPORE, 21-22 NOVEMBER, 2011

**Maritime Incident Investigation** is a practical course that will provide delegates with an understanding as how to best manage investigation process, develop incident investigation system, and learn how effective analysis of maritime accidents are keys to any successful investigation and reducing accidents and incidents in shipping companies.

The course will also introduce tools, procedures, and methodologies that can be used by anyone involved in managing incident investigation.

Through combination of lecture, discussion, and practical case studies, participants will better understand the basic requirements and procedures necessary to investigate incidents involving shipping companies.

[More info](#)

## Company News

### DESMI RO-CLEAN INTRODUCE NEW RANGE OF PRODUCTS DESIGNED FOR ARCTIC CONDITIONS

ISCO Corporate Member DESMI Ro-Clean is answering a new challenge and has developed a range of oil spill recovery systems to operate in the most difficult and harsh environments known to man. The equipment, based on past heritage, has been designated, DESMI Ro-Clean - ARCTIC.

This tool kit of equipment has been specifically developed and structured to offer users the ability to Contain, Recover and Store hydrocarbons in the Arctic environment. There is also a range of 'fail safe' boom for use in the controlled burning of oil in ice. This development has only been possible with the technology of our sister company, APPLIED FABRIC TECHNOLOGIES Inc. Where ever you see our ARCTIC logo, you have the confidence that our systems have been specifically developed for the challenges of the Arctic.

Features of the new Arctic Range include –

- **Pyroboom Arctic** – Strengthened design for Arctic conditions based on experience gained during the DWH spill in the Gulf of Mexico
  - **Ro-Boom Arctic** – Modified warp and weft construction adding over 15% to the tensile strength of the boom; new anti-friction improvements and enhanced lower skirt banding to improve strength and reliability in ice conditions.
  - **Polar Bear Arctic Skimming System** – New design features encourage maximum flow of cold viscous oil to the recovery banks; immensely strong rigid stainless steel frame allow the skimmer to resist substantial pressure loads from ice blocks; “top” discharge feature helps protect umbilicals and improves ability of skimmer to work ice flows, using the water pockets for oil skimming; powerful hydraulic thrusters for enhanced manoeuvrability in arctic conditions; improved UV resistance of brush bristles to counter bright Arctic sunlight conditions; modified brush and comb design to improve recovery efficiency; unique Archimedes screw pump design handles solids and ice with ease.
  - **Ro-Tank Arctic** - Manufactured from the same material as the Ro-Boom ARCTIC and offer an unequalled range of tough storage solutions specifically for the arduous Arctic conditions
  - **Power Packs Arctic** – Improved design features for Arctic conditions include heated diesel and hydraulic oil tanks.
  - **Containerised Solutions Arctic** – Heated and insulated inner compartment; sliding drip tray for skimmer head; in-built decontamination system with capacity to recover contaminated cleaning solution. [Download brochure on Arctic Range](#)
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## Company News (continued)

### POWER PLUS READY TO COMMENCE DECONTAMINATION WORK IN JAPAN



“ARS nuclear testing facility gear used to verify results of latest decontamination trials.”

ISCO Corporate Member, Power Plus Cleaning Solutions Inc. has announced that the company will be ready to begin large scale decontamination in Japan within the next ten days. In making this announcement he acknowledged the help and support received from Dade Moeller Company, ARS (Nuclear Testing and support), Northwestern University, Diablo Nuclear Power Plant, RST and many physicists and chemists.

POWERPLUS president Kevin Wang said that recent tests on soil brought back from Japan and treated with their newest equipment at the Rad Lab facility in Baton Rouge, LA (ARS International) yielded a repeatable and conservatively measured 75% removal of all radiation.

This follows on the heels of an on-site demonstration in Japan where Mr. Wang’s firm proved their concept of environmental radiation removal and capture. The testing work carried out in Japan was described in Issue 296 of the ISCO Newsletter (15/8/11).

Once the radiation was removed it had to be captured for recycling and clean water returned to the environment. This had never been done before. Through patented and patent-pending technologies the firm has done just that. On site demonstrations in the Fukushima Prefecture in Japan yielded results that in some areas reduced radiation levels below pre-disaster levels. The most difficult part was from soil and grasses in place where the first test of the system yielded up to a 30% removal rate. Mr. Wang and his team of experts brought soil samples back from Japan to a world-renowned radiation laboratory in Louisiana (ARS International) where they were able to develop processes and equipment that upped this performance to an amazing 75%.

For a comprehensive overview see this U-Tube video link. <http://www.youtube.com/watch?v=0JBUfJs03XE> and for soil decontamination <http://www.youtube.com/watch?v=dSY30KtXO6k>

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### GOVERNOR JEB BUSH AND O'BRIEN'S RESPONSE MANAGEMENT ANNOUNCE STRATEGIC PARTNERSHIP

Former Florida Governor Jeb Bush, through his firm Old Rhodes Holdings LLC, and O'Brien's Response Management (O'Brien's), a wholly owned subsidiary of SEACOR Holdings Inc. (NYSE: CKH), today announced a strategic partnership to facilitate O'Brien's growth into new markets. O'Brien's provides emergency planning, disaster response, preparedness consulting, crisis communications and regulatory compliance services to corporations and governments.

“We are pleased to enter into this partnership with one of the leading response organizations in the United States, backed by SEACOR's global network,” said Governor Bush. “Together we look forward to helping a broader array of organizations and communities become more resilient through preparation, response, communication and recovery.” [Read more](#)

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## ISCO Announcements

### NOT YET A MEMBER OF ISCO ?

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Click [HERE](#) Note that your friends or colleagues can instantly unsubscribe if they don't want to receive the Newsletter

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