



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
Issue 302, 26 September 2011

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

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## News

### UK: EXERCISE SULA REPORT RELEASED



"At 7.30am the deck crew noticed a hydraulic problem with the heave compensator and draw works which had significantly reduced its performance capability. A maintenance crew were dispatched and began working on the problem whilst a new operational temporary threshold was introduced. The weather was just within the revised performance parameters.

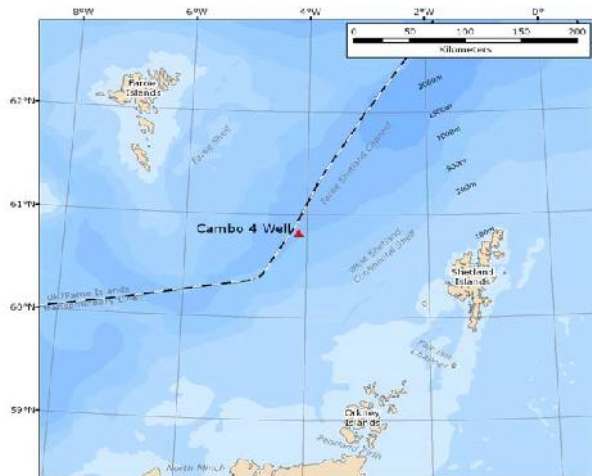
At 8.00am a squall hit the vessel. The maintenance crew were still working on the compensator with no resolution to the problem. The OIM assessed the situation and decided to disconnect and move off station. Upon instruction by the OIM the DP operator activated the DP 'RED' alarm. This alarm prompts the driller to activate the Emergency Disconnect Sequence (EDS), which automatically shears the landing string and unlatches the LMRP from the BOP.

The marine riser was successfully unlatched at the LMRP/BOP interface, allowing the *Stena Carron* to move away from the wellhead.

The casing shear rams sheared the production string above the Subsea Test Tree (SSTT). However, the SSTT failed to close and the blind shear rams did not

## News (continued)

create an effective seal (reason unknown) which resulted in a significant ongoing leak of hydrocarbons into the sea. The eyeball ROV, which was in the water at the time of departure, observed the failure of the BOP confirming large quantities of oil leaking from the production tubing emanating from the top of the BOP”.



“Exercise SULA was the first major national exercise to incorporate all aspects of the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP), involving the establishment of the various response cells dealing with onshore and offshore issues and incorporating Government bodies, local councils and the offshore oil and gas industry.

The rationale to test the response system was as a direct result of the Deepwater Horizon incident, the planning for deepwater drilling operations West of Shetland and following correspondence between the First Minister of Scotland and the Prime Minister.

The aim of the exercise was to test the United Kingdom’s (UK) response to a major oil spill resulting from a deepwater offshore drilling incident within the United Kingdom Continental Shelf (UKCS) similar to that experienced in the Gulf of Mexico during April 2010.

The exercise scenario involved an uncontrolled release of hydrocarbons from a deepwater well over a prolonged period of time which would impact upon the Shetland Isles within 8 – 10 days. This scenario was played out over a two day period - Wednesday 18 and Thursday 19 May 2011”.

The report outlines recommendations aimed at improving the way UK authorities would respond to a real disaster.

[Download the report](#)

## SWEDEN HIT BY 'SUBSTANTIAL' OIL SPILL: COAST GUARD

A small Swedish Coast Guard vessel sailing on a thick oil slick in Tjorn, western coast of Sweden, on September 17. A recent oil spill near the Sweden's southwest coast is the worst in the area in years and the clean up will take weeks, the Swedish coast guard said Sunday.

Authorities first learnt of the spill on Thursday, but its magnitude was not immediately clear.

"The accidental oil spill, on which the the coast guard is working day and night in the Bohuslan archipelago, is the most substantial in the southwest of Sweden in many years," a statement said.

Coast guard official Birgitta Andersson said authorities suspect the petrol contaminated the sea following a collision between two boats off Denmark's west coast on September 10.

"We don't know where the oil came from, but that's probably it," she said, adding the oil was likely pushed to land by strong winds.

The clean up operation began Thursday night and will continue "for several weeks (...) but most of the work will be completed in the coming days," she said, adding that decontaminating the affected beaches will likely take much longer.

The coast guard has already collected more than 130 cubic metres (130,000 litres) from Sweden's southwest coast, according to the statement. [Read more](#)

Update 18 September - "It is going well, we've got rid of almost 150 cubic metres of oil now. The work has been going on around the clock since Friday," said Jonas Berg of the coast guard to news agency TT.

The clean up efforts following the spill near Tjörn, in western Sweden, had continued well into Saturday night resulting in the removal of 110,000 gallons of oil.

Five coast guard ships, four smaller vessels, an airplane and about 50 coast guard personnel have been involved in the operation at the west coast's strait between Härön and Kyrkesund. [Read more](#)

[Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group, for providing the links to these reports]



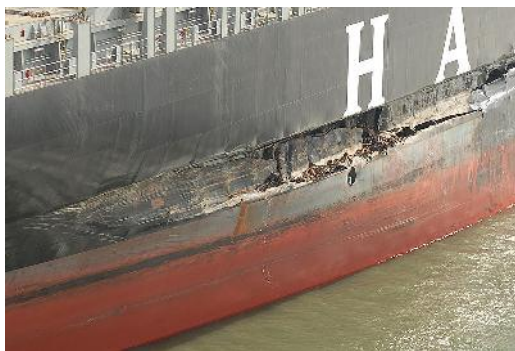
## EU TO START PROJECT TO CLEAN UP PESTICIDES FORMER SOVIET REPUBLICS

September 15 - The EU has decided to start a project - "Improving capacities to eliminate and prevent recurrence of obsolete pesticides as a model for tackling unused hazardous chemicals in the former Soviet Union" - to support the former Soviet Republics in cleaning up the old pesticide storage places. The budget of 7 million Euros is intended to eliminate implementation issues in the entire operation, which will cost at least 700 million. Three members of the European Parliament, Danish Dan Jorgensen, Dutch CDA politicians Ria Oomen and Esther de Lange, have promised to follow this project and the required actions and to further stimulate it.

This is the main outcome of the 11<sup>th</sup> Forum about HCH and Obsolete Pesticides, which was held by the IHPA in Gabala, Azerbaijan this year from the 7<sup>th</sup> to the 9<sup>th</sup> of September. [Read more](#)

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## USA: \$44 MILLION PAYOUT AGREEMENT FOR SAN FRANCISCO BAY OIL SPILL



Four years later after the disastrous San Francisco Bay Oil Spill in '07, companies are finally being held responsible by local, state and federal officials for the damage inflicted onto the environment at the price of US\$44 million.

The Cosco Busan oil spill occurred on November 7th, 2007 and spilled 53,000 gallons of oil into the ocean after a containership owned by Regal Stone Ltd. and operated by Fleet Management struck the San Francisco-Oakland Bay Bridge in foggy conditions, spurring one of the worst ecological disasters of the region. A 211-foot long tear was produced on the side of the ship, leaving several fuel tanks punctured and spilling into the bay. The monstrous volume of oil managed to oil 69 miles of shoreline, and killed at least 2,500 sea birds, although The Seattle Times stated that estimates from various state and wildlife agencies calculated the deal toll of birds around 6,800. The spill also did considerable damage to herring spawn populations of the bay, and closed the waters for all recreational and fishing activities. Attorney General of California, Kamala Harris, was quoted by the LA Times saying that the Cosco Busan oil spill left a lasting scar across the California waters, oceanic habitats and wildlife as she publicly announced the \$44 million settlement. [Read more](#)

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## AUSTRALIA: SENATE APPROVES SOLE PETROLEUM REGULATOR

September 14 - Australia's senate has passed laws to set up a single national regulator for offshore petroleum exploration and production, part of efforts to better regulate risky and expensive offshore drilling.

The government announced plans to tighten the approval process for offshore oil and gas exploration last November after Thailand's PTT Exploration and Production Pcl had one of the biggest oil spills in the country's history off Western Australia, the Montara spill, which saw 20,000 barrels of oil gush into the Timor Sea over two months.

The new regulator replaces the country's existing National Offshore Petroleum Safety Authority, which a report partly blamed for the Montara spill. [Read more](#) [Thanks to ISCO Industry Partner, DG & Hazmat Group for providing the link to this report]

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## USA: BP OIL NOT DEGRADING ON GULF FLOOR, STUDY SAYS

Tar balls washed onto Gulf of Mexico beaches by Tropical Storm Lee earlier this month show that oil left over from last year's BP spill isn't breaking down as quickly as some scientists thought it would, university researchers said Tuesday.

Auburn University experts who studied tar samples at the request of coastal leaders said the latest wave of gooey orbs and chunks appeared relatively fresh, smelled strongly and were hardly changed chemically from the weathered oil that collected on Gulf beaches during the spill.

The study concluded that mats of oil — not weathered tar, which is harder and contains fewer hydrocarbons — are still submerged on the seabed and could pose a long-term risk to coastal ecosystems. [Read more](#)

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## CHINA: CONOCOPHILLIPS ESTABLISHES SECOND BOHAI BAY FUND IN RESPONSE TO REPEATED OIL SPILLS

ConocoPhillips announced that its Board of Directors approved the creation of a second fund and will work with co-venturer, [China National Offshore Oil Corporation](#) (CNOOC) or other appropriate parties to specifically address environmental issues in Bohai Bay, China. The company also reaffirmed its previous September 6, 2011 announcement to establish a separate fund to provide fair and reasonable compensation for any damages arising from the incidents at the Peng Lai 19-3 field in Bohai Bay. The company takes these actions in recognition of its obligations to the people and the government of China, and as part of its commitment to a long term relationship with them. ConocoPhillips will work cooperatively with the appropriate governmental authorities in regard to these funds.

## News (continued)

The incidents in Bohai Bay occurred on June 4 and June 17 and resulted in a total release of approximately 700 barrels (115 cubic meters) of oil into Bohai Bay and approximately 2,500 barrels (400 cubic meters) of mineral oil-based drilling mud (MOBM) on the seafloor. The Platform B fault has been sealed and the Platform C well permanently plugged and abandoned.

[Read more](#)

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### UK: SHALE GAS FIRM FINDS 'VAST' GAS RESOURCES IN LANCASHIRE

An energy firm which has been test drilling for controversial "shale gas" in Lancashire has said it has found vast gas resources underground.

Cuadrilla Resources began testing for gas on the Fylde Coast in March, using a technique known as "fracking".

It said it had found 200 trillion cubic feet of gas under the ground, which if recovered could provide 5,600 jobs in the UK, 1,700 of those in Lancashire. [Read more](#)

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### ECUADOR: U.S. COURT UNFREEZES \$18 BILLION AWARD VS CHEVRON

September 19 - A U.S. appeals court reversed an order freezing enforcement outside of Ecuador of an \$18 billion damages award against Chevron Corp over pollution in the Amazonian rain forest.

The order, issued by the 2nd U.S. Circuit Court of Appeals in New York on Monday, is the latest reversal in a 18-year legal battle that has gone all the way to international arbitrators in Europe, who have also sought to block enforcement of the judgment.

In February, an Ecuadorean judge ordered Chevron, the second-largest U.S. oil company, to pay damages to the plaintiffs, but both the company and the residents appealed, and the case has yet to make its way to the country's highest court.

In anticipation of the judgment, however, Chevron filed court papers asking U.S. District Judge Lewis Kaplan to freeze any possible enforcement of payment anywhere outside Ecuador. Kaplan, who presides over a chunk of the litigation still in Manhattan federal court, issued the now-reversed preliminary injunction in March. [Read more](#)

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### INDIA: NAGALAND SHORTLISTS FIRMS TO CLEAN OIL SPILL

September 23 - The Nagaland government has decided to give an international company the job of cleaning up the crude oil contamination in a 12 square km area from which ONGC withdrew in 1994. Six foreign firms have been shortlisted for this purpose. The one that's selected will have the task of extracting crude also.

"Capping the oil wells, repairing the clogged pipes and cleaning up the oil spillage will take about two years," said Nagaland planning minister TR Zeliang. "But interest of the people affected by the spillage comes first."

Zeliang heads a five-member cabinet subcommittee that has been dealing with issues related to crude oil exploration in Nagaland. The subcommittee is scheduled to submit its recommendations to the government for inking a deal with an oil company for the decontamination and mining of hydrocarbon products.

Nagaland's oil dream had soared after Oil and Natural Gas Corporation (ONGC) struck oil in Wokha district after a survey started in 1973. The oil major began extracting crude there in March 1981 but was asked to leave in March 1994 following protests from local pressure groups. [Read more](#)

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### USA: TUG BOAT RE-ATTACHES TO LOOSE BARGE WITH 140,000 GALLONS OF AVIATION FUEL OFF ALASKA'S COAST

Calmer weather allowed a tugboat to reattach a tow line Wednesday to a fuel barge that had broken loose off Alaska's west coast, the Coast Guard reported.

The 82-foot tug Sinuk was able to hook up a tow line to the rear of the barge when winds dropped to 27 mph Wednesday afternoon, Petty Officer 3rd Class Jonathan Lally said. The tug has resumed pulling the 173-foot barge toward its original destination of Port Clarence, near Nome. There's no reported damage to the barge and no evidence of pollution, Lally said Wednesday evening.

The tug had shadowed the barge overnight after it broke loose Tuesday evening in 15-foot waves and winds that reached 46 mph. It was about 46 miles north of the Kinugmiut Eskimo village of Wales at that point. [Read more](#)

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## NEPAL: DRIVE TO DISPOSE OF TAINTED TRANSFORMER OIL BEGINS

September 22 - Almost five years after ratifying the Stockholm Convention that bans the use of certain types of chemicals hazardous to environment and human health, Nepal has eventually started a drive to collect and dispose of Polychlorinated Biphenyls (PCBs) used in thousands of transformers purchased by Nepal Electricity Authority (NEA) more than one decade ago.

The use of PCBs-contaminated transformer oil can have serious impact on environment and human health. It can hamper the fertility of soil and affect human hormones. It has also been found partly responsible for causing several types of cancers. [Read more](#)

## INDONESIA: CNOOC OIL STORAGE TANKER ABLAZE OFFSHORE JAKARTA



September 23 - Built in 1983, the 261 meter-long & 127575 DWT oil tanker Lentera Bangsa caught fire 100 miles from the coast of Jakarta Bay Friday morning. The vessel was being used as a Floating Storage and Offloading (FSO) vessel in the Widuri field of the Java Sea and was operating in close proximity to a China National Offshore Oil Corporation (CNOOC) offshore drilling rig when the fire broke out.

The fire, which broke out at 9 a.m. local time on Friday, injured at least four workers among the crew of 30 and one individual remains missing. A local official has asserted that the fire has been extinguished, but was unable to provide details regarding the nature of the fire, where, or how it started.

## USA: EVACUATION FOLLOWING DERAILMENT OF TRAIN CARRYING FLAMMABLE LIQUID

*The Kansas City Southern train that derailed Sunday night prompted the evacuation of numerous homes and the closure of Highway 80 in Lincoln Parish near the Ouachita Parish line.*

September 20 - Officials said a tanker car carrying a flammable liquid was heavily damaged in the accident. The contents were to be transferred into another tanker and the site will have to be deemed safe before residents can return to their homes.

State police, Lincoln Parish authorities and Kansas City Southern officials continued cleanup efforts Monday from Sunday's KCS train derailment as homes within one mile of the scene remained evacuated.

"We've got haz-mat and railroad officials working to clean up the site, but it's been kind of difficult because they've had to build a road to get into the area," said Maj. Stephen Williams with the Lincoln Parish Sheriff's Office.



He expects actual cleanup will begin early Tuesday. KCS was scheduled to off-load chemicals from one of the tanker cars late Monday.

KCS spokeswoman Doniele Carlson said 32 cars of the 123-car KCS mixed freight train derailed. The train was heading to Shreveport from Artesia, Miss. [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group, for forwarding the link to this report]

## People in the news

### USA: TOM STRICKLAND JOINS LAW FIRM REPRESENTING BP IN GOM OIL SPILL



The former chief of staff to Interior Secretary Ken Salazar has taken a job with a law firm representing BP in litigation stemming from the massive Gulf oil spill last year.

Tom Strickland stepped down in February 2011 from his position at the Interior Department as Salazar's chief of staff and an assistant secretary in 2009. He worked there at time when the department ushered in reforms and new ethical rules to reduce conflicts of interest between offshore oil drilling's regulator and drilling companies.

Federal law bars Strickland temporarily from dealing with his former colleagues in the government on any issue he worked on at the agency.

A managing partner for his new firm, WilmerHale, said Strickland would have no role in the firm's work for BP in connection with April 2010 oil spill. [Read more](#) [Related story](#)

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### TWO NOMINATIONS MADE FOR POSITION OF THE DIRECTOR OF THE IOPC FUNDS

The current Director of the International Oil Pollution Compensation Funds (IOPC Funds), Mr Willem Oosterveen, has informed the Chairman of the 1992 Fund Assembly that he does not wish to seek a second term of office. The post of Director of the IOPC Funds will, therefore, become vacant on 1 November 2011.

The period for nomination of candidates for the position of Director of the International Oil Pollution Compensation Funds has now closed. Two candidatures were received by the deadline of 15 September 2011. Details of the nominations and candidatures are contained in the following two Circulars:

[92FUND/Circ.79 - Nomination by Spain of Mr José Maura Barandiarán for the position of Director of the International Oil Pollution Compensation Funds](#)

[92FUND/Circ.80 - Nomination by France of Mr Frédéric Hébert for the position of Director of the International Oil Pollution Compensation Funds](#)

## Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 44 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 44)

Another example of mathematical modelling is that which computed the likelihood/non-likelihood of releases from off-shore oilfield activities reaching shore. The first such model, Slicktrack, predicted the comparative risks of oil slicks reaching various lengths of identified shorelines of the North Sea by predicting their trajectories on the basis of annual average tide, current and wind vectors. Later, attention turned to the use of computers to predict trajectories for oil released at specific locations at specific times *i.e.* at real incidents. These early models for open sea application ignored the cyclic self-cancelling effect of tide and included only the effects of residual currents and wind. However, within a tidal cycle, the Admiralty Tidal Stream Atlas and the tidal diamonds on Admiralty charts together with wind vectors could already be used to predict trajectories by standard navigation and piloting techniques for spill response purposes. However, neither approach predicted evaporative loss, water-in-oil emulsion formation nor natural dispersion rates. They only predicted movements as for any floating object such as a life-raft, for example.

Later, to provide more detailed coverage for its coastal terminal at Hound Point in the Forth Estuary, BP commissioned the SCICON Model for which an area of some 40 square miles was divided into 500- 600 grid squares while cross-sectional and longitudinal profiles of the estuary between its shorelines were used to calculate annual tidal data for each grid square based on the hourly tidal height difference from one edge of the area to the other. Computed results were then compared with standard tidal data for the Forth and a number of additional measurements were made in the estuary using current meters to check the computed values. In contrast to the Admiralty chart, there were now about 600 'tidal diamonds' in an area of 40 square miles though whether the intensity of this modelled coverage added anything to spill response beyond that provided by standard navigation and piloting procedures still remains to be seen.

## Cormack's Column (continued)

Nonetheless, Fay-spreading and tide/wind movement of oil releases could now be displayed on computer screens by use of 200 - 500 small hexagons, the required number being computed on the basis of the volume released, these hexagons being computed to move apart to represent spreading while their assemblage was repeatedly repositioned by the computer to represent movement. Thus both spreading and movement were displayed on a chart of the estuary while a zoom control enlarged smaller areas to full frame or smaller areas could themselves be represented at full frame should greater computed detail be believed useful.

However, available data on spreading, evaporative loss, water uptake, movement on wind and tide, and natural dispersion could have been used to provide the amount and location of pollutant remaining at sea on an hourly basis and the amount stranding at any given time in any given place. Again, available data could have allowed for reductions in amount of floating and stranded pollutant brought about by any number of response units operating for known times at known treatment rates. Yet again, computation of movement and amount could have indicated the different consequences of response deployments at different locations within the slick and could have identified the most effective locations for defensive boom deployments. Indeed, by the late seventies, all of this could have been calculated for any given incident without computerisation.

However, the SICON model exemplifies how mathematical modelling can present existing knowledge in a user-friendly way in contrast to the advection-diffusion model which simply seeks consistency of output with existing knowledge of the phenomenon modelled by adjusting its parameter values in order to do so. The latter type of modelling is only of benefit in evaluating the role of particular parameters or in investigating the sensitivity of the model to changes in value of a modelling parameter. However, mathematical modelling can be used to make spurious adjustments to parameter values to achieve consistency with the belief which initiated the model and thus achieve spurious acceptance of the said belief.

Such seems to be the case with the mathematical modelling of global warming where adjustment of parameter values can produce outputs low enough to be credible and high enough to be alarming, while effort might more usefully be expended on determining the rates at which biological/geological mechanisms of carbon dioxide absorption can respond to increases in the rates at which carbon dioxide is released by these mechanisms and the degree to which these are capable or incapable of absorbing the carbon dioxide which would have been released had its precursors not been fossilised to natural gas, oil and coal, and which is now released when we combust them.

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.

## Events

### THE 7<sup>TH</sup> ANNUAL ARCTIC OIL & GAS CONFERENCE, 29 - 30 NOVEMBER 2011, OSLO, NORWAY



**Arctic Oil & Gas 2011** will focus on market trends, commercial drivers and the technical challenges of offshore oil and gas production in Arctic and cold regions. In addition to the main event, there will be two intensive one-day seminars: Arctic Pipelines and FPSOs for Arctic Operations.

- The **Norwegian Ministry of Foreign Affairs** will share their strategy for the high North
- **Rosgeologiya** will provide an insight into Russia's strategy for its Arctic resources
- Hear from **Douglas-Westwood** on their forecasts for oil & gas prospects for the final frontier
- Gain an insight into the importance and benefit of early engagement with local communities from **UNEP/GRID-Arundal**
- Oil Companies, including **Shell**, share their views on the commercial, strategic and technical challenges of operating in the Arctic
- **DNV** will present OSCAR - an oil spill prediction model and contingency tool
- **RJ Brown Deepwater** will review the pioneering engineering needed to install subsea pipelines in the Arctic

[DOWNLOAD THE PROGRAMME](#)

### OIL CONTAINMENT CO. GETS NEW TANKER, TAKES PART IN SPILL DRILL

The company formed by major oil companies to handle future subsea well blowouts is adding a new piece to its system.

The [Marine Well Containment Company](#) took delivery of a new Aframax tanker, the "Eagle Texas," to serve as one of two dedicated vessels that will process and store oil as it is being recovered from a subsea blowout.

The Eagle Texas was commissioned at a recent ceremony in Takamatsu, Japan and will soon undergo conversion and modification before come to the Gulf of Mexico. The tanker will be operated by AET Tanker Holdings.

"This tanker is critical to our expanded containment system, which will be operational next year," said MWCC Chief Executive Officer Marty Massey. "With the interim and expanded containment systems, MWCC is able to achieve its mission to be continuously ready to respond to a deepwater well control incident in the U.S. Gulf of Mexico."

Modular process equipment will be installed on the tow capture vessels that will connect to the riser assembly that directs the oil from the subsea components. The process equipment will separate the oil from the gas, store the oil and flare the gas. Oil will be offloaded to shuttle tankers and transported to shore.

The company's expanded containment system is expected to be completed by 2012. It is being engineered for use in depths of up to 10,000 feet and to have the capacity to process up to 100,000 barrels of liquids up to 200 million cubic feet of gas per day.

A spokeswoman for the MWCC said the non-profit also took part in an unannounced drill conducted by the Bureau of Ocean Energy Management, Regulation and Enforcement to test the new requirements of sub-sea containment.

Led by BOEMRE, the "table-top" drill, was a joint exercise with the U.S. Coast Guard, the State of Louisiana, and Petrobras America, [which is using the MWCC](#) system for all of its Gulf of Mexico operations.

According to BOEMRE the preliminary results of the drill, which took place earlier this month, were positive. [Read more](#)

### EMSA EQUIPMENT FOR SALE

The European Maritime Safety Agency is launching a sales procedure for two side collector sweeping arm systems, used to carry out at-sea oil recovery services. The Side Collector Sweeping Arm Systems are covered under the EMSA Service Contract 05-812-RES/09/05-LOT 1 (Baltic Sea) for stand-by oil spill recovery services which will expire on 31 December 2011, liberating the equipment for sale.

In this context EMSA would like to invite you or, if appropriate, any members of your organisation, to submit an offer. Please note that, in principle, any entity may submit an offer that respects the sales procedure specifications.

The sales procedure will be concluded through competitive bidding using a two bid cycle.

In order to compete in the sales procedure, please consult the following documents, available on the Procurement Section on the EMSA website ([www.emsa.europa.eu](http://www.emsa.europa.eu)):

- Invitation to Bid No. EMSA/SALE/01/2011, and the following annexes:  
*Annex 1 - Technical Report; Annex 2 - Draft Sales Contract; Annex 3 - Bid Form;*  
*Annex 4 - Relevant Articles of Vessel Availability Contract 05-812-RES/09/05-LOT 1*
- Declaration on Honour
- Legal Entity Form
- Bidders checklist

In addition interested buyers will be offered the possibility to attend a 'Stockpile Visit' which will be held on 6 October 2011 in COPENHAGEN port, Denmark, in order to view the equipment. Further details are included in above mentioned Invitation to Bid.

In light of the above mentioned points your attention is drawn to the following:

1. **The closing date for the first cycle of bid submissions is Friday 14<sup>th</sup> October 2011 hour 18:00 (Lisbon time).**
2. The Bid Form must be duly signed by the authorised representative, scanned and submitted by e-mail to the following address: [SALE012011@emsa.europa.eu](mailto:SALE012011@emsa.europa.eu).



### **DON'T HIDE YOUR LIGHT UNDER A BUSHEL ... WE REALLY DO WANT TO HEAR FROM YOU**

For those of you who are not familiar with the phrase “hide one’s light under a bushel” it means “keep quiet about one’s talents or accomplishments”.

Over several meetings of the IMO OPRC-HNS Technical Group the ISCO delegation has joined with other delegations and the IMO Secretariat to assist in the collection of information about practical experience gained in –

- (a) Response to Marine HNS incidents, including shoreside incidents with an impact on marine waters and near misses.
- (b) Experience in the detection, assessment and recovery of heavy oil spills lying on the seabed.

The objective is to address data gaps that exist and submit information to the Technical Group. Information gathered will be used in the preparation of new IMO Technical Guidelines on marine HNS response, and on sunken oil assessment and removal techniques.

What we are looking for is short case histories, with emphasis on information on the techniques used, problems encountered and lessons learned – the kinds of experience and knowledge that you won’t find in the textbooks. We are also interested in special equipment that has been developed to deal with marine HNS incidents, and for the assessment and recovery of sunken oils.

If you have this kind of experience it’s a real opportunity to make governments, P&I Clubs, shipowners, oil companies and other decision-makers aware that you have the know-how.

Please don’t worry about having to write a beautiful literary production – we’ll be happy to edit the grammar and spelling. If for reasons of commercial confidentiality you need to exclude details of clients, that will be OK – but we would like to know who you are – all contributions will be acknowledged and this is a way for you to raise your profile – it’s good to know who has the experience and knowledge in dealing with these matters.

To make it easy ISCO has developed easy to use templates that you can download and use –

[Marine HNS Report Template](#)

[Sunken oils assessment / recovery](#)

As the only NGO that specifically represents the Spill Response Community at IMO, there are high expectations that ISCO should be in a strong position to gather this kind of information for IMO. Please help ISCO to prove that this confidence is not misplaced.

Subject to your permission, consideration will be given to publishing your submission in the ISCO Newsletter.

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### **NOT YET A MEMBER OF ISCO ?**

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