ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

Issue 336, 28 May 2012

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News

USA: AIR BASE JET FUEL SPILL COULD BE TWICE AS LARGE AS EXXON VALDEZ

May 22 - A decades-old jet fuel spill threatening Albuquerque's water supply could be as large as 24 million gallons, or twice the size of the oil spill from the Exxon Valdez, New Mexico environment officials acknowledged Tuesday.

Officials previously estimated the spill from Kirtland Air Force Base to be about 8 million gallons. But state geologist William Moats, who made the original calculations, recently estimated the spill could be up to three times larger.

By comparison, the Exxon Valdez spilled 11 million gallons of crude oil when it ran aground in Prince William Sound in Alaska in 1989.

The fuel came from what officials now believe was a 40-year leak from underground pipes at a Kirtland aircraft fuel loading facility. *Boston Globe* Read more

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CHINA: CITY RESERVOIRS CLOSED FOLLOWING OIL LEAK

May 20 - Reservoirs supplying the majority of Shanghai's water have been closed after a fuel ship sank at the mouth of the Yangtze River on Friday night, the city government said yesterday.

But the authorities have assured city residents that water supplies will not be affected by the closure.

The crew of nine were rescued from fuel transporter the Tongyin No. 6 and the ship refloated, the maritime authority said yesterday. *Shanghai Daily* Read more

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INDIA: MAFIA STRIKES PIPELINE, SPILLS CRUDE OIL

May 26 - Professional gangs of thieves drilled into the Indian Oil Corporation Limited's (IOCL) underground pipeline carrying crude oil from Gujarat basin to the oil major's Panipat and Mathura refineries, in Jaipur leading to a huge oil spill.

The oil company has also decided to shut down supply to the refineries till the pipeline, which covers 2230 km in Rajasthan, is restored. *Daily Bhaskar* Read more

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INDIA: OIL SPILL AT INDIAN OIL CORPORATION DEPOT, SWIFT ACTION AVERTS MAJOR DISASTER

May 21 - A major disaster was averted at the Indian Oil Corporation (IOC) depot in Sitapura on Sunday when thousands of litres of oil spilled on to the premises after a "gasket failure". However, swift action by company officials averted a major tragedy.

The nearby factories also witnessed a shower of oil, which created panic among the labourers. They moved out of their units immediately fearing that this could lead to a major inferno like the last one. An FIR has been registered against IOC officials by some owners of nearby factories for putting their life in danger. In

October 2009, a devastating fire that broke out at the same depot killed many people, including IOC employees. The Sunday incident brought back the memories of the ghastly incident. *The Times of India* Read more

CANADA: CREWS WORK TO CLEAN UP OIL SPILL AT REMOTE ALBERTA SITE

May 26 - An Alberta-based oil and gas company has crews working around the clock at a remote area of the province to clean up oil that leaked from a pipeline.

Calgary-based Pace Oil and Gas announced the spill on Thursday on its website, after it was spotted during a flyover on May 19.

The spill is located at a well site in the muskeg in northwestern Alberta, about 20 kilometres southeast of Rainbow Lake. *CTV News* Read more

NEW ZEALAND: OVER 800 RENA CONTAINERS NOW RECOVERED BY ISCO MEMBER, BRAEMAR HOWELLS

May 24 - The number of containers recovered from the stricken ***Rena*** on Mount Mauganui's Astrolabe Reef has risen above the 800 mark, with a total of 815 of the 1368 containers now brought to port.

Braemar Howells' operations manager Neil Lloyd confirmed the good weather and calm sea conditions had enabled the good progress, and also favoured continuing shoreline debris recovery operations. *Maritime New Zealand* Read more

FRACKING UPDATES

UK: Government backtracks on fracking

May 20 - The Government has rejected shale gas technology as a solution to Britain's energy crisis, conceding it will do little to cut bills or keep the lights on.

Supporters of the fracking technology – which blasts water, sand and chemicals at extreme pressures to release gas trapped deep in rock – argue it could be the single greatest factor in transforming Britain's energy market, reducing our reliance on foreign imports and dramatically reducing costs.

But The Independent on Sunday has learned that industry experts made clear at a meeting attended by senior ministers, including David Cameron and Ed Davey, the Lib Dem energy secretary, that the UK's reserves were smaller than first thought and could be uneconomical to extract. *The Independent* Read more

USA: Shale drilling can be safe, U.S. official from Fort Worth says

May 10 - An Energy Department official heading a new committee charged with coordinating efforts among three federal agencies to research the risks and benefits of unconventional oil and gas production says he believes it can be done safely.

Christopher Smith, a 1986 graduate of Southwest High School and now deputy assistant secretary for oil and natural gas at the Energy Department, was in Fort Worth Thursday. He addressed a breakfast meeting sponsored by the Fort Worth Chamber of Commerce and later toured the local manufacturing facility for FTS International, formerly Frac Tech, which makes equipment for hydraulic fracturing, the controversial technique used to produce oil and gas from shale. *Star Telegram* Read more

USA: SALAZAR ORDERS FIRST DEEPWATER GULF OIL CONTAINMENT EXERCISE

May 25 - US Interior Sec. Ken Salazar directed Marine Well Containment Co., one of two consortiums formed following the 2010 Macondo deepwater well's oil spill, to conduct a live drill this summer deploying critical well control equipment in the Gulf of Mexico.

The exercise will test MWCC's capacity to quickly mobilize a capping stack similar to the one that ultimately contained the Macondo well's flow from the consortium's onshore base to the gulf's deepwater seabed, Salazar said. The US Bureau of Safety and Environmental Enforcement, which tests capping stacks on the surface as part of its responsibilities to oversee tougher regulations implemented after the Macondo incident, will oversee this first exercise, he said.

"Our safety reforms are designed to reduce the chances that a capping stack would ever be needed again, but one thing [the Macondo well spill] taught us is that you must always be ready to respond to the worst-case scenario," Salazar said. *Oil and Gas Journal* Read more

News (continued)

RUSSIA: SHIPPING THREATENS TO TROUBLE BALTIC WATERS

Rapidly growing commercial vessel traffic and related infrastructure, like this port on the Baltic Sea coast, increase the risk of ecological damage.

May 24 - More than three centuries after Peter the Great gave Russia access to the world by founding St. Petersburg as a "window onto Europe" at the head of the Gulf of Finland, area ports handle more than one-third of all oil exports and more than half of the country's container cargo turnover.

Sea traffic is growing at about 5 percent per year — leading to a boom in onshore infrastructure development, corresponding stress to the environment and risk of ecological disaster.

"The main contamination of the world's oceans is not happening at oil rigs, or other places where oil is being extracted — the share of such spills is only about 2 percent," said Valery Tsepelev, deputy head of the northwest branch of the Federal Service for Hydrometeorology and Environmental Monitoring, or Rosgidromet. The much greater risk comes from transportation, he said, mainly at the ports where oil is being loaded onto tankers.

While three modern port facilities in the area have come online, the specific fragility of the Baltic and Russia's antiquated fleet keep the risks as high as the rewards.

"The Baltic Sea is no less threatened and vulnerable a zone than the Arctic," said Viktor Afanasyev, deputy rector of the Makarov State Marine Academy in St. Petersburg. *The Moscow Times* Read more

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USA: NEW FEDERAL DOCUMENTS RELEASED ON ENBRIDGE OIL SPILL INTO KALAMAZOO RIVER

One of the new photos released today. This is a close-up of the Enbridge Pipeline 6B including the 6 ft 5 inche rupture. I is 4.5 inches at the widest location.

May 21 - More details on what led to and followed the 2010 **Enbridge oil spill** in the Kalamazoo River are now available after more than 5,000 pages of federal documents were released Monday.

The 158 documents and 58 photos will provide the factual basis for the National Transportation Safety Board's conclusion of what caused the spill, said spokesman Peter Knudson.

The NTSB's investigation is ongoing and the documents released Monday contain no analysis or summary of what the study may find.

The NTSB's investigation is ongoing and the documents released Monday contain no analysis or summary of what the study may find. Knudson said the study is in its final stages and a final report should be released this summer. *M News* Read more

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USA: PROPOSED NEW RULES TO REDUCE NUMBERS OF ROAD VEHICLE ROLL-OVERS

Federal Motor Vehicle Safety Standards; Electronic Stability Control Systems for Heavy Vehicles

The National Highway Traffic Administration has released details of proposed new rules for comment - This document proposes to establish a new Federal Motor Vehicle Safety Standard No. 136 to require electronic stability control (ESC) systems on truck tractors and certain buses with a gross vehicle weight rating of greater than 11,793 kilograms (26,000 pounds). ESC systems in

News (continued)

truck tractors and large buses are designed to reduce untripped rollovers and mitigate severe understeer or oversteer conditions that lead to loss of control by using automatic computer-controlled braking and reducing engine torque output.

In 2012, we expect that about 26 percent of new truck tractors and 80 percent of new buses affected by this proposed rule will be equipped with ESC systems. We believe that ESC systems could prevent 40 to 56 percent of untripped rollover crashes and 14 percent of loss-of-control crashes. By requiring that ESC systems be installed on truck tractors and large buses, this proposal would prevent 1,807 to 2,329 crashes, 649 to 858 injuries, and 49 to 60 fatalities at less than $3 million per equivalent life saved, while generating positive net benefits. *National Highway Transport Administration* Read the full text

[Note from editor: Those of you who read the Newsletter *"Newsy Stuff"* produced by Don Johnson of ISCO Industry Partner, DG & Hazmat Group, will be amazed at the worldwide frequency of reports of oil and chemical spills arising from road tanker roll-overs. On a cumulative basis, these accidents add up to a very significant volume of oil and chemical spillage and new technology to help prevent roll-overs could make a major contribution to reducing pollution. Don's free publication is issued every few days and contains about 20 pages of incident and other reports. Join Don's group to receive his Newsletter]

People in the news

FRANCE: NEW PRESIDENT FOR EUROPÔLE MER

Antoine Dosdat, director of Ifremer Brest, has succeeded Paul Tréguer as head of Europôle Mer, following the end of the latter's term of office. Europôle Mer was created in 2004 as a joint initiative by the Institut Universitaire Européen de la mer (European University Institute of the Sea), the Station de Biologie Marine de Roscoff (Roscoff marine biology research station) and Ifremer. In 2006, it became a Scientific Interest Group (SIG) and today comprises fifteen organisations and marine science and technology stakeholders based on the headland of Brittany. Europôle Mer has received a budget of 10 million euros over the past five years. *SeaTechWeek Newsletter*

Contributed article

SAFEMED COURSE TACKLES ENVIRONMENTAL RISKS OF BALLAST WATER

Mr Fredrik Haag, Chief Technical Advisor, GloBallast Partnerships Project, International Maritime Organization (IMO) delivering a presentation during the Training Course.

Methods of reducing environmental risks of invasive alien species transferred through ships' ballast water in the Mediterranean Sea were discussed during a SafeMed II Project training course held in Malta.

Training and instruction emphasised on the effective implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention).

Although ballast water enhances the safety and efficiency of shipping operations, when not properly managed, this widespread maritime practice leads to risks of displacing marine species all over the world. This practice poses serious ecological, economic and health problems.

The BWM Convention, ratified by 28 countries and widely expected to enter into force during the next two years, offers a set of international measures for minimizing the translocation of marine species through ballast water.

"Preventing the transfer of marine species is a global responsibility, requiring a coordinated effort from Governments' Administrations the world over," said SafeMed Project Co-ordinator Jonathan Pace. "This training course sought to deliver Project Beneficiaries with a common set of knowledge and skills for a more uniform implementation of the BWM Convention across the Mediterranean region."

Training was aimed at officials from maritime administrations responsible for the implementation of the BWM Convention within their respective Administrations. In line with this, the best practices for monitoring and enforcement of the BWM Convention requirements were identified and discussed in an open and engaging debate.

Officials from 12 SafeMed Beneficiaries namely, Albania, Bosnia & Herzegovina, Croatia, Egypt, Jordan, Lebanon, Libya, Montenegro, Morocco, the Palestinian Authority, Tunisia, and Turkey attended the course.

Contributed article (continued)

The SafeMed II Project is a €5.5 million EU-financed regional effort to enhance Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues. Its objective is to provide Project Beneficiaries with the technical advice and support required to ensure more uniform and effective implementation of international maritime conventions and rules, thereby reducing accidents and pollution at sea throughout the Mediterranean Region. More info about the SAFEMED Project

Cormack's Column

In this issue of the ISCO Newsletter we are printing No. 78 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

CHAPTER 78: KNOWLEDGE OF MECHANICAL RECOVERY

As noted in article 70, adsorption discs were in use in mineral processing when BP introduced this concept to marine pollution response with its nominal 100tonne per hour Vikoma disc skimmer in the early 1970s. However, having been primarily involved in evaluating BP's free-floating boom and alternate booming concepts (articles 70-76), it was only later when the nominal 25 tonne Komara Mini-skimmer had become available that WSL chose it for evaluation of the disc principle. The skimming head of the Mini-skimmer consists of a 54.5kg circular buoyant platform, 1.17 metres in diameter, incorporating thirty-two recovery discs 28 cm in diameter mounted in two semi-circular banks around the circumference. In operation, the pollutant-bearing surfaces of the rotating discs pass through paired plastic scrapers to remove the adsorbed pollutant to a collection reservoir from whence it is pumped to storage. The unit has a 5 hp Petter diesel with spark-arrester and overrun-valve which powers a Reyrolle A70 pump to supply hydraulic fluid to twin Danfoss OMP motors for disc-drive (pneumatic drive is also available) and a Spate 3B induced-flow pump for pollutant transfer.

Variable disc-speed in relation to layer thickness is analogous to the variable pump speed of the SLURP weir skimmer. Thus, ignoring the role of viscosity in pollutant/disc adhesion and assuming 100% disc selectivity for pollutant over water, recovery rate was expected to be proportional to disc speed and pollutant layer thickness. In fact, the WSL trial results showed that for low viscosity oils of 39 and 120cSt, recovery rates increase with disc speed for constant layer thickness; that for a 4000cSt medium fuel oil emulsion containing 70% water, recovery rate decreased with increase in disc speed; and that when plotted against log viscosity for a layer thickness of 75mm, recovery rates passed from less than 1 tonne per hour at < log1viscosity through a maximum of 4 tonnes per hour at log 2 viscosity to virtually zero at log4 viscosity.

With regard to layer thickness, it was found that that below 20mm, recovery rates fall rapidly to insignificance; that above 20mm recovery rates rapidly reach maxima dependent on pollutant viscosity; and that the maximum observed recovery rate was 17 tonnes per hour for a Kuwait crude oil with a viscosity of 39cSt at a layer thickness of 78mm and a disc speed of 135 rpm. Again, it was found that if disc speed is increased to improve pollutant recovery rates, the rate of free water recovery also increases; that water content increases as layer thickness decreases; that while an increase in disc speed from 65 to 116rpm increased the recovery rate of an 880cSt oil by 20% , it also increased the water content by a factor of 3 at a layer thickness of 20mm; that when layer thickness of emulsions of heavy fuel oil decreased from 80mm to 25mm, the free water content of the recovered fluids increased by a factor of 2 . It was therefore concluded that disc skimmers are efficient only above a minimum slick thickness, that in the case of the Komara, this minimum is 20mm; that complete removal of pollutant from surfaces is therefore impractical with such devices; and that the increasing water-contents in any such attempts would become inconsistent with the very concept of skimming.

Indeed, given that the penetration of the discs below the floating layer appear to contribute to this lack of skimming success at layer thicknesses below the minimum, WSL compared the recovery rates for a 660cSt oil at a layer thickness of 170mm and at various disc speeds with that of the Spate pump itself at the corresponding speeds but disconnected from the skimmer and connected instead to a 76mm diameter hose with its inlet submerged in the oil layer. The comparison gave the following results:

Speed control, rpm	Recovery Rate, tonnes per hour	
	Komara	Spate Pump
65	3.6	5.8
115	7.3	8.2
130	12.5	16.3

Thus, it would appear that for layer thicknesses greater than the hose diameter, the pump itself gives a higher recovery rate than the skimmer and pump combined, though the combination maintains its performance as the oil layer decreases to 20mm. Disc skimmers of the above type are therefore widely used for the partial removal of floating pollutants from API type separators and are currently available in a range of nominal capacities from the Kebab 1500 of capacity 1.5 tonnes per hour, through 12 and 20 tonnes per hour, while a rim on the edge at a right angle to the plane of each disc, as in the so-called T-disc has been shown to increase

Cormack's Column (continued)

area as have toothed discs for high viscosity fuel oils. Again, such disc skimmers are available with nominal capacities of 30 and 50 tonne per hour versions while the so-called Komara Sea Devil has a nominal capacity for heavy fuel oil of 70 tonnes per hour.

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.

Science and technology

SMALL DRONE USED TO CATCH POLLUTING MAFIOSO IN THE ACT

StillFly hovers over a stretch of land in the Naples countryside where, more than two decades ago, the Camorra mafia buried two trucks carrying toxic waste. (Photo by Angelica Marin.)

May 21 - Environmental dumping is a major problem in Italy, and its source can often be tracked back to organized crime. A new, small unmanned aerial vehicle is being tested to help not only catch polluters in the act, but track pollution back to its source.

Treading through marshes at dawn, Massimiliano Lega, an environmental engineer, is careful not to disturb the ground.

As he walks, fumes escape from cracks in the earth. There's a choking stench of gas, bleach and burnt tires.

This is the Naples countryside. Two truckloads of poisonous junk are buried here, just below Lega's sneakers. He blames the Camorra mafia.

Lega points his thermal camera at any smoking groove, as guard dogs bark from a distance.

Lega is here testing his latest creation. It's called StillFly — a three-winged, five-pound, battery-powered drone that flies a few feet above the ground. The drone's heat-sensing camera and gas sensors transmit data to a monitoring station, where Lega studies the images. It's sensors were designed to work as a small, portable lab.

"It's like forensic police on the scene of a murder but re-adapted for environmental crime," Lega said.

StillFly is now being tested to zero-in on riverbeds, farmlands and industrial sites in several areas in Italy, according to Forest Ranger Marco Di Fonzo. He says this kind of technology could be much more economical and effective than doing surveillance in a helicopter.

In this region, environmental surveillance often leads back to organized crime.

No one knows this better than Donato Ceglie, a prosecutor who's been investigating mafia environmental crimes since the late 1990s.

Ceglie says Italian companies from the north contract with the Camorra to dump their waste in the Naples countryside, cutting their disposal costs by up to 90 percent. Ceglie says StillFly can provide the evidence to nail eco-criminals in court. *Pri Org* Read more

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ROBOTIC FISH SHOAL SNIFFS OUT POLLUTION IN HARBOURS

The robots are battery powered and can run for 8 hours between charges (Image: Luke Speller)

There is something unnatural lurking in the waters of the port of Gijon, Spain, and researchers are tracking its every move. It is not some bizarre new form of marine life, but an autonomous robotic fish designed to sense marine pollution, taking to the open waves for the first time.

"With these fish we can find exactly what is causing the pollution and put a stop to it right away," explains Luke Speller, a scientist at the British technology firm BMT and the leader of SHOAL, a European project involving universities, businesses and the port of Gijon, which have joined forces to create the fish.

Currently the port relies on divers to monitor water quality, which is a lengthy process costing €100,000 per year. The divers take water samples from hundreds of points in the port, then send them off

Science and technology (continued)

for analysis, with the results taking weeks to return. By contrast, the SHOAL robots would continuously monitor the water, letting the port respond immediately to the causes of pollution, such as a leaking boat or industrial spillage, and work to mitigate its effects.

The SHOAL fish are one and a half metres long, comparable to the size and shape of a tuna, but their neon-yellow plastic shell means they are unlikely to be mistaken for the real thing. A range of onboard chemical sensors detect lead, copper and other pollutants, along with measuring water salinity. They are driven by a dual-hinged tail capable of making tight turns that would be impossible with a propeller-driven robot. *New Scientist* Read more

Events

THE PREMIAM CONFERENCE - GUIDELINES, CO-ORDINATION AND FUTURE CHALLENGES

Pollution Response in Emergencies

Marine Impact Assessment and Monitoring

4th July 2012 — 09:00 to 16:30 Brunei Gallery, School of Oriental and African Studies, University of London, London

The aim –

To provide a forum for scientists, regulators, responders and other professionals working in the field of marine oil/chemical spill monitoring to share experience, best practice and knowledge to the wider marine emergency response community.

To promote the use of sound science, co-operation and co-ordination in the design, conduct and management of environmental monitoring and impact assessment practices following accidental releases of oil/chemicals to the marine environment.

PREMIAM is an initiative supported by 18 government departments and agencies across the UK. This conference is part of a process to share best practice and engage with the full spectrum of industry, NGOs and academia in this important area.

The external objectives -

- Publicise and promote best practice in the application of sound science to monitoring and impact assessment following marine spill incidents.
- To hear the views of emergency response professionals charged with commissioning and conducting post-spill marine monitoring and impact assessment.
- To learn about relevant emerging issues new risk assessment approaches.
- To share best practice in the planning, management and conduct of marine monitoring activities following marine incidents and to learn from recent incident case studies.
- To understand the drivers and importance of quality post spill monitoring programmes from the perspective of key stakeholders: Regulators, Responders, Conservationists, Scientists, Industry and Fishermen.
- To learn about innovative and novel scientific approaches and their potential use in post-spill monitoring and impact assessment.
- To understand how post-spill monitoring fits in to the wider response, clean-up and advice activities following a spill.

More about PREMIAM Download the conference programme as *MSWord document* or *PDF document*.

A DECONSTRUCTION OF THE LARGEST SALVAGE OPERATIONS OF OUR TIME: COSTA CONCORDIA, 'THE OPERATIONAL STUDY'

In an addition to the Conference Programme for the 3rd Maritime Salvage and Casualty Conference (Previously announced in the ISCO Newsletter) Maurice Schreurs - Contracts Manager - SMIT Salvage will be discussing the details of what was a vital initial response to the incident.

London, 5-6 September 2012. Download the full agenda

Events (continued)

UPCOMING SOIL & GROUNDWATER EVENTS

Events in Canada, USA, France, and Colombia collated by *Environmental Expert* View details

Training

UK: IN-SITU BURNING WORKSHOP

Understand the place for ISB amongst the other primary response strategies and be able to select the most appropriate strategy to provide net benefit to the environment.

Southampton, 31 July 2012 More info

Publications

ANALYSIS OF INLAND CRUDE OIL SPILL THREATS, VULNERABILITIES, AND EMERGENCY RESPONSE IN THE MIDWEST UNITED STATES

Brody, T. M., Bianca, P. D. and Krysa, J. (2012), Analysis of Inland Crude Oil Spill Threats, Vulnerabilities, and Emergency Response in the Midwest United States. Risk Analysis. doi: 10.1111/j.1539-6924.2012.01813.x More info

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Job vacancies

EMSA HAS A REQUIREMENT FOR A SENIOR PROJECT OFFICER FOR POLLUTION RESPONSE TO OFFSHORE INSTALLATIONS

A new vacancy has been published at EMSA regarding a 'Senior Project Officer for Pollution Response to Offshore Installations' [Please note that EMSA positions are only available to nationals from EU Member States, Iceland and Norway]

More info

Company news

TITAN SALVAGE OPENS NEW FACILITY IN CAIRNS, AUSTRALIA

Responding to changing market conditions and increased commercial vessel traffic in and around the Great Barrier reef, TITAN Salvage has enhanced its marine salvage, wreck removal and emergency response capabilities in the Oceanic region with the establishment of an equipment depot in Cairns, Australia, and the introduction to the region of response equipment specialized for the completion of heavy salvage and wreck removal jobs for large scale casualties.

The 20,000 square foot complex houses a long list of emergency response equipment including generators and pumps for dewatering, hydraulic power packs and pumps for fuel removal, diving equipment, floating line for maneuvering around the reefs, satellite communications equipment and TITAN hydraulic chain pullers, each with a 300 tonne pulling capacity.

The facility, located at 15 Knight Street, Portsmith, Cairns, is manned by Operations Manager Eric Shelley and is reachable by calling +61-7-40354987. In addition to being a former commercial diver, Shelley brings years of experience with logistics, client relations and knowledge of specialized salvage equipment. More info