



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 338, 11 June 2012

info@spillcontrol.org <http://www.spillcontrol.org>

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News

USA: INLAND OIL SPILLS POINT TO PIPELINE THREATS

Even though the Exxon Valdez and Deepwater Horizon disasters have grabbed the headlines, oil spills hit land much more frequently, posing risks for lakes, streams and rivers.

That's especially true near pipelines, suggests a study in the current issue of the journal *Risk Analysis* that looks for places particularly vulnerable to inland oil spills across the Upper Midwest.

Despite the attention paid to the 2010 Gulf of Mexico oil spill disaster, which released about 4.9 million barrels of oil into the Gulf of Mexico, the majority of oil spills, about 60%, are inland ones. A 30-inch [pipe rupture near Marshall](#), Mich., two years ago, for example, spilled about 19,000 barrels of crude oil into a creek and then the Kalamazoo River, stopping 80 miles short of Lake Michigan.

The problem is the plethora of "roads, railroads, pipelines, tanks" crossing some 10,851 watershed locales stretching from Minnesota to Ohio, each one a potential spill location, says EPA analyst Thomas Brody, who led the study. *USA Today* [Read more](#)

Comment from your editor - *The above article relates to a study that focused on the upper mid-west of the USA but some of the conclusions have much wider relevance. In many countries there are pipelines that were installed many decades ago. Over time, external and internal corrosion increases risk of spillage. Older pipelines are often buried at shallow depths that would not be acceptable today, making them more vulnerable to accidental damage. Others are not buried at all and are even more susceptible to sabotage and vandalism associated with oil theft. Construction techniques employed in older pipelines can often inhibit the use of intelligent pigs used to monitor pipeline integrity. In short, the frequency of failures in ageing pipeline networks can be expected to increase, presenting major challenges for operators. This underlines the need for the response community to be ready for rapid and effective intervention to minimise environmental damage. However, the required high level of response preparedness can only be achieved and maintained if contractors are adequately funded by way of stand-by retainer fees.*

CANADA: YET ANOTHER PIPELINE SPILL IN ALBERTA

After last year's 28,000 bbl spill from the Rainbow Pipeline and last month's 22,000 bbl. spill into Alberta's muskeg, this one is much smaller but will be especially difficult to clean-up.

Booms set up to contain Alberta pipeline spill after up to 3,000 barrels of oil spew into Red Deer River

June 8 - Containment booms have been set up at a key reservoir in west-central Alberta to sop up crude oil flowing in the swollen Red Deer River from a pipeline leak north of Sundre.

Water intake valves along the 56-kilometre spill path have been shut in and residents downstream of the town to Gleniffer Lake were notified of the incident, Alberta Environment said Friday.

Residents along the banks of the river have already reported the stench of sour oil and sightings of dead wildlife following a 1,000- to 3,000-barrel spill into a tributary north of Sundre, about 80 km. north west of Calgary, Thursday evening.

News (continued)

Pipeline operator Plains Midstream Canada said it shut down its Rangeland pipeline operations immediately following notification of the leak at Jackson Creek. The company said the strong odor resulting from the oil did not pose a health or safety risk to the public. *National Post* [Read more](#) Another good report: "Clean-up could take all summer" [The Globe and Mail](#)

CHINA: SINOPEC OIL PIPELINE LEAKS 'LARGE AMOUNT' OF DIESEL -XINHUA

May 25 - A Sinopec oil pipeline running from Jinan to Qingdao has spilled a "large amount" of diesel, the official Xinhua news agency said Friday, without citing any sources.

Xinhua didn't identify whether this was parent company China Petrochemical Corp. or listed company China Petroleum & Chemical Corp. (SNP), both of which are known as Sinopec.

The leak was caused by damage from a construction crew, Xinhua said. *Fox News* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

USA: COMMITTEE TO CONSIDER BILL PREVENTING EPA REGULATORY POWER GRAB

June 6 - The Transportation and Infrastructure Committee is scheduled to mark up several measures on Thursday, including a bill to prevent the Environmental Protection Agency (EPA) and the Army Corps of Engineers from dramatically and illegally expanding federal power to regulate water and land use under the Clean Water Act.

This bill (H.R. 4965) will prohibit the Obama Administration from attempting to skirt proper federal rulemaking procedures by finalizing or implementing EPA and Corps Clean Water Act "guidance" in order to significantly broaden the scope of federal jurisdiction under the Act. "Any agency efforts to expand the federal government's regulatory reach must be done with transparency under the Administrative Procedures Act – not the unlawful, backdoor conversion of publicly unvetted agency guidance into de facto federal regulation," said bill sponsor and Full Committee Chairman John L. Mica (R-FL). *The Maritime Executive* [Read more](#)

USA: HOWARTH TO CONGRESS: MORE RESEARCH NEEDED TO ADDRESS WIDESPREAD SIGNS OF HEALTH, ENVIRONMENTAL DANGERS OF FRACKING

May 31 - Modern [hydraulic fracturing](#) ('fracking') is so new that over half of all the [shale gas](#) ever developed in the world has been produced in the last three years, which has resulted in nearly all of the peer-reviewed scientific research on the environmental and public health consequences of [shale gas](#) having been done in the last 14 months.

The resulting 'research gap' is troubling since there are so many emerging signs of major health and environmental harms from fracking, according to Cornell Professor Robert W. Howarth, Ph.D., who testified today before the Subcommittee on Technology, Information Policy, Intergovernmental Relations and Procurement Reform of the U.S. House Committee on Oversight and Government Reform. *Environmental Expert* [Read more](#)

USA: MICROBIAL COMMUNITIES SHIFTED DRAMATICALLY AFTER DEEPWATER HORIZON SPILL

June 6 - Communities of microbial organisms -- species such as nematodes, protists and fungi -- on beaches along the Gulf of Mexico changed significantly following the Deepwater Horizon oil spill in April 2010, research from the University of New Hampshire's Hubbard Center for Genome Studies (HCGS) and partners found. The findings, which analyzed marine sediments from five Gulf Coast sites prior to and several months following shoreline oiling, are published in the June 6, 2012, issue of the journal *PLoS ONE*. The researchers sampled sites around Dauphin Island, Ala., and Grand Isle, La., just after the Deepwater Horizon spill began but before oil reached the shore, then again several months later, in September 2010.

"In that short time period, we saw a drastic change in the microbial community," says lead author Holly Bik, a postdoctoral researcher at UNH's HCGS when the research was conducted, now at the Genome Center at the University of California, Davis. "We were shocked at how drastic the change was, pre- and post-spill." *E Science News* [Read more](#)

USA: HOW KEVIN COSTNER SOLD \$52M OF CENTRIFUGES THAT BP NEVER USED IN GULF CLEANUP

June 7 - Kevin Costner, the Academy Award winner who starred in "Dances With Wolves" and "Hatfields & McCoy's," may testify as early as Thursday in a Louisiana court in response to a suit filed by fellow-actor Stephen Baldwin.

News (continued)

Baldwin, the youngest of the four acting Baldwin brothers, filed a suit in December 2010 against Costner and his business partner, Patrick Smith, over profits from a technology that [BP leased for the Deepwater Horizon spill](#).

The [actors' trial proceedings take place daily this week](#) and are expected to last two weeks. Smith, the trial's first witness, testified for two hours on Monday and eight hours on Tuesday.

Costner's device is a 5-ton centrifuge designed to separate water from oil, spit out clean water and save the oil, Smith said in his testimony this week, which they wanted to place on ships. *ABC News* [Read more and watch video](#)

People in the news

EUROPE: EMSA WELCOMES APPOINTMENT OF NEW EXECUTIVE DIRECTOR



June 8 = Mr Markku Mylly of Finland has been appointed as the new Executive Director of the European Maritime Safety Agency (EMSA).

The vote was held during the 33rd session of the Administrative Board on 8 June 2012. Deputy Chairman, Achim Wehrmann, congratulated Mr Mylly on the new appointment saying: "I am confident that this new leadership will provide the strong direction that EMSA requires to work towards its overall goal of sustainable maritime mobility".

The Administrative Board proceeded with the appointment of the new Executive Director in line with the Agency's founding regulation. Following pre-selection by the European Commission, a final shortlist of three candidates was adopted by the College of Commissioners and presented to EMSA's Administrative Board. The board then appointed the new Executive Director.

The new Executive Director will now be entrusted with the execution of the Agency's strategic objectives. He will be responsible for drafting the annual budget proposal and work programme in close cooperation with both the European Commission and national authorities. *EMSA*

UK: SIMON RICKABY TO PRESENT RENA V. NAPOLI CASE STUDY

Simon Rickaby, Managing Director of ISCO Corporate Member, Braemar Howells Ltd. and Member of the ISCO Executive Committee will be presenting a case study at the forthcoming [Maritime Salvage & Casualty Response Conference](#) taking place in London over 5-6 September 2012.

His Case Study Analysis will compare issues that arose from the RENA and NAPOLI incidents in various depths, shoreline clean-up of oil, oiled flotsam and distressed cargo debris, coordination of third party marine contractors, taxation and import duty issues.

Braemar Howells Ltd. had a major role in the responses to the container vessel incidents Napoli (UK, 2007) and Rena (New Zealand, 2011). At this time, the company is continuing with work on retrieval of containers lost from the Rena, processing their contents and removing debris from the shoreline.



ISCO News

HAVE YOU CHECKED YOUR ENTRY IN THE ISCO INTERNATIONAL DIRECTORY?

ISCO Corporate members who are involved in provision of supplies and services to the spill response community are reminded that they should check their free entries in the ISCO International Directory. This has just been updated and there may be errors or omissions that require correction. The relevant links are given on the front page of the Newsletter and on the ISCO website.

Things you should check –

1. Are the hyperlinks to your website working correctly?
2. Is your company appropriately listed in the various categories?
3. Are there any errors that require correction?

Please contact info@spillcontrol.org to report any errors and request corrections to be made.

ISCO WEBSITE CHANGES ARE ON THE WAY

Plans are under way to introduce some important changes in the ISCO website. A new feature – Country Pages – is to be introduced within the Members' Area and will be designed to help Members in each country to network and get to know each other better.

In preparation for the delayed implementation of the Professional Membership initiative new pages are being created - About Professional Membership ■ Application Form ■ Code of Conduct ■ Assessment Guidelines ■ Appeals Policy ■ Complaints Procedure.

On the advice of our insurers and legal advisors, new ISCO Terms and Conditions are also being introduced and will be accessible on the updated website.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 80 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 80: KNOWLEDGE OF MECHANICAL RECOVERY

Having evaluated adsorption discs, ropes and bands as previously described, WSL evaluated the adsorption belt embodied in the Marco Catamaran Mark V made available to it by the Department of Salvage of the US Navy. This special purpose vessel was of welded aluminium construction, 36 ft long, 12 ft beam and approximately 17 tonnes fully laden. It was powered by a 100hp Detroit diesel giving 5 knots when proceeding to the spill site and up to 3 knots astern when in pollutant recovery mode. The 3ft wide, 30ft long, 1 inch thick, adsorption belt operated between the hulls while water was inducted through the belt and pollutant onto it by a 16hp pump to reduce the usual loss of pollutant when encountered at more than 1 knot. The collected pollutant was then squeezed from the belt by the upper belt-roller into a storage tank from which co-collected water was intermittently discharged to the sea over the belt to re-collect any residual oil-content, while the collected pollutant was intermittently transferred to a larger tank vessel for return to shore, the nominal capacity of the transfer pump being 200gallons per minute at 60lbs per square inch. All operations were hydraulic with controls and instrumentation being in a small deckhouse.

In the sweeping mode with the stern-doors open and the adjustable-angle belt set at about 30° to the horizontal to optimise free-water drainage, the encounter rate in a Phase II slick of 0.1mm thickness would be 0.2 tonnes per hour at a sweeping speed of 1 knot, though assuming maximum benefit from the induction pump, this could rise to 0.6 tonnes per hour. Encounter-rate could, of course be increased by placing the unit at the apex of a V-shaped boom array towed by two additional vessels, and it had earlier been shown possible to use the unit's own power to turn a length of otherwise towed boom into a sprayed J-shape, the encountered pollutant being thus deflected to the belt by the long arm of the J.

Performance evaluation by WSL showed that the belt acts similarly to adsorption ropes and bands with subsequent water-shedding being facilitated by the operational belt angle, horizontal ropes and belts generally being in the floating pollutant for longer than necessary to adsorb what they can and not long enough in the air to shed the water they could and should prior to reaching the squeeze-rollers. However, the quoted recovery capacity of the Marco belt at 60 tonnes per hour for 10,000 cSt pollutant in independent skimming mode at 1 knot would require a layer thickness of 60mm or a 600m mouth-width when V-boom assisted. Again, I have always maintained that skimming units must follow the pollutant as it moves vertically on waves; that vessel incorporated skimming units have inertial masses and linear dimensions too large for such wave following; that they heave bodily and end-pitch in such a way as to draw water and floating pollution under them when they rise and to displace it again when they fall; that the ensuing turbulence breaks the wave-following layer into dispersed droplets rather than maintaining the layer-continuity necessary for recovery; and that the ability of light, small and flexible skimmers to maintain layer-continuity in the presence of waves is lost by attachment to larger craft.

Thus, while the Marco skimmer design had anticipated and addressed the need for selective adhesion of pollutant rather than water, had arranged to shed water from the angled belt, and had sought to increase operating speed by innovative use of an induction pump, its design capacity was nonetheless in excess of its likely encounter rates in unconfined slicks at sea unless it was supported by at least one boom towing vessels to increase its swath width and a tank vessel to receive its recovered pollutant at the intended rate, while its own overall dimensions were already too large to achieve reliable recovery in the presence of the sort of waves unavoidable at sea in all but the calmest conditions (c.f. article 81).

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.

ANATOMY OF AN OIL SPILL

Sunday – 0800 – Somewhere in the Scottish Highlands

At an industrial site in a remote glen the night watchman completes his rounds. All appears well. Unknown to him a faulty weld in an old section of pipe carrying heavy heating oil from a storage tank is giving way even as he fills in his logbook.

1400

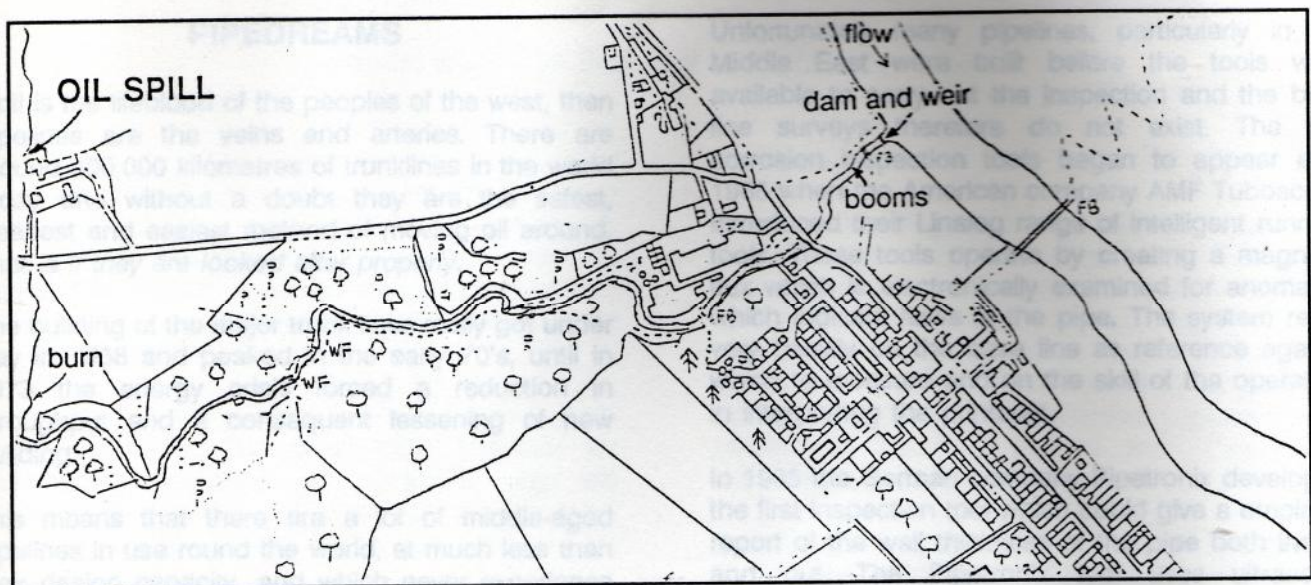
Because it's the weekend no one is around and the spill has gone unnoticed. The oil has been spreading across a concrete yard for six hours. It is already finding its way into the surface water drainage system. There are no interceptors fitted.

1624

The plant's surface water drainage system is a mixture of the original site drainage and new additions over the years as the plant has expanded. There are several dead end sections leading into the main drain, there are cracks and minor blockages. There has been little rain in the last few days. The oil moves slowly, but has already started to run out of the pipe's end and into the burn. It has also started to seep into the ground at several places in the drainage system.

1740

The small burn falls steeply down between two fields and runs into a larger watercourse. This minor river descends for about two miles through woodlands and two ravines before joining a major river at the outskirts of a village. The big river is one of Scotland's foremost fishing rivers, and the area an outstanding one for tourism. The first globules of black oil are already heading down the minor river.



1800

A local villager walks her dog by the side of the river. It is only when the her dog bounds back up the river bank, not quite the same colour that he bounded down, that she realises that something is wrong. Oil, in the form of globules and patches, is now floating out into the river.

1839

The owner of the dog (the latter quite unconcerned) calls in at the police station on the way home and angrily tells the policeman that there is oil in the river. The river is fast flowing but the water level is low. Oil is being dispersed rapidly downstream, and is beginning to come ashore on one bank in several places. The banks of the small burn are vegetated and now heavily oiled. The banks of the small river are stony in places, overgrown in others, and there are many rocks exposed in mid stream.

1850

The policeman has contacted the local river board, and has gone down to investigate at the river bank. The watchman has discovered the oil leak, and is phoning the plant manager.

1855

The manager has been alerted and phones both the site engineer and the foreman. The policeman has tracked the oil in the river to the mouth of its tributary.

Special feature (continued)

2010

The first attempt has been made to stem the flow of oil at source by closing the requisite valve. This is successful, but already some 20 tons of heavy oil has escaped. At this stage it is not realised at the plant that the spill has travelled so far. A call from the police puts them in the picture. The local river inspector has arrived at the village. He realises that action must be taken at once to contain the worst of the oil before the main river becomes seriously contaminated. It has begun to rain.

2130

The foreman and two others start to block the drain outflow. The river board inspector arrives at the plant. Oil continues to flow down the small river.

2242

The plant possesses two inflatable booms, which are deployed in a relatively slow moving stretch of the minor river, a hundred yards above its mouth. The drain has been temporarily blocked but it has been raining for an hour and water and oil is building up – and backing up – in the system. The inspector has advised the plant manager to contact a pollution control company at once. It is now dark.

2300

It has been fifteen hours since the leak began and ten hours since it was discovered. Only now has a pollution control company been contacted. Its managing director immediately calls out his duty on-call team by radiopager. Some oil is contained by the inflatable booms, but as it builds up there is a continual escape of oil under them. The rain is now heavy.

Monday – 0030

The pollution company's response truck, carrying a comprehensive inventory of oil spill response equipment, is on its way, accompanied by a vacuum tanker and a Land Rover towing an air compressor. Workers from the plant are manually scooping oil out of the stream above the booms into barrels. With the rainfall the burn and small river are both rising. The rate of water flow has increased and more oil is piling up behind the booms and being carried away underneath them. However, they have significantly decreased the amount of oil escaping towards the main river.

0200

After a somewhat stormy journey over the hills, the pollution control company's vehicles and personnel have arrived on site. The first priority is to contain the spill completely. After a site survey, it is decided to build a sandbag dam and weir (interceptor dam) down at the mouth of the smaller river, and a smaller one at the mouth of the drain. The dams will have underpasses to allow water to flow through underneath, and the water levels will be kept above the levels of the underpasses by means of the weir barriers constructed immediately downstream of each dam. This way, the oil will be trapped behind the underpass dams but the water can flow freely. The underpass dams are constructed by building sandbag piers which are then bridged over with strong wooden planks, on top of which more sandbags are placed to create a low wall that will retain the oil¹. The downstream weir, also constructed with sandbags², has the effect of locally raising the water level thus ensuring that the oil is held behind the underpass dams³. With the rise in water level due to the rain, oil has been carried up the banks in both the burn and the small river. The main river's level has risen slightly.

¹ An alternative to building a bridge type underpass dam is to use a few lengths of large diameter pipe to enable water to flow through. Pipes should be installed in the sandbag wall a little above the bottom of the watercourse. The number/size of pipes used must be enough to provide a sufficient safety margin to allow unobstructed flow of water even in spate conditions otherwise water will back up, the level will rise and trapped oil will lost over the top of the underpass dam. The bridge type underpass dam requires fewer sandbags and can be constructed more quickly than an underpass dam using pipes.

² It is recommended that heavy duty plastic sheeting be used to line the inner side of the weir dam and arranged to drape over the top of the dam. This protects the top of the weir dam from erosion caused by water flow over an extended period of time. Plastic sheeting can also be used to help to ensure that the upper part of the underpass dam makes an oil tight seal.

³ The height of the weir dam needs to be such that the underpass dam has sufficient freeboard to retain trapped oil.

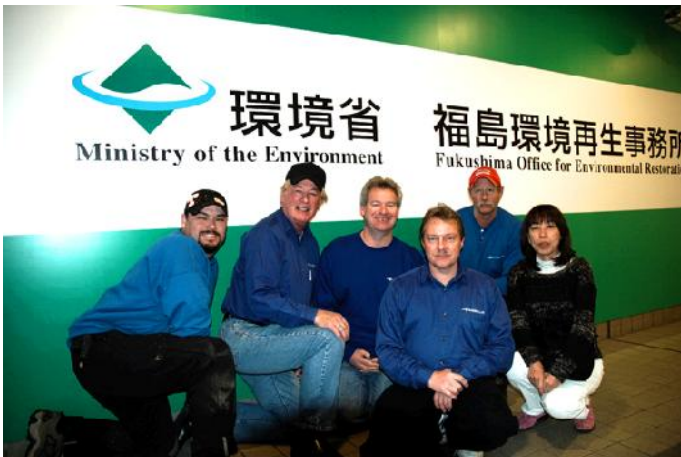
0230

Fortunately, there is a pile of sand in a corner of the plant's premises. There is enough to fill sufficient sandbags to build both dams and weirs. All hands are set to work to fill bags and, with the aid of portable floodlights, construction starts. Again, fortunately there is good vehicle access to the dam site. This will be important later when oil recovery operations start.

0600

It's now daylight but still raining. Almost 1,000 bags have been filled and built up into the dams and weirs. Solidly built, they will last throughout the coming clean-up operations. No more oil can escape into the main river. No more oil can run into the burn. The first phase – CONTAINMENT – is complete. *TO BE CONTINUED NEXT WEEK*

KEVIN WANG OF POWER PLUS DCU REPORTS ON THEIR TEAM'S RECENT VISIT TO JAPAN



PowerPlus DCU is back from two weeks of demonstrations in Fukushima, Japan. Their methods and equipment proved able to handle very harsh conditions and still more than capable to get the job done.

The team's first stop was at JA Soma rice center. The team set out to decontaminate the grass in place and the results showed reductions from 200 to 155uRem/Hr. This number, adjusted for background, sky shine, and shielding inefficiency represents about a 43% decrease in radiation levels. Later, the team decontaminated a "down spout" and reduced the levels from 70 to 46uRem/, about a 97% removal. Last, a large asphalt parking lot was addressed as heavy snow began to fall. The clean up efforts ended with results of 87 to 48 uRem/Hr adjusted, is about 81% removal.

After a positive start, their campaign was continued at the JA Shin Fukushima Onami center. The contaminated asphalt levels were brought from 70 to 33 uRem/hr or 80% adjusted removal. A grassy area had an adjusted result of 220 to 110 uRem/per hours, 56.5% adjusted, though significant, showed a potential issue. After looking into the matter it was discovered that a chemical injector failure had reduced the expected reductions. However the result still proved the technologies ability to continue to work well even under the harshest conditions.

JA Shin Fukushima Watari-chiku rice patties were covered by eight inches of snow and slush. Along with that, another two to four inches of water covering the field proved challenging, as well as there being no clean water supply available. Officials requested that a section of patties be cleaned. The team suggested waiting until the snow had cleared and the water drained. However, the suggestion was disregarded and the command repeated with the note that if the team did not complete the activity it would be counted as a failure on the behalf of PowerPlus DCU.

It was agreed that an attempt at the impossible was better than a recorded failure. The team set about cleaning a water supply by decontaminating a nearby contaminated irrigation ditch, and then using the then clean water to decontaminate the site. Next, they trenched around a section of land for decontamination. With equipment not functioning properly and conditions which violate their normal procedures, the levels still dropped from 96 to 90 uRem/Hr. Adjusted this equated to approximately 28% removal. During the decontamination water shorted out their "FYCC" system through laying the cables in snow and water. That issue has since been corrected to eliminate the possibility of it reoccurring again. Kevin Wang (President of PowerPlus DCU) noted that: "All accomplishments had been done without the use of their FYCC technology which would have yielded a better result of about 75%."

The team left not feeling wonderful but the next days events would quickly change that. At the JA Shin Fukushima Watari-chiku Cherry orchard., under the watchful eyes of the Japanese governing officials, the PowerPlus DCU team performed a comprehensive and biologically important demonstration.

The team began decontaminating nearby ground soil, in place and recorded drop of 230 to 128 uRem/Hr an adjusted estimate of 80% in one attempt. This, after a full year of soil movement, proved impressive. Next, in the bitter cold, a Cherry tree was thoughtfully looked after and thoroughly decontaminated. A notable drop from .59 to .41 uSv/hr. with side shine, adjusted to almost 83% removal.

While on site, several tests were conducted to simulate a new machine. The machine is called Earth Decontamination Machine or EDM, and was developed to decontaminate dirt, trash, bio mass, mud, ashes from burning, etc. Material was gathered at a hot spot and the simulation brought the levels from 153 to 62 uRem/Hr. After allowing for adjustments it reaches nearly 130% removal of decontamination. Next, grass that had "bio-absorbed" radioactive contaminates, was also put through similar tests. Scientists, in the past, have agreed that "bio-absorbed" radioactive material is impossible to decontaminate. Yet, the results speak for themselves as the levels went from 100 to 55 uRem/Hr.

If you are wondering how that is possible, the conditions show that not only were the contaminants of the site removed, it also means that other contaminates from WWII and Naturally Occurring Radiation (or NORM) had also been removed as well. This gives an adjusted number 150%, which other wise could not be possible.

The team expanded their knowledge-base which should prove useful implementing changes to their tools, chemistry, and methods that should take place in the next three weeks following their arrival home.

"We eagerly await the acceptance of this well proven solution to the disaster by the Japanese Government. Japan without knowing has over the years assisted in the development of this process and we are eager to work closely in using it on a wide spread basis with Japanese workers and train them as we go so as to create a large base in Japan ready and able to solve any global future Radiological problems. This is how Japan can turn a disaster into a benefit for the entire Nuclear industry and help protect the world. The capacity to decontaminate all of the affected areas within a couple years is only a decision by them away. We hope and pray for the honor of teaming with them to achieve this." - Kevin Wang (President PowerPlus DCU)

Events

ARGENTINA: MARITIME SALVAGE SEMINAR

The following communication has just been received.

Buenos Aires, 7 de junio de 2012

Ref.: **“Seminario Internacional – Asistencia y Salvamento Marítimo”**

De nuestra mayor consideración:

La Facultad de Ciencias Jurídicas – Extensión Universitaria de la Universidad del Salvador tiene el honor de invitarle a participar en el **“Seminario Internacional – Asistencia y Salvamento Marítimo”** el próximo día jueves 28 de junio de 2012, a las 17:00 horas, en el salón Azul de esta Universidad, ubicado en la calle Tte. Gral. Juan D. Perón número 1818, Ciudad Autónoma de Buenos Aires, Argentina.

Se tiene a bien anexar un afiche del Seminario así como el programa académico con los nombres y nacionalidades de los conferencistas y moderadores, temas a tratar, horarios y otros detalles de interés.

Para mayor información tener a bien comunicarse telefónicamente al número +54 (0)11 4373 8305 / 4372 6594 / 4372-5308 interno 2617. O bien dirigirse por correo electrónico a las siguiente dirección: seu.juri@usal.edu.ar.

A causa de cupos limitados se ruega a los interesados reservar su espacio con la mayor anticipación posible.

Agradeciendo la atención que le brinde a la presente, se despide de Uds. con un atento saludo,

Comisión Seminario Asistencia y Salvamento

Publications

US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The April 1-30, 2012 *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/>

Products & Services

UK: OAMPS LAUNCHES CRISIS MANAGEMENT SERVICE

OAMPS Petrochemical has announced the launch of their free Crisis Management Service to complement the existing Environmental Emergency Response Service.

A swift and co-ordinated emergency response can help to manage a crisis, improve outcomes and avert further damage to a business, its staff, its clients or members of the public. If you are Insured with OAMPS Petrochemical and QBE help is just a phone call away. [More info](#)

UK & USA: REGENESIS ANNOUNCES NEW TECHNOLOGIES FOR GROUNDWATER REMEDIATION AND VAPOR INTRUSION MITIGATION

REGENESIS, a company specialised in advanced technologies for contaminated [site remediation](#), announces three new remediation-focused technologies: PetroCleanze™, Retro-Coat™ and Plume Stop™. Ben Mork, Ph.D., Director of Research and Development at REGENESIS, introduced the new technologies in Monterey, California at the recent Battelle-sponsored Eighth International Conference on Remediation of Chlorinated and Recalcitrant Compounds. [More info](#)

Company news

INDIA: GUJARAT STATE PETROLEUM CORPORATION (GSPC) AWARD CONTRACT FOR NEW OIL SPILL RESPONSE FACILITY TO ALPHAMERS

ISCO Member of Council for INDIA, Capt. D. C. Sekhar, has advised that AlphaMERS Pvt Ltd has won the tender by M/s Gujarat State Petroleum Corporation (GSPC) to set up an Oil Spill Response facility at Kakinada for GSPC's offshore activities at KG basin

UK: BRAEMAR HOWELLS AND BRAEMAR (INCORPORATING THE SALVAGE ASSOCIATION) LAUNCH NEW SALVAGE SUPPORT OPERATION



Incident response and environmental clean-up specialist **Braemar Howells** and its sister company Braemar (Incorporating The Salvage Association) are to work together to provide a 24-hour global response capability to the world's shipping and marine insurance sectors.

In what is being seen as a key development in the expansion of Braemar's Technical Services (BTS) division, both companies have formed Braemar Marine Salvage Support Services which will provide on-site distressed cargo management and salvage support services to salvors, owners and insurers, together with additional expert technical advisory services from within BTS ranging from resolving LNG operational problems to offshore engineering solutions.

The Maritime Executive [Read more](#)

USA: AMPOL TO STORE AND MAINTAIN NRC EMERGENCY RESPONSE EQUIPMENT

Oil spill response and total environmental solutions provider American Pollution Control Corp. (AMPOL) has been selected by the National Response Corporation (NRC) to store and maintain a large stock of NRC emergency response equipment.

Previously owned by Seacor Marine, NRC was purchased by an investment group and needed to relocate its equipment. NRC chose to house the equipment in AMPOL's New Iberia, La., facility, increasing AMPOL's emergency response equipment inventory to one of the largest stored in the South and maintained by a privately held company. *MarineLog* [Read more](#)

UK: DUNLOP PROVIDES INFLATABLE BARRIER TO HELP PROTECT AMSTERDAM

The Netherlands has a long history of reclaiming land from marshes, fenland, lakes and the sea and over the centuries has had to devise ingenious methods of retaining and protecting this land. Nowhere is this more clear than in Watergraafsmeer polder, part of Amsterdam, which was formed in 1629 when an area between the River Amstel and Nieuwe Diep was drained.

During the 17th and 18th centuries, Watergraafsmeer was the site of several summer residences built by wealthy Amsterdammers. Since that time, urbanisation of the Watergraafsmeer, which at 5.5m below sea level is the lowest part of Amsterdam, has seen the population increase so that some 40-50,000 people could be at risk of flooding should the polder defence fail. For this reason, a robust system of measures for protection from the surrounding waters is essential.

One such measure is to be able to cut-off and isolate surrounding waterways, primarily the Weespertrekvaart canal which forms a bounding edge of the Watergraafsmeer polder. In the event of a problem with the dike between the Weespertrekvaart canal and Watergraafsmeer, it may be necessary to prevent further flow of water to the canal, which joins the River Amstel at its western end at Omval, where the width across the canal is approximately 28m.

The inflatable dam, when required, is pumped with water such that it inflates to a height just above the canal water surface, effectively stopping the River Amstel from replenishing the canal. The operation is completed in a matter of minutes and, when not needed anymore, the reverse operation is performed by simply pumping water from the inflatable dam.

The complete inflatable membrane and pumping ports are held within a low profile steel cabinet fastened to the bottom of the canal; this ensures that when the inflatable dam is not in use it is encased in a protective container throughout its 40-year expected life. During operation, the doors of the steel cabinet are forced open by the pumping pressure of the water filling the interior of the inflatable dam.

The membrane was manufactured at Dunlop GRG's plant in Manchester in September last year. The process used high quality rubber-coated fabric materials, with full traceability of materials and a rigorous system of mechanical tests both on the raw coated fabric and the vulcanised seam assemblies. *Edie Ireland* [Read more](#)