



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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News

EUROPE: ORSEC 2012 – THE LATEST IN A SERIES OF INTERNATIONAL OIL SPILL RESPONSE EXERCISES



Five countries put their readiness to the test as part of Bonnax 2012

A ro-ro vessel runs into severe difficulty after colliding with another ship off the French coast of Saint Nazaire. This was the scenario played out in the two-day Orsec 2012 exercise.

The aim was to ensure the measures in place - search and rescue, assistance for ships in distress, maritime pollution prevention - were all up to the task. EMSA's Cork-based oil spill response vessel Mersey Fisher was called in to work alongside the French and Spanish vessels and planes involved in the exercise.

This was one of three exercises involving EMSA contracted vessels held in May and June of this year. The Xavega 2012 exercise was organised by the Portuguese National Maritime Authority on 9 May off Sesimbra. EMSA participated in the at-sea 'oil recovery operations' with the Bahia Tres, based in Sines, together with other oil pollution response vessels from the Portuguese Navy. The Bonnax 2012 exercise was conducted on 31 May in waters around the Helgoland island (Germany). The participating EMSA vessel was Sara contracted from Aegean Bunkers at Sea. Thirteen other vessels took part in this event from five countries (Germany, France, Denmark, Netherlands and Sweden). All three exercises fulfilled the planned objectives. *With acknowledgements to the [EMSA Newsletter, July 2012](#)*

[View details of the EMSA Network of Stand-by Oil Spill Response Vessels](#)
[View ORSEC 2012 Exercise Dossier \(in French\)](#)

BP ABANDONS PLAN TO DEVELOP ALASKA FIELD

June 11 - BP has decided not to proceed with a groundbreaking \$1.5bn offshore oil project in Alaska after concluding it would be too expensive.

A review carried out in the wake of BP's [2010 Gulf of Mexico oil spill](#) found that the plan for the Liberty field did not meet BP's new, higher safety standards. Putting it right would have driven up project costs and caused further delays to a development that is already well behind schedule. *Financial Times* [Read more](#)

USA & CANADA: ENBRIDGE SPILL – MORE REVELATIONS

Enbridge, the beleaguered Canadian pipeline company, continues to suffer severe reputation damage as more information emerges about the circumstances leading to the most costly pipeline accident in US history.

An article in Energy Daily outlines some of the shortcomings identified by the regulators

July 10 - In a letter to Enbridge, regulators at the Pipeline and Hazardous Materials Safety Administration (PHMSA) outlined each of the 24 violations and proposed a \$3.7 million civil penalty, the largest fine ever proposed by the agency. Of [course](#), this penalty is dwarfed by the [costs](#) of the tar sands spill, which has become the most costly pipeline accident in U.S. history, with damage and cleanup costs approaching a billion dollars.



These findings come as Enbridge has applied with regulators to double the capacity of the same pipeline to accommodate more tar sands - even before getting the report back from the National Transportation Safety Board which will highlight the causes of the accident and issues that should be handled differently, or the National Academy of Science report detailing whether tar sands oil can be safely moved in these types of pipelines.

The federal investigation of the Kalamazoo tar sands spills clearly shows that the most expensive pipeline accident in U.S. history could have and should have been prevented. PHMSA identified 24 probable violations of minimum federal safety regulations. These violations can be placed in four major categories:

Enbridge was aware of corrosion on its line for years and did nothing to fix it. Enbridge identified corrosion on its pipeline in a 2004 in-line inspection. One year later, [the company](#) found crack-like anomalies on the same pipe segment.

Despite knowing of a threat to the integrity of its pipelines, Enbridge did not attempt any remediation of the corrosion or cracks, and the pipeline ultimately ruptured on July 25, 2010, spilling over a million gallons of tar sands into the Kalamazoo River watershed.

Enbridge did not provide officials with [accurate](#) and timely information. Enbridge did not notify officials of a potential spill until approximately 17 hours after they discovered it. Following the spill, Enbridge provided authorities with inaccurate or out-of-date information regarding the spill and its [clean-up](#) activities.

Enbridge did not follow its written safety procedures for responding to, investigating and correcting a spill. In many cases, Enbridge's failure to follow these procedures increased the size and severity of the spill, and increased the risk of public exposure to harmful toxins.

Enbridge dramatically underestimated the worst case spill scenario for its pipeline. Enbridge found that the worst case spill scenario would involve a maximum spill of 151,000 gallons, assuming a rupture of this magnitude would be identified and shut down in 8 minutes. *Energy Daily* [Read more](#)

Enbridge handled oil spill like 'Keystone Cops': safety board

July 12 - A "tragic and needless" 2010 pipeline rupture in Michigan became exponentially worse after an astonishing 17-hour delay to stop the flow of oil, raising concerns about proposed pipelines from Keystone XL to the Northern Gateway.

Canada's Enbridge Inc. was in the hot seat Tuesday as regulators in Washington delivered a withering broadside, warning that disasters like the oil spill in the Kalamazoo River will continue until the pipeline industry pursues safety "with the same vigour as they pursue profits."

Environmental groups on both sides of the border seized upon the findings, calling the report a watershed moment in their efforts to limit wholesale expansion of Alberta oilsands.

Likening the Calgary company's management of the disaster to the "Keystone Cops," National Transportation Safety Board Chairman Debbie Hersman said Enbridge failed to adequately address well-known corrosion problems as far back as 2005.

Enbridge also twice attempted to restart the flow in aging pipeline 6B after the rupture, ultimately pumping at least 840,000 gallons of diluted Alberta crude into a sensitive Michigan watershed.

A cascade of "human error" ranging from lack of communication between Enbridge and local law enforcement in Michigan to the company's repeated misreading of vital sensor data to an inept spill response conspired for what would eventually become a billion-dollar cleanup operation, the NTSB said in a draft report adopted at the end of the three-hour hearing in Washington. *Toronto Star* [Read more](#)

NIGERIA: LATEST SPILL "DUE TO SABOTAGE" AND THEFT COSTING \$1 BILLION PER MONTH

Eni blames sabotage for Nigeria oil spillage

July 8 - Italian oil major Eni said on Sunday there has been an oil spill on its Nembe-Obama pipeline in Nigeria's onshore Niger Delta due to sabotage.

"Repair work has started. The wells of Nembe South have been closed with minimal impact on production," a spokesman for the company said.

In 2009, Eni said its net output in Africa's biggest oil producer was 128,000 barrels per day (bpd).

Sabotage of foreign oil company's infrastructure in the Niger Delta has reduced since an amnesty for militants in 2009, but there has been a surge in oil theft in the region this year.

Oil companies and the Nigerian government have accused communities of causing spills to claim compensation for the environmental damage caused.

Locals often say oil companies are slow to react to spills and do not clean them up properly. *Reuters* [Read more](#)

Oil theft costs Nigeria \$1 billion monthly

July 6 - Nigeria reportedly loses \$1 billion a month to massive [oil](#) theft by criminal gangs, militants and corrupt officials, crippling Africa's top oil and gas producer amid [political](#) turmoil that many fear heralds trouble between the Christian south and the Muslim north.

Finance Minister Ngozi Okonjo-Iweala says in April this trade, known as "bunkering," led to a 17 percent fall in official oil [sales](#), the equivalent of about 400,000 barrels per day for Africa's most populous state and the continent's second-largest economy. *Energy Daily* [Read more](#)

USA: CONSERVATION GROUPS SUE OVER ARCTIC SPILL PLANS

July 10 - A coalition of conservation groups sued the federal government Tuesday over its approval of oil spill response plans for an Arctic Ocean drilling program.

The lawsuit does not seek to block Shell Oil from beginning to drill this summer as planned, and an attorney for Oceana, one of the groups suing, said it's unlikely the case will be resolved in a timeframe that could affect drilling this year.

However, the case could prevent drilling in future seasons, if the coalition succeeds in getting the approvals set aside, attorney Michael LeVine said.

The lawsuit alleges the Bureau of Safety and Environmental Enforcement and U.S. Interior Department officials violated environmental law, the Clean Water Act and the Endangered Species Act in approving spill plans for the Beaufort and Chukchi seas. *Associated Press* [Read more](#)

AUSTRALIA: STRATEGIC FRAMEWORK REVIEW OF THE REGULATION OF LAND TRANSPORT OF DANGEROUS GOODS: OPTIONS PAPER

The National Transport Commission (NTC) is conducting a review to determine the most effective framework for regulating the transport of dangerous goods by road and rail.

In July 2012, the NTC released the *Strategic framework review of the regulation of land transport of dangerous goods: options paper* for public consultation. The paper identifies a number of recommendations to further strengthen the regulatory framework that is currently in place.

The proposed changes are expected to make the system safer, more efficient and provide greater transparency.

The review follows an implementation review completed by the NTC in 2011 on the *Model Act on the Transport of Dangerous Goods by Road or Rail 2007*.

Submissions on the options paper can be made until 31 August 2012 through the [NTC website](#) or by post to the Chief Executive, National Transport Commission, Level 15/628 Bourke Street, Melbourne Vic 3000.

A final recommendation will be submitted to the Standing Council on Transport and Infrastructure (SCOTI) by the end of 2012.

To download the options paper, see [Strategic framework review of the regulation of land transport of dangerous goods: options paper](#)

NTC Australia [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

GERMANY PLANS TO DISPOSE OF BHOPAL TOXIC WASTE

Editor: Last month in the ISCO Newsletter it was advised that plans were in place to incinerate the Bhopal waste. In this follow-up, an interesting article in Spiegel Online International gives a lot more information and describes the background to a continuing problem. Well worth reading.



June 26 - Rusted metal barrels filled with a dark, dusty material stand in a warehouse on the site of the former Union Carbide plant in Bhopal, India. Dirt and sand trickle from worn plastic bags piled up in a corner. The barrels contain toxic materials, but they have no lids and are not inside any containers. Any slum child can pick the lock on the entrance gate. It's hazardous waste storage, Indian style.

On the night of December 2, 1984, one of the biggest chemical accidents in history occurred in the Indian city of Bhopal. A factory owned by the US chemical company Union Carbide, now part of Dow Chemical, produced an insecticide called Sevin at the Bhopal plant. The facility was intended to bring work and prosperity to the capital of Madhya Pradesh, a largely rural state in the heart of India, a little bigger than Italy. Instead, the plant brought death to the residents of Bhopal. Several dozen tons of methyl isocyanate, a highly toxic chemical, leaked from a tank that night, releasing a deadly cloud of gas over the city. The leak is believed to have caused up to 30,000 deaths,

although the exact number, especially in the slums adjacent to the plant, was never determined.

Today the people in Bhopal still live with the consequences of the gas cloud and are still fighting for compensation. It took a decree by India's highest court for the toxic waste to finally be removed. The partner the Indians found to perform the task is the German Society for International Cooperation (GIZ), a German government agency that provides services for sustainable development.

About two weeks ago, almost 28 years after the accident, a group of cabinet ministers in New Delhi decided to sign over the disposal of the toxic waste from Bhopal to the German technicians. SPIEGEL has obtained the presentation that was used as a basis for reaching the decision. It explains in detail how the GIZ subsidiary International Services will transport roughly 350 tons of toxic waste to Germany for disposal.

A February letter from the GIZ to the relevant ministry in Bhopal mentions disposal "at an incinerator in Hamburg." This information is incorrect, say GIZ officials, noting that the incineration contract will be put out to Europe-wide tender, but only after the contract has been signed.

Ghost Factory

The old factory site in Bhopal, with its rusty tanks and dilapidated clusters of buildings, is like a ghost factory. A sign in the former control room reads: "Safety is everybody's business." Stray dogs search for shady spots in the ruins of the laboratory building. Dusty bottles and containers filled with substances like benzene, potassium hydroxide and methylene chloride stand under the laboratory tables. No one knows exactly which highly toxic substances were buried at the site after the disaster.

Germany's Federal Ministry for Economic Cooperation and Development, which the GIZ answers to, has already approved the project. The GIZ had the draft contract sent to the Indian government last week. The most problematic issue is the question of who assumes the risk and costs for possible transportation accidents on German soil. [Spiegel Online International](#) [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

FIRE AFTER US TRAIN DERAILMENT IN OHIO

July 12- Cars full of ethanol exploded after a train derailed in Ohio's state capital Columbus.

Officials said they do not know the cause of the accident, and assistant police chief David Whiting said that they would let the flames recede before inspecting the site.

Dozens of residents in the area were evacuated by firefighters, but Mayor of Columbus Michael Coleman said he was grateful that the derailment did not happen in a more populated area.

Eyewitness Nicholas Goodrich described the explosion as being like "an atomic bomb". [BBC News](#) [Read more and watch the video](#)



Fire is out, Norfolk Southern begins cleanup

July 12 - The fire is out and the cleanup has begun.

A day after a train derailed near the Ohio Exposition Center, triggering explosions and forcing evacuations, federal investigators are continuing today in their search for a cause and the train company already has begun laying new track.

The National Transportation Safety Board gave Norfolk Southern Corp. permission to start clearing the wreckage last night, and the last of the fire was extinguished at 2:45 a.m. today.

Norfolk Southern said 17 of the train's 98 cars left the tracks, including three that fire officials said were carrying the 90,000 gallons of ethanol that led to the explosion and fire. [The Columbus Dispatch](#) [Read more and watch the video](#)

MALAYSIA: OIL SPILL FORCES PARK CLOSURE

June 28 - The Tanjung Piai National Park here will be closed after an oil spill washed up onto a 600m coastal stretch located in the park and nearby Pulau Kukup.

The park, which has received about 30,000 tourists since January, will be closed to facilitate a three-day clean-up.

The oil spill was believed to have occurred when illegal vessel-to-vessel fuel transfers off the coast here took place since Tuesday. [Asia One News](#) [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

UK FRACKING SHOULD BE EXPANDED, BUT BETTER REGULATED, SAYS REPORT

June 29 - Shale [gas](#) fracking should be allowed to go ahead in the UK, but with closer monitoring of companies engaged in the controversial activity, a committee of high-level academics and engineers has advised.

The Royal Academy of Engineering and the Royal Society said in a report published on Friday that the UK's current regulatory systems were sufficient for shale gas fracking if they were adequately enforced, but also said that closer monitoring of shale gas exploration sites should be put in place, in order to ensure their safety. [The Guardian](#) [Read more](#)

IRELAND: HAZARDOUS WASTE LEGISLATION UPDATE

Please note the recent change arising from the European Communities (Shipments of Hazardous Waste Exclusively within Ireland) Regulations 2011 which sees the old C1 form, hazardous waste consignment note, replaced by the new Waste Transfer Form (WTF).

Also from the 1st of February 2012, Offaly County Council was designated as the Nominated Authority for the processing of all new Waste Collection Permit applications and the review of applications received on or after that date. See further details under '[Legislation](#)' in the [Permits and Licence section of our website www.rilta.ie](#). We have an extensive library of information on current legislation which is relevant to any hazardous waste generator.

Thanks to *Rilta Environmental Ltd.* (an ISAA Accredited Spill Response Organization) [Link to Rilta Website](#)

People in the news

PETER LANE RECEIVES ASTM INTERNATIONAL AWARD OF MERIT FOR WORK ON OIL SPILL RESPONSE STANDARDS



July 10 - Peter Lane received ASTM International Award of Merit and title of fellow from Committee F20 on Hazardous Substances and Oil Spill Response. ASTM International member since 1979, Lane is serving his third term as chairman of Committee F20 and acts as secretary of Subcommittee F20.11 on Control and Chair of F20.94 on Long Range Planning and Coordination.

Lane played key role in development of several F20 standards related to oil spill containment booms.

The Award of Merit is the highest organizational recognition for individual contributions to ASTM standards activities. *ThomasNet News* [Read more](#)

ANNE RÉGLAIN IS SECONDED TO RAC/REMPEITC

Every two years, a new IMO Consultant is seconded by the French Government, in cooperation with TOTAL, to support the RAC/REMPEITC in its work for the protection of the marine environment in the Wider Caribbean Region.

Anne Réglain joined RAC/PEMPEITC at the end of May, replacing Véronique Morinière, who has completed her assignment.

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 85 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 85: KNOWLEDGE OF MECHANICAL RECOVERY

Another approach is to create a fully dedicated multi-purpose pollution response vessel. Such was the *Fasgadair* commissioned in March 1981 by BP for duty in the Forties and Buchan oil fields and terminals at Hound Point in the Firth of Forth and at Sullom Voe in Shetland, covering training, equipment-evaluation and response at sea, in coastal waters and onshore, for which wide geographic and diverse activity, continuous use was expected. For seagoing response, the ship carried the Vikoma Seapack figure-8 boom and its Weir Boom analogue, the smaller Vikoma Coastal-pack, and the Seaskimmer 100, 50 and Komara disc skimmers. The ship also had a recovered emulsion capacity of 1578 tonnes in 9 tanks fitted with heating coils and for demulsifier addition. She was also fitted for spraying operations and had storage capacity for 18 tonnes of dispersant with additional capacity for 208 tonnes by using some of the tanks otherwise intended for recovered emulsion

For shoreline response, the ship could be beached, its bow-doors opened and its loading/discharging ramp lowered. This 15 tonne capacity ramp could land two amphibious vehicles: an Alvis Stalwart six-wheel rough terrain carrier of 5 tonne capacity which with its Atlas loader could itself lift 3 tonnes of equipment and achieve 40mph on the road and 5 knots in water; and a 32 foot DUKW wheeled vehicle capable of 6 knots in water and fitted with a towing winch for inshore boom handling. In addition, the ship carried three work boats launched from deck by a 10 metre radius crane, one being an 8 metre GPR personnel/equipment carrier and

Cormack's Column (continued)

inshore boom handler capable of 20 knots, another being a 10 metre towboat capable of 10 knots and the third being a purpose-built fast boom layer carrying 400 metres of heavy duty boom with a service speed of 20 knots.

As to making use of ships of opportunity, WSL evaluated the modified oil-mop system which was the Force 7 developed by ORI for use on the after deck of any offshore supply/service vessel with tank capacity for recovered pollutant. This system deployed five mop bands of differing lengths in the form of a fan in which the trailing ends are joined at a point while the leading ends are attached to rings which travel on a wire stretched outwards from the side of the ship by a paravane when the outer ring is out-hauled through a pulley on the paravane, the fan-spread being limited by the leading ends of the mop bands having been attached at intervals to a restraining bridle. Thus, in operation the un-spread bands were cast from the recovery/squeeze rollers, the fan was spread by means of the out-haul, the bands adsorbed pollutant, the out-haul was freed and the bands recovered through the rollers and the desorbed pollutant transferred to onboard storage.

Laboratory measurement by WSL showed by immersion in a 200mm layer of oil that 1 metre of band adsorbed 28kg of oil and by calculation on this basis, that the saturation capacity per cast would be 7m³ of oil, while sea trials with relatively small amounts of oil discharged at around 1mm thickness across the width of the fan, gave results of 0.6m³ of oil and 0.6m³ of free water. Again, laboratory measurement by WSL on an inshore ORI mop band at the layer thickness laid down in the sea trial of the Force 7 and at the mop speed through the rollers corresponding to that at sea while the ship moved forward through the oil layer showed 10% of saturated recovery, thus predicting a Force 7 recovery rate at 10% of 7m³, in good agreement with the 0.6m³ measured per cast in the sea trial. For thicker layers, recovery rates would be expected to be *pro rata*.

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.

Training

OIL & CHEMICAL TRAINING COURSES FROM MARITIEM INSTITUUT WILLEM BARENTSZ



The MIWB courses are 'fine tuned' for people who professionally work in the field of emergency management on water and coastline. E.g. personnel of: • Public authorities: Water Management authorities (all levels), Port authorities, Coastal municipalities, Fire brigades, etc. • Industries: Refineries, Offshore, Terminals, Shipping companies, etc. • NGO's: Engineering agencies, Research institutes, Environmental pressure groups, Nature management organizations. • Others: Salvage companies, Recovery and prevention companies, P & I clubs, Insurance companies, etc.

Courses are of 5 days duration and upon successful completion a certificate will be issued by MIWB.

OIL SPILL RESPONSE COURSE

Course content: Oil types, oil properties and causes oil spills, fate of oil spills (movement, spreading and weathering), health and Safety, predictive computer models, oil Spill Response techniques (sea, inland waters, harbours), mechanical oil recovery, Use of dispersants, Oil booms, Ad-absorbents, limitations oil spill response methods and decision making, ships in distress, international rules and regulations (Prevention safety, Oil spill response, Liability and compensation, Regional and bilateral agreements), spill response management roles and responsibilities (Response steps, Tiered response, Contingency planning, Risk assessment, Strategy and capacity planning), coastal clean-up, clean-up strategy and techniques, temporary storage, waste management, sensitivity and wildlife issues, environmental impact, aerial surveillance/monitoring, remote sensing techniques, appearances oil slicks – estimating quantity, prosecution (regulations, gathering evidence), oil sampling procedures.

CHEMICAL (HNS) SPILL RESPONSE COURSE

Course content: Type and properties chemicals, transport by sea of chemicals / type of incidents, use of handbooks to find chemical properties, case histories chemical spills, hazards to human beings /Health and safety, hazards to the marine environment, use of predictive model, fate of chemical spills (movement, spreading, dispersion, dissolution etc.), classification chemicals once released, fate exercises using ChemSheet, hazards exercises using ChemSheet and handbooks, response options (evaporators, floaters, dissolvers, sinkers, packaged goods, ships in distress), coastal clean-up, measuring, monitoring and sampling, remote sensing techniques, decision making exercises, international rules and regulations, prevention safety, HNS spill response, liability and compensation, regional and bilateral agreements, remote sensing techniques, spill response management roles and responsibilities.

COURSE DATES

2012 - 29 October to 2 November

2013 - 8 April to 12 April

MORE INFORMATION

courses@miwb.nl

[Oil spill response course](#) (pdf)

[Chemical spill response course](#) (pdf)

USA: BSEE AWARDS CONTRACT TO MANAGE OHMSETT FACILITY

The Bureau of Safety and Environmental Enforcement (BSEE) awarded a contract to Mar Inc. for the maintenance and operation of the bureau's oil spill response research and testing facility, Ohmsett, in Leonardo, NJ. The contract covers up to five years with a total potential value of \$8,207,192.

BSEE is the principal federal agency funding offshore oil spill response research, and Ohmsett is key part of the Bureau's Oil Spill Response Research Program. Many of today's commercially available oil spill cleanup products have been tested at Ohmsett and a considerable body of performance data and information on mechanical response equipment has been obtained there. *The Maritime Executive* [Read more](#)

USA: SILVER SHIPS, INC. AWARDED CONTRACT FOR OIL SPILL SERVICE BOATS

[Silver Ships, Inc.](#) has recently been awarded a contract for the construction of two (2) oil spill service boats from Saudi Aramco to operate at its waterborne facilities in Saudi Arabia. Each of these boats is a 48' x 16' bowloader with air-conditioned pilothouse, push knees and is of all-welded aluminum construction. The propulsion package will include twin Cummins QSB5.9 inboard diesel engines at 350 h.p. each. Oil spill equipment includes an Elastec hydraulically-controlled powered boom reel, an Elaspay portable dispersant system, a 200-gallon dispersant tank, an Elastec TDS118 Skimmer System and an Elastec 500-gallon pillow tank. *The Maritime Executive* [Read more](#)

UK: COBHAM AWARDED EIGHT-YEAR OIL POLLUTION DETECTION AND SURVEILLANCE CONTRACT

Cobham has been awarded an eight-year contract from Oil Spill Response Ltd (OSRL) to provide oil pollution detection and surveillance around the coast of the United Kingdom. As part of the deal, Cobham will operate a dedicated, specially-modified maritime surveillance Dornier 228 aircraft from Bournemouth International Airport. The contract incorporates an existing interim contract which has been in operation since January 2012.

The award continues Cobham's long-standing ability to perform surveillance operations and enhances the company's reputation and capability in the airborne surveillance field. Once fully modified, the aircraft will provide a rapid response service to OSRL clients operating around the UK, detecting and monitoring spills and enabling compliance with legislation from the Department of Energy and Climate Change. *Oil and Gas Online* [Read more](#)

UK: POLLUTION PATROL BOATS FOR IRAQ



Alnmaritec has delivered two 'Wave Worker' class pollution control boats to an oil refinery in Iraq. The 12m long vessels are fitted with two 25KW generators and on the large working deck they have a hydraulic knuckle boom crane together with an hydraulically driven oil boom reel (which is removable), oil skimmers and dispersant pumps. *Spill International* [Read more](#)

CANADIAN COAST GUARD SKIMMER VESSEL

In May 2012, Public Works Canada signed a USD396,000 contract for a 12m with Extreme Spill Technology, Canada, to build an oil spill recovery vessel for the Canadian Coast Guard, with work now underway. *Spill International* [Read more](#)



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