



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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USA: CLEAN GULF CONFERENCE AND EXHIBITION

Many ISCO members will be attending Clean Gulf as delegates, exhibitors, and panellists. Other members of ISCO and readers of the ISCO Newsletter are encouraged to attend and we're pleased to be able to announce that individual members of ISCO will qualify for a special \$50 reduction on the standard fee for Conference Registration

Companies from throughout the oil and chemical spill, maritime security industry and the marine salvage industry will be in attendance at the 19th Annual CLEAN GULF Conference & Exhibition. Key professionals and decision makers from throughout the Gulf Coast will come together to view the latest products, services and technologies, as well as hear about the newest developments in prevention and response for the oil and gas industry.

From planning through final response, the CLEAN GULF Conference remains focused on the real challenges, trends and solutions that affect the energy industry, regulatory community, and responders. More info - <http://www.cleangulf.org/>

CROWLEY'S TODD BUSCH ELECTED PRESIDENT OF THE INTERNATIONAL SALVAGE UNION



Crowley Maritime Corporation announced today (October 1) that Todd Busch, the company's senior vice president and general manager of technical services, which includes Crowley subsidiary Titan Salvage, has been elected president of the International Salvage Union (ISU). Busch was elected during the ISU's 55th general meeting in Boston this week. He succeeds Arnold Witte, who will continue to be a member of the ISU's executive committee.

"It is an honor to serve this fine organization in the capacity of president," said Busch. "Titan has been a proud member for many years and is looking forward to our continued relationship." Outgoing President Witte said, "I have served ISU for some 20 years and I have appreciated the opportunity to have been as its president. I believe that Todd's experience, commitment and abilities provide the ISU with a great opportunity to progress its work to ensure continued success in marine casualty response." Read more at <http://www.maritime-executive.com/article/2009-10-1-crowleys-todd-busch-elected-president-international-salvage-union/>

AUSTRALIA, ACT, CANBERRA, AMSA [AUSTRALIAN MARITIME AUTHORITY] SEPTEMBER 25 2009. NEW AMSA DG HANDBOOK IS NOW AVAILABLE

AMSA has produced a Dangerous, Hazardous and Harmful cargoes handbook covering the 2008 edition of the IMDG code (which came into mandatory effect on 01 January 2009 and has been in transitional effect since 01 January 2009). The 2008 edition of the IMDG code is harmonised with the 15th edition of the UN Model Regulations which means that the technical provisions in the hand book related DGs are the same as those in ADG7 and

AEC3. The 2008 edition of the IMDG code mandates training for all shore based personnel involved in the shipment of dangerous goods by sea. AMSA has provided information sheets on these training requirements (along with other DG information) which can be found at: http://www.amsa.gov.au/Shipping_Safety/Cargoes_and_Dangerous_Goods/
A list of currently accepted training providers (for those elements that require AMSA acceptance) can be found at:
http://www.amsa.gov.au/Shipping_Safety/Cargoes_and_Dangerous_Goods/training.asp

The hand book is designed to allow it to be used as a effective training text (it reflects the requirements of Chapter 1.3 of the IMDG code for this reason) but is not mandatory to use it for this purpose (Annex 1 outlines training requirements and relevant hand book sections and other references).. It is also designed as an information resource for those involved in the preparation and shipment of dangerous goods by sea. The book can be purchased from AMSA at its Head office - Phone 62795020, e-mail: dangerousgoods@amsa.gov.au and costs A\$25 per copy plus GST and postage. <http://www.amsa.gov.au> [With thanks to Don Johnston of DG & Hazmat Group for providing this information]

USA, TX, HOUSTON, SEPTEMBER 26 2009. POSSIBLE WWII VESSEL THAT'S BURIED IS LEAKING OIL – CLEANUP COULD TAKE WEEKS



In the picture: A diver climbs back aboard Friday, over the sunken ship where workers secured a 2-inch fracture in its fuel tanks.

A possible World War II-era ship found buried in the ocean floor six miles off the East Texas-Louisiana shoreline is leaking oil, and authorities expect to spend several weeks removing all fuel from the vessel.

The U.S. Coast Guard's Port Arthur personnel recently discovered what appeared to be a minor oil sheen about six miles off Texas Point, in the Sabine Pass area. The oil was initially thought to have spilled from a pipeline, but that theory was ruled out.

A sonar scan showed the hull of a sunken ship. Further investigation revealed the submerged vessel is consistent in size and shape with a 417-foot-long, 56-foot-wide World War II Liberty ship. The vessel, found in 36 feet of water, is buried in the ocean floor, with only five feet of the ship's hull protruding from the ground with no identifiable markers visible. The ship has already been documented on marine maps as a charted wreck, said Coast Guard Lt. J. G. Kimberly Kaiser of the Coast Guard's Port Arthur station, indicating the vessel's sunken remains have been discovered before. Coordinates provided by the Coast Guard and searches of the National Oceanic and Atmospheric Administration's Office of Coast Survey's records, which document shipwrecks, confirm the sunken vessel is a Liberty ship, formerly known as the SS William Beaumont, which sank in 1971. Read the whole story at -

<http://www.chron.com/disp/story.mpl/metropolitan/6637193.html>

INDIA: PARADIP PORT SOS TO INTERNATIONAL AGENCIES



Paradip port has sought the help of international agencies to attend the sunken Mongolian ship 'Black Rose' as it continued to spill oil threatening the coast. "Small quantities of oil have started oozing out from September 21 onwards probably from the settling and service tank of engine room and reaching the shore", the port admitted in a release issued here on Thursday. The Paradip Port Trust (PPT) said it has deployed

one vessel with oil containment booms' and skimmers near the sunken vessel to tackle the spilled oil'. A Coast Guard vessel, Vivek, has also been stationed there, it pointed out. The port said two tenders had been floated for the purpose. While one tender intends to plug the air vents, sounding pipes and any other holes to prevent oil spill from the ship', the other is for taking out oil from the sunken ship'. The PPT said work is expected to begin by Saturday. 'Black Rose, which sank about 1.6 miles off the coast on September nine just after it sailed out of the harbor, has 942 tons of Fuel Oil' (Black Oil/Furnace Oil) and 48 tons

of diesel stored in three different tanks. [Thanks to Don Johnston of DG & Hazmat Group] You can read more at <http://timesofindia.indiatimes.com/news/city/bhubaneswar/Paradip-port-SOS-to-international-agencies/articleshow/5052833.cms>

USA, TX, HOUSTON, SEPTEMBER 27 2009. COAST GUARD, PARTNER AGENCIES RESPOND TO OIL SPILL IN THE HOUSTON SHIP CHANNEL

A Unified Command consisting of the U.S. Coast Guard, Texas General Land Office, Port of Houston Authority, the Houston Fire Department and O'Brien's Response Management are responding to an oil spill in the Houston Ship Channel, Saturday. Watchstanders from Sector Houston-Galveston received a call at approximately 9 p.m. Friday, Sept. 25, 2009, reporting that the 458-foot motor vessel Chemical Supplier had collided with Buffalo Barge #251 in the vicinity of Brady's Island near the I-610 bridge. The motor vessel was headed inbound attempting to turn around in the ship channel when it struck the barge resulting in the rupturing of one of the vessel's fuel tanks. The tank vessel Chemical Supplier is reported to have a 2-foot by 4-foot gash in one of its fuel tanks, approximately 5-feet above the water line. Upon colliding with the barge, crewmembers on board the Chemical Supplier began transferring the #6 heavy fuel oil from the ruptured fuel tank to an empty fuel tank on board.

The following response organizations are working with the Coast Guard in the oil response effort: T&T Marine Salvage; United States Environmental Services; Clean Channel; Phoenix Environmental; Oil Mop and Garner Environmental.

The source of the leak was secured at approximately 1:25 a.m. The fuel tank contained an estimated 22,500 gallons of fuel oil. At present, approximately 10,500 gallons of #6 heavy fuel oil has been reported to have spilled into the Houston Ship Channel. "We immediately deployed boom to contain the spill, and boats and skimmers to recover the spilled oil. The Coast Guard is working diligently with its partner agencies to reduce environmental impact," said Capt. James Whitehead, deputy commander of Sector Houston-Galveston. The Houston Ship Channel has been closed to all vessel traffic north of the I-610 bridge. <http://maritimecalamities.blogspot.com/2009/09/coast-guard-partner-agencies-respond-to.html> [Editor – A later report advised that the channel had been re-opened and that, as of Monday September 28, 4,200 gallons of oil had been recovered. Thanks to Don Johnston for forwarding this report]

USA: NAMEPA TO PRESENT 2009 MARINE ENVIRONMENT PROTECTION AWARD TO U.S. COAST GUARD

September 21, 2009 - Clay Maitland, Founding Chairman of the North American Marine Environment Protection Association (NAMEPA), announced that the United States Coast Guard is the recipient of NAMEPA's 2009 Marine Environment Protection Award. The award will be presented at NAMEPA's Awards Dinner to be held in New York in conjunction with the 2009 World Maritime Day Parallel Event on October 16th. Commandant Allen will be present to accept the award.

The NAMEPA Marine Environment Protection Award is given in recognition of an individual or organization's efforts on behalf of preserving the marine environment as exemplified by a commitment to a program which has specific objectives set for environmental performance and improvement, and which is innovative and goes beyond minimum environmental compliance. Eligible candidates include members of the commercial maritime industry, government agencies, and individuals. Read the complete report at - <http://www.maritime-executive.com/article/2009-09-29-namepa-present-2009-marine-environment-protection-award-us-coast-guard/>

USA: EPA UNVEILS PLAN TO REVIEW SIX CONTROVERSIAL CHEMICALS AND REFORM US TOXICS POLICY

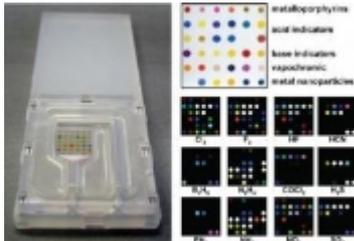
President Obama's top environmental official announced a new push to transform the way the nation regulates toxic chemicals that may endanger people and the environment. U.S. Environmental Protection Agency Administrator Lisa Jackson called the workings of a 1976 law 'inordinately cumbersome and time-consuming' and said the administration will promote a new chemical law in Congress. In the meantime, the EPA will analyze and regulate six

high-profile, widely used chemicals that have raised health concerns, including BPA and phthalates. Read more at - <http://www.environmentalhealthnews.org/ehs/news/epa-chemicals>

INDONESIA TO MONITOR AUSTRALIAN OIL SPILL RESPONSE

Indonesia has dispatched a team of officials to monitor Australia's response to the massive Montara oil leak, amid fears it could harm Indonesia's marine life. Frans Lebu Raya, governor of Indonesia's East Nusa Tenggara province, which shares a marine border with Australia, this week said he believed the oil leak was threatening marine life in Indonesian waters. A team of Indonesian officials will travel to Darwin this week to observe Australia's response to the leak. Read more at - <http://news.ninensn.com.au/world/869810/indonesia-to-monitor-oil-spill-response>

TECHNOLOGY: OPTO-ELECTRONIC NOSE SNIFFS OUT TOXIC GASES



Imagine a polka-dotted postage stamp that can sniff out poisonous gases or deadly toxins simply by changing colors.

As reported in the Sept. 13 issue of the journal *Nature Chemistry*, Kenneth Suslick and his team at the University of Illinois have developed an artificial nose for the general detection of toxic industrial chemicals (TICs) that is simple, fast and inexpensive – and works by visualizing odors. This sensor array could be useful in detecting high exposures to chemicals that pose serious health risks in the workplace or through accidental exposure.

"Our device is simply a digital multidimensional extension of litmus paper. We have a six by six array of different nanoporous pigments whose colors change depending on their chemical environment," said Suslick, the Schmidt Professor of Chemistry at the U. of I. "The pattern of the color change is a unique molecular fingerprint for any toxic gas and also tells us its concentration. By comparing that pattern to a library of color fingerprints, we can identify and quantify the TICs in a matter of seconds."

Read more at - <http://www.pollutiononline.com/article.mvc/Opto-Electronic-Nose-Sniffs-Out-Toxic-Gases-0001?user=2116810&source=nl:25565>

BUILDING CAPACITY FOR RESPONDING TO HNS SPILLS (3)

Third article in this series - Currently an international working group (WG) established by ISCO and the International Spill Accreditation Association (ISAA) is working on the development of competency accreditation standards for Chemical/HNS response organisations (public and private).

As with the existing ISAA Accreditation Scheme for oil spill response organisations, the Chemical/HNS Scheme is expected to identify a number of different disciplines (fields of work) in which accreditation may be pursued, and it is also anticipated that accredited status will be awarded at different levels, reflecting the capacity of SROs to respond in an effective way to Chemical/HNS incidents of ascending orders of difficulty, magnitude and complexity.

The aim is to develop internationally recognised minimum standards that will help governments, insurers, and other stakeholders to be better informed on the current capabilities of the SROs upon which they rely for effective and timely response to pollution incidents.

The WG is addressing these requirements for both marine and inland response – and the system has international application, not only in highly developed countries but also in other areas of the world. In partnership with ISCO, ISAA aims to raise standards of response and has an educational role.

The availability of different levels of accreditation means that it is easier for smaller SROs to begin the ascent of the competency ladder and ISAA is committed to helping SROs who want to build capacity and progress to higher levels. [To be continued]

OHMSETT OIL SPILL RESPONSE AND STRATEGIES TRAINING – DEC. 7-11, 2009



This is a one-week oil spill training program presented by instructors from Texas A&M University National Spill Control School. The Ohmsett Oil Spill Response and Strategies Training course is the only program where students practice hands-on oil recovery operations in the test tank using real oil. During the five-day course, attendees will learn the decision-making and responder skills essential to perform efficient oil spill response/recovery operations.

Also incorporated in the program, is the FEMA Incident Command System (ICS) National Incident Management System (NIMS) training, Series ICS-100 and IS-700, using the Incident Management Handbook and ICS forms. More info at – <http://www.ohmsett.com>

UK: ONLY 10 DAYS TO GO UNTIL HAZMAT 2009 5TH ANNUAL HAZMAT/CBRN RESPONDERS CONFERENCE



HAZMAT 2009 will offer a programme of first responder relevant workshops and training topics covering: Illicit drug labs, cannabis grow houses, radiological hazards, spill response, gas detection, dust & powder explosion risks, and more...

13-14 October 2009 at the Hilton Hotel, Round Coppice Road, London Stansted Airport, Stansted, UK CM24 1SF

Plus...A half day FTIR/Raman pre-conference workshop - FREE for all delegates!

More info: See the conference website for a detailed programme and registration at www.hazmatconference.com

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter.