



**North America's Largest  
Oil Spill Training Event & Exhibition**  
October 19-20 | Tampa Convention Center | Tampa, FL

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Today**

### USA: DEEPWATER HORIZON OIL SPILL – THE BEGINNING OF THE END ?



*Capping stack to stop flow and divert to vessels. This capping stack has been under construction for approx 2 months at the Cameron facility in Berwick, LA.*

After 85 days it was announced on 15<sup>th</sup> July that the oil leak had been stopped, at least on a temporary basis. Admiral Thad Allen commented “We’re encouraged by this development, but this isn’t over. Over the next several hours we will continue to collect data and work with the federal science team to analyze this information and perform additional seismic mapping runs in the hopes of gaining a better understanding on the condition of the well bore and options for temporary shut in of the well during a hurricane.”

Note that although the leak has been stopped and even if no oil escapes for 48 hours, the flow of oil and gas has not been stopped

permanently. If the pressure within the cap on top is low, it may mean that oil is leaking out further down the well.

And two days later, on Saturday, 17<sup>th</sup> June Admiral Allen advised “The government has ordered additional monitoring of the area while the test continues which includes doubling the seismic mapping runs over the well site. A NOAA sonar ship has also been brought to the site to assist in monitoring the entire sea floor area around the well. The ship will make regular passes around the well looking for any hydrocarbon release subsea, and both acoustic and visual monitoring of the area with ROV's will continue. The pressure in the capping stack continues to increase very slowly and we want to continue to monitor this progress.”

“When this test is eventually stopped, we will immediately return to containment, using the new, tighter sealing cap with both the Helix Producer and the Q4000. Additional collection capacity of up to 80,000 barrels per day is also being added in the coming days.”

The latest news received on the progress of the relief wells came in on Sunday, 18<sup>th</sup> July - The drilling of relief wells continues. The Development Driller III resumed drilling operations, which were temporarily put on hold in order to avoid interference with the well integrity test, and has drilled the first relief well to a depth of 17,840 feet below the Gulf surface. A 12<sup>th</sup> “ranging run” test was conducted—which involves periodically withdrawing the drill pipe and sending an electrical signal down to determine how close they are getting to the wellbore. The Development Driller II has drilled the second relief well—a redundancy measure taken at the direction of the administration—to a depth of more than 15,960 feet below the surface.

## **APPEAL FOR YOUR HELP: ISCO'S COMMITMENT TO IMO – URGENT NEED FOR MORE INFORMATION ON EXPERIENCE GAINED AND TECHNIQUES USED IN RESPONSE TO MARINE HNS INCIDENTS AND FOR SUB-SEA OIL RECOVERY.**

The eleventh session of the OPRC-HNS Technical Group meeting is fast approaching and we are disappointed to note that over the last few months there has been very little new information received from our members and other readers of the ISCO Newsletter. We would be grateful for your help.

ISCO joined with other delegations in agreeing to support the IMO Secretariat in pursuing possibilities of obtaining data on HNS incidents, including near misses, in order to address data gaps that exist and to submit that information to future meetings of the Technical Group.

The availability of data on experience and lessons learned in response to marine HNS incidents and sub-sea oil recovery needs to be improved and the ISCO delegation took the view that within the response community represented by ISCO at IMO there should be a significant source of additional information.

Information gathered will be shared with other OPRC-HNS Technical Group delegates and used in the preparation of new IMO Technical Guidelines on marine HNS response, and on sunken oil assessment and removal techniques.

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

If you can assist, please send information as a word document or PDF file to ISCO Secretary, John McMurtrie at [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org). You can find templates for entering information at: [http://www.spillcontrol.org/Joomla/index.php?option=com\\_docman&task=cat\\_view&gid=20](http://www.spillcontrol.org/Joomla/index.php?option=com_docman&task=cat_view&gid=20)

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

### **USA: GULF OIL SPILL RESOURCES**

Member agencies of the Interagency Ocean Observation Committee have submitted the following Gulf oil spill reports and links to display useful resources on observations, forecast models, and current conditions in the affected area. To view these reports and links, please click on: <http://www.oceanleadership.org/programs-and-partnerships/ocean-observing/iooc/gulf-oil-spill-resources/>

### **NORWAY: CONSILIUM OIL SPILL RADAR SUCCESSFULLY TESTED**

July 15: During three days of extensive testing, the advanced capability of Consilium's oil spill radar to detect oil slicks has been successfully verified. The sea trials were part of an exercise in order to certify satisfactory safety and efficiency in oil spill response operations.

The operation was conducted by the Norwegian Clean Seas Association For Operating Companies (NOFO). The exercise of Oil at Sea, held on 8 - 10 June 2010, was the largest and most comprehensive annual oil spill response exercise in Europe.

With the kind permission of the Norwegian Coast Guard, the Consilium Selesmar Selux ST 340 radar display and a 12kW 9ft antenna radar sensor were temporarily installed on the Vessel KV Bergen. The Selux ST radar display was equipped with an add-on Special Edition software package, providing the advanced hardware video processing function to enable the detection and tracking of oil slicks.

The advantages and benefits are quite obvious. The navigation officer can use the radar display as a normal ARPA radar and then easily switch over to the oil spill function whenever necessary. A Master/Slave inter-switch board is provided as an integral part of the Consilium radar plant. This means that the oil spill radar display can easily be interfaced to all radar sensors of the navigational radar plant.

The oil spill detection is also achieved by the excellent technical performance of the Consilium radar sensor and by its capability to increase the speed of the antenna rotation to up to 44 revolutions per minute. The advanced video processing allows for operation under all kinds of visibility conditions. Complete report: <http://www.maritime-executive.com/pressrelease/consilium-oil-spill-radar-successfully-tested/>

## **EGYPT: HURGHADA STAKEHOLDERS FEAR MORE OIL SPILLS**

A small oil spill last month in the sea near Hurghada has rekindled fears among the Red Sea resort city's stakeholders that a major incident could wipe the town off the tourist map. Hurghada has grown from a sleepy fishing village in the early 1980s into one of the biggest resort cities on the Red Sea, with over 40,000 hotel rooms. Its clear waters and world-class reefs draw over 2.5 million tourists a year, generating about US\$3 billion and providing jobs for 250,000 residents and temporary workers.

On June 17 dive boat operators reported an oil slick in the waters north of Hurghada. The oil fouled over 20km of coastline including resort beaches in El Gouna and Hurghada. Black sludge also damaged several coral reefs and washed up on the shores of Tawila Island, a protected breeding area for marine birds. Environmentalists and Red Sea resort owners have criticized the government's slow response and lack of transparency in investigating the source of the spill. Environmental activists accuse the government of covering up evidence that the spill originated at an offshore oil platform 50 nautical miles north of Hurghada.

Egyptian law requires that all oil handling facilities file an environment impact assessment (EIA) that identifies the risks of oil spills and includes an EEAA-approved contingency plan for containment and clean-up. Petroleum companies are required to purchase emergency response equipment for each of their rigs in accordance with their EIA.

In addition, Petro Environmental Services Company (PESCo) manages four national oil spill response centers on the Red Sea located in Suez, Ras Gharib, Hurghada and Sharm el-Sheikh. "We're there as a support mechanism," says Richard Byrnes, PESCo's in-country manager. "If everyone's got everything in place they shouldn't need us. We're like the fire department. When a fire breaks out you try to put it out with fire extinguishers, but if that fails you call the fire department." You can read the unabridged report at <http://www.almasryalyoum.com/en/news/hurghada-stakeholders-fear-more-oil-spills> [Thanks to Don Johnston of ISCO Associate Member, DG & Hazmat Group, for providing the link to this story]

## **INDIA: 103 FALL SICK DUE TO CHLORINE GAS LEAK, PROBE ORDERED**

July 14 - At least 103 people fell sick when they inhaled chlorine gas which leaked early today from one of the imported cylinders lying in Bombay Port Trust's (BPT) Hay Bandar premises for 13 years. You can read this report at: [http://www.dnaindia.com:80/mumbai/report\\_103-fall-sick-due-to-chlorine-gas-leak-probe-ordered\\_1409518](http://www.dnaindia.com:80/mumbai/report_103-fall-sick-due-to-chlorine-gas-leak-probe-ordered_1409518)

## **USA: NEW HEAVY OIL RECOVERY DEVICE IMPROVES OIL RECOVERY EFFORTS IN THE GULF**

Just weeks after the first Heavy Oil Recovery Device (HORD) was successfully tested in the Gulf of Mexico off the shores of Alabama, the innovative devices are greatly improving the efficiency and effectiveness of the cleanup operation. The HORD, originally dubbed Tarball Retrieval Device, is being manufactured at the rate of 8-10 units per day in shipyards in Pensacola, Fla., and Bayou La Batre, Ala. Up to 1,000 units are expected to be manufactured and put into service in the coming weeks.

The HORD has proven to be especially effective in collecting the thick, heavy oil that hampers traditional skimming methods. It is also able to cleanup the extremely light and difficult to remove sheen left on the water surface after skimming.

The brainchild of Capt. Gerry Matherne, the HORD exemplifies the adage "necessity is the mother of invention." Matherne, a supertanker captain and second generation seaman, who is under contract with BP, realized early on that something different was needed to quickly and effectively deal with the sticky, orange globs of oil (known as tarballs) floating just under the water's surface.

"Standard skimming methods work best on fresh oil on the water's surface. A lot of the oil we're dealing with on the Gulf has degraded, changing from a liquid state to a peanut butter-like consistency that floats on the surface and 12 to 18 inches below the surface," said Matherne. "The

HORD reflects creative thinking, a willingness to try new things and a can-do attitude by everyone involved with the clean-up.”

Matherne’s invention is essentially a single unit that acts as a filter, containment and disposal system rolled into one. A mesh bag held open by a 3-foot by 3-foot aluminum frame is dragged through the water by shrimp boats put into service as skimmers. The cage-like device scoops up surface oil and sheen, as well as the thick oil lurking beneath the surface of the water. When the bags reach their two-ton capacity, they are switched out for empty ones, loaded onto smaller boats and transported to approved oil disposal units. The bags are later decontaminated and reused.

The total downtime for skimmers outfitted with HORDs is measured in minutes, compared to hours or days for a traditional skimmer that has to transport the captured oil to disposal units and wait to be unloaded, before returning to sea. In addition to saving precious time, the HORD’s simple design greatly improves a boat’s maneuverability and ability to safely perform at faster speeds and in higher seas. [Source: Press Release from Deepwater Horizon Mobile Joint Information Center. For more information call 00 1 251 445 8965]

## **USA: AS GULF OIL KEEPS FLOWING, SO DO IDEAS ON HOW TO STOP IT**

Inventors, engineers and flat-out dreamers have now sent BP more than 112,000 ideas about how to stop or clean up the gulf oil spill. The company says it has people reviewing all these thousands of brainstormers. Read more: <http://www.tampabay.com/news/science/as-gulf-oil-keeps-flowing-so-do-ideas-on-how-to-stop-it/1107248>

## **USA: GULF AWASH IN 27,000 ABANDONED WELLS**

More than 27,000 abandoned oil and gas wells lurk in the hard rock beneath the Gulf of Mexico, an environmental minefield that has been ignored for decades. No one — not industry, not government — is checking to see if they are leaking, an Associated Press investigation shows.

The oldest of these wells were abandoned in the late 1940s, raising the prospect that many deteriorating sealing jobs are already failing.

The AP investigation uncovered particular concern with 3,500 of the neglected wells — those characterized in federal government records as "temporarily abandoned." Read more at: <http://www.sunjournal.com/approved/story/874660>

## **TECHNOLOGY INNOVATION NEWS SURVEY**

The May 16-31, 2010 *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/>

## **TECHNOLOGY: NEW TECHNOLOGY TO COLLECT OIL USING MAGNETS**

CLEANMAG (Cleaning Magnetically) is a new material for the clean up of the waterborne oil spill and is based on the magnetic separation method. This revolutionary technology surpasses the existing oil spill clean up technologies.

CLEANMAG is an oil sorbing material in the form of granules, which is also magnetic. The material is dispersed over the spill (by aerial or naval means) and can be collected by using boats equipped with ‘magnetic drum’ conveyor belt systems.

Because of CLEANMAG’s oleophilic character the oil is quickly sorbed upon contact with the material at weight ratio 1:6-9, while the granules are aggregated together due to their magnetic interaction. Therefore, it eliminates further oil spreading over the water surface by forming ‘a floating crust,’ which can then be easily recollected even after days from the accident. Read more at: <http://www.maritime-executive.com/article/2010-07-08-new-technology-collect-oil-using-magnets/>

## **USA: RESOLVE MARINE REPURPOSES SALVAGE FLEET FOR GOM SKIMMING**

ISCO Member, Resolve Marine Group, the Fort Lauderdale-based marine salvage and firefighting company has deployed its fleet of vessels to serve the pollution prevention and oil skimming operations in the Gulf of Mexico. Resolve has been operating out of its Theodore, Alabama port since the explosion on the Deepwater Horizon oil rig on April 20, 2010.

Resolve Marine Group was initially deployed to support the firefighting effort on the Deepwater Horizon rig and has since deployed more than 50 vessels and floating assets in support of the oil spill skimming and clean-up activities, as a subcontractor to BP. Resolve's primary focus has been the initial logistical planning for the skimming operations, the containment, management and removal of surface crude oil, and the prevention of oil reaching beaches and infiltrating wetland areas on the Gulf coast in Louisiana, Mississippi, Alabama and Florida. Read more at: <http://www.maritime-executive.com/article/resolve-marine-repurposes-salvage-fleet-gom-skimming/>

### **UK: AYLES FERNIE BOATSPRAY SYSTEM WITH AFEDO NOZZLES IS IDEAL FOR VESSELS OF OPPORTUNITY**



Bill Fernie of ISCO Corporate Member, Ayles Fernie International reports that his compact "Boatspray" oil spill dispersant systems with AFEDO spray nozzles are proving ideal for use on small "vessels of opportunity" working in the Gulf of Mexico. Many units have been supplied and installed on fishing boats and other small vessels. When provided with the AFEDO spray nozzles there is no need for the boats

to be rigged with port and starboard spraying boom. The AFEDO nozzle is a special design nozzle that creates an even drop out spray pattern and provides an effective alternative to spray arms. More info at: <http://www.aylesfernie.co.uk>

### **USA: SEAKEEPER WITH CRUDE OIL SENSOR RESPONDS TO GULF OIL SPILL**

In response to the Deepwater Horizon oil spill crisis in the Gulf of Mexico, YSI Inc., in cooperation with the International SeaKeepers Society and the University of South Florida, has integrated a C3 Hydrocarbon sensor from Turner Designs into the SeaKeeper 1000 oceanographic and atmospheric data acquisition system. With the well-established C3 sensor, the SeaKeeper 1000 unit is now capable of mapping the dilute hydrocarbon (oil) plumes and the extent of the oil spread. More info: Contact YSI's office in St. Petersburg, Florida, to discuss the multiple available systems for oil detection and shoreline monitoring. [oilspill@ysi.com](mailto:oilspill@ysi.com), +1 877 392 9950 or +1 727 565 2201. [Courtesy of Oceanbuzz Newsletter [www.oceanbuzz.org](http://www.oceanbuzz.org) ]

### **UKSPILL/ EPS JOINT SEMINAR, EDINBURGH - OIL SPILL ISSUES FROM OFFSHORE DRILLING OPERATIONS - LESSONS FOR UK COASTAL WATERS**

The Deepwater Horizon spill in the Gulf of Mexico has raised issues about the spill risk from offshore oil fields. This seminar aims to explore whether the UK faces similar risks from the North Sea, if we are prepared and what lessons we can learn.

On 5 October 2010, UKSPILL and the Emergency Planning Society are holding a ONE day seminar, hosted by the Scottish Government, at Victoria Quay, in Edinburgh. The seminar is supported by the UK Maritime & Coastguard Agency, SEPA, the Scottish Coastal Forum, and DECC/ Oil & Gas UK, representing the UK Offshore Industry. More info: [http://www.ukspill.org/upcoming-events.php?subaction=showfull&id=1278406378&archive=&start\\_from=&ucat=3&](http://www.ukspill.org/upcoming-events.php?subaction=showfull&id=1278406378&archive=&start_from=&ucat=3&)

### **UK: TWO DAY SEMINAR ON ENVIRONMENTAL REGULATION AND LIABILITY IN SHIPPING**

Essential insight for shipping professionals into the intricacies of environmental shipping regulation Monday 13th – Tuesday 14th September 2010 Dexter House, London EC3.

*Lloyd's Maritime Academy* have invited 11 leading experts to discuss the latest environmental issues that have to be addressed on a day to day basis in the shipping industry. The panel will discuss how these issues are important to the daily work of those involved and how they impact on the shipping industry itself.

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