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### News

#### INTERTANKO LAUNCHES Ph.D. FELLOWSHIP IN MARINE POLLUTION LAW AT WORLD MARITIME UNIVERSITY

INTERTANKO is to fund a three-year PhD study into the emerging law and policy on criminal liability for marine pollution and the effects of this on seafarers. INTERTANKO will work with the WMU and the individual student chosen to undertake this important work.

INTERTANKO's Council identified criminalisation as a high priority item for the INTERTANKO Work Plan. In addressing this issue, INTERTANKO's Insurance and Legal Committee has sought to study the emerging cases, case law and national, regional and international law which supports this 'blame culture' trend. To help in this work, INTERTANKO is pleased to announce the establishment of the INTERTANKO PhD Fellowship in Marine Pollution Law at the World Maritime University based in Malmo, Sweden.

The Fellowship programme will research into the growing trend of criminalising seafarers in marine pollution incidents. By conducting a comprehensive analysis of existing judicial decisions relating to marine pollution incidents, it will look at whether such criminal proceedings are in compliance with existing international law. In particular it will examine the notion of criminal liability in marine pollution law, and the implementation of international conventions (UNCLOS, MARPOL) under domestic laws and EU law.

Over the last few years, the industry has witnessed an upward trend in the criminalisation of innocent seafarers, with a rush to brand accidental pollution as a criminal act. In the criminal investigations that follow, prosecutors often look at the seriousness of the consequences, rather than the actual conduct of the individual concerned. Much of this attitude has been in response to a society that has become increasingly intolerant of environmental damage. Public outrage at the consequences of an oil spill can often have an effect on a state's decision to prosecute a seafarer, its reluctance to repatriate and on the bringing of charges that are often contrived or difficult to understand.

INTERTANKO has taken every opportunity to highlight the unfair treatment that is frequently meted out to seafarers, especially after an unfortunate accident and the organisation is also keen to bring to an end the common infringement of seafarers' basic human rights.



Picture: Captain Chawla and Chief Officer Chetan of the Hebei Spirit.

High profile cases of concern have included the Hebei Spirit and the Prestige ([click here](#) for the recent article on the recent IOPC funds meeting, where both cases were discussed). Further legislation, e.g. the EU Directive on Ship Source

Pollution (challenged by an industry coalition led by INTERTANKO in the European Court of Justice – [click here](#)) has led to an even greater uncertain fate for seafarers caught up in accidental pollution.

A copy of the WMU announcement and details for applicants can be found [here](#). Further information about the WMU can be found here [www.wmu.se](http://www.wmu.se)  
More info: [Michele White](#)

## EUROPE: NEW OIL SPILL RESPONSE VESSELS IN THE BLACK AND BALTIC SEAS, AND THE MED



From left: Enterprise (Varna, Bulgaria), Monte Anaga (Algeciras, Spain), Balluta Bay (Valletta, Malta) and OW Copenhagen (Copenhagen, Denmark).

On November 8 the Agency rearranged its network of stand-by oil spill response vessels by finalising tenders for the Black Sea, Baltic and Mediterranean Seas. Mostly replacing previous contracts, EMSA contracted three new bunker tankers to its network, located in Copenhagen (Denmark), Valletta (Malta) and Algeciras (Spain), plus one offshore supply vessel in Varna (Bulgaria).

All vessels will be pre-fitted and equipped for oil spill recovery activities and are expected to enter into operational service during the first half of 2012.

EMSA has also improved its network by providing a new set of sweeping arms to vessels based in Cobh (Ireland) and a new high capacity skimmer to the Piraeus (Greece)-based vessel, OSRV Aktea. Source: [EMSA Newsletter](#)

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## REGIONAL FORUM TO DISCUSS OFFSHORE OIL DRILLING SAFETY IN THE GULF OF MEXICO AND CARIBBEAN

U.S. Department of State and other government officials will participate in a preparedness and response seminar in Nassau, The Bahamas, December 7-9, hosted by the Government of the Commonwealth of The Bahamas and the Regional Marine Pollution Emergency Information and Training Center for the Wider Caribbean (REMPEITC-Caribe). Government representatives from the Caribbean, Latin America, and the United States will discuss topics related to the offshore energy sector, including preventive regulatory frameworks, safety standards for floating production units, and best practices in oil spill containment. The goal of the meeting is to increase regional co-operation and joint planning on responses related to offshore units and marine pollution preparedness. U.S. participants will represent the United States Coast Guard, the Department of the Interior Bureau of Safety and Environmental Enforcement, the Department of Commerce National Oceanic and Atmospheric Administration, the United States Environmental Protection Agency, and the Department of State.

REMPEITC-Caribe is a regional activity center to help countries in the Wider Caribbean and Latin America prevent and respond to major pollution incidents in the marine environment. It receives support from the International Maritime Organization, the United Nations Environmental Programme, and participating governments, including the United States.

As new offshore oil drilling sites begin activities, the United States protects U.S. waters and shorelines by promoting safe drilling and response preparedness in areas close to our exclusive economic zone. The United States will continue to engage multilaterally to advance regional collaboration and to ensure responsible stewardship of the Gulf of Mexico and the Caribbean Sea. [Source document](#)

For more background information read the following related articles – [Nassau Guardian \(Dec 2\)](#) [Nassau Guardian \(Dec 8\)](#)

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## BULGARIA TO PULL OUT OF RUSSIAN, GREEK OIL PIPELINE PROJECT

December 7 - [Bulgaria](#) backed out of a 2007 agreement with Russia and [Greece](#) to build an oil pipeline bypassing [Turkey's](#) crowded Bosphorus and Dardanelles straits after saying it won't work.

Bulgaria will propose to dissolve the trilateral agreement or withdraw unilaterally in 12 months, Energy and Economy Minister Traicho Traikov told reporters in Sofia today. The proposed 285-kilometer (177-mile) pipeline from the Bulgarian Black Sea port of Burgas to the Greek port of Alexandroupolis on the Aegean was initially estimated to cost 1 billion euros (\$1.3 billion).

"Analyses show the pipeline cannot be implemented under the conditions agreed on in 2007," Finance Minister [Simeon Djankov](#) said at the same briefing. "Bulgaria won't face sanctions."

The planned link with a capacity of 35 million metric tons of oil a year was intended to bypass the straits linking the [Black Sea](#) with the Mediterranean, saving shipping costs. The project is competing with another plan agreed to by Russia, Italy and Turkey in 2009 to carry oil from the Turkish Black Sea port of Samsun to Ceyhan on the Mediterranean. [Read more](#)

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## EUROPEAN PROJECT ARCOPOL - CLOSURE AND AWARENESS-RAISING ACTIONS

The European project ARCOPOL ([www.arcopol.eu](http://www.arcopol.eu)), which focuses on the needs of local authorities in terms of oil and HNS spills in coastal environments (Interreg IVB programme) is coming to a close. The closure conference, organized in Vigo (Spain), on 9

## News (continued)

and 10 November, provided partners with the opportunity to present their work. *Cedre*, a technical service provider for the regions of Aquitaine and Brittany, presented the tools produced through work packages 4, 5 and 6, including an awareness-raising video on the main shoreline clean-up principles (4 languages), a CD-Rom for local authority training, 3 operational guides for local authorities, volunteer associations and sea professionals respectively, as well as the internationalised operational version of the collaborative web-GIS, ARGEPOL. The partners and representatives of organisations such as IMO and the IOPC Funds highlighted the quality of the materials produced.

Within the French context, ARCOPOL has provided local stakeholders with operational tools, tested and now available for use in exercises, training and above all in the case of real spills. These tools will be distributed through an interregional convention (Aquitaine/Brittany). Three awareness-raising actions on accidental pollution have already been conducted by *Cedre* in a number of high schools: on 9 November in Le Guilvinec (Brittany), on 22 in Gujan-Mestras (Gironde) and on 23 in Capbreton (Landes). A date remains to be established for a similar action in a high school in Etel (Morbihan). ARCOPOL also identified new areas of work, which have laid the foundations of a new Interreg IV B project, baptised ARCOPOL+, set to last from January 2012 to the end of 2013. Source: [Cedre Newsletter](#)

## NEW ZEALAND: LATEST UPDATES ON THE RENA INCIDENT

**December 9 – The Smit Borneo crane barge is now alongside and, after bad weather, container removal is recommencing.**



Picture: The Smit Borneo barge arrives in Tauranga from Singapore to help with container removal

Salvors on board the crane barge *Smit Borneo* hope to this afternoon begin removing containers from the *Rena*, weather and other conditions permitting.

The 110 metre crane barge departed Port of Tauranga early yesterday morning, and salvors spent the day securing the vessel on the port side of the *Rena*. This involved the placement of mooring lines and four

massive anchors, at the end of about 800m of anchor chain, to secure the barge next to the *Rena*.

Maritime New Zealand (MNZ) Salvage Unit Manager Arthur Jobard said the barge was currently moored about 300m off *Rena*. It would use winches to extend and retract its four anchor chains to move the vessel to access containers from different parts of the ship as needed.

Mr Jobard said salvors planned to begin testing the barge's cranes and other systems today, starting with the removal of lighter, empty containers, before beginning work on the heavier containers. "The focus today will be on testing and refining the process for removing containers, starting with those that are empty before moving onto more difficult containers. As always, these operations are highly complex and are heavily dependent on the weather and technical factors. However, all going well, it is hoped that we will be able to start removing containers later today.

"That said, this is still a very hazardous working environment and safety remains the number one priority. That means that salvage operations will only be undertaken when it is safe to do so and when the weather conditions allow." Mr Jobard said *Smit Borneo* provided greater reach and capacity than the barge *Sea Tow 60*, which would be now be used as a shuttle barge to transfer offloaded containers back to the port. Salvors would also stay on board the *Smit Borneo*, which eliminates the need to travel to and from shore. The above from Maritime New Zealand – [Read more](#)

### Not the most pleasant of jobs for ISCO Corporate Member, Braemar Howells

Picture: A container full of processed fish cocktails from the *Rena* is emptied at the processing site at Truman Lane

It's been the site of rotting meat patties and fetid pies, but the container processing plant in Te Maunga has nevertheless come up roses.

Friday saw Braemar Howells salvors empty and process their 35th container to come off the *Rena*. Inside were packages of processed fish cocktails that had been unrefrigerated since *Rena* ran aground in October.

In the past six days, the crew at the processing site has emptied and cleaned out 35 containers, amounting to 600 tonnes of waste - 80 tonnes, about 13 per cent of which was able to be recycled.



## News (continued)

On-site, a 250-tonne crane lifts the containers and dumps their contents on to a large purpose-built concrete pad. The cargo is sorted and either prepared for the landfill or recycled where possible. [Article in Bay of Plenty Times](#)

### And rescued penguins are released



*Picture: Little Blue Penguins runs towards the sea after being released by wild life workers and school children at Mount Maunganui beach in Tauranga on Thursday, Dec. 8, 2011.*

Forty-nine penguins rescued from an oil spill off New Zealand have been freed after being cleaned and nursed back to health by wildlife officials.

The birds released Tuesday are among 343 little blue penguins that have been cleaned of oil since a cargo ship ran aground on a reef near Tauranga on Oct. 5 and spilled some 400 tons of fuel oil.

More than 2,000 sea birds died in the spill.

[Read more](#)

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## USA: BP SAYS HALLIBURTON 'INTENTIONALLY DESTROYED EVIDENCE' AFTER GULF OIL SPILL

December 6 - BP is accusing Halliburton of having "intentionally destroyed evidence" related to the explosion aboard an oil rig in the Gulf of Mexico that led to the worst oil spill in U.S. history.

The accusation comes in court papers filed by BP Monday in federal court in New Orleans as part of a lawsuit aimed at having sanctions imposed on Halliburton Energy Services Inc., which was a contractor for BP on the Deepwater Horizon oil rig. An explosion on the rig on April 20, 2010, killed 11 people working on the rig and injured 16 others. The explosion led to more than 200 million gallons of oil being released into the Gulf.

BP alleges in its filing that Halliburton destroyed evidence on cement testing and violated court orders by not bringing forth "inexplicably missing" computer modeling results. "Halliburton has steadfastly refused to provide these critical testing and modeling results in discovery. Halliburton's refusal has been unwavering, despite repeated BP discovery requests and a specific order from this Court," the documents state. [Read more](#)

### ... AND HALLIBURTON DEFENDS ITSELF AGAINST BP SPILL CLAIMS

December 6 - Halliburton defended itself Tuesday against accusations it intentionally destroyed evidence about the quality of cement slurry in an oil well that blew out in the Gulf of Mexico.

The cement job on the Macondo well is expected to play a big role in the court battle of who should bear the blame for the blowout that killed 11 workers and led to the nation's worst offshore oil spill.

Investigators with a presidential commission said in February that Halliburton's cement slurry pumped into the bottom of the well was a leading technical cause for the blowout April 20, 2010. Hydrocarbons passed through the cement plug at the bottom of the well and entered the wellbore, the panel said. Chevron tested Halliburton's cement mix for the commission and found it did not mix properly to be stable, the panel said.

Halliburton engineers have argued that hydrocarbons got into the well other ways. The company said the slurry used in the Macondo well was "designed to be stable." [Read more](#)

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## USA: NOAA EXAMINES CHALLENGES TO ASSURING GULF OF MEXICO'S HEALTH

From Jane Lubchenco, Ph.D., Under Secretary of Commerce for Oceans & Atmosphere and NOAA Administrator at the State of the Gulf Summit 2011 in Houston, TX.

When he issued the Executive Order to establish the Gulf Coast Ecosystem Restoration Task Force, President Obama called the Gulf Coast a "national treasure". Indeed, it is that -- and more, it is also an international treasure. Different stakeholders may focus on a subset of the Gulf's bounty: highlighting seafood or wildlife or recreational opportunities, or gas and oil, or transportation.

But this national and international treasure is an integrated system. The coasts, the blue water, the people are all interconnected and interdependent. Our vision for the Gulf must also be holistic.

Well before the Deepwater Horizon oil spill, the Gulf and its residents were challenged by multiple threats. Now, our collective focus is squarely on how to restore the health, prosperity and resilience of this coupled human-natural system.

## News (continued)

The focus that NOAA brings to this restoration reflects our overall approach: science-based, collaborative, holistic, and with an eye toward the future, as described in the National Ocean Policy.

We will continue to champion an integrated approach that is ecosystem-based, takes climate change into account, and pays attention to the blue waters as well as the coast, to the people as well as the environment. We know that a healthy Gulf is a prerequisite for healthy people, a strong economy, national and homeland security, social justice and the unique cultures of the Gulf. [Read more](#)

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## USA: PLANS FOR USING OIL SPILL FINES FOR COASTAL RESTORATION DRAW QUESTIONS

December 7 - Two key House Republicans expressed reservations Wednesday about legislation that would direct 80 percent of Clean Water Act fines from the BP oil spill to the five Gulf states.



*Haraz N. Ghanbar / The Associated Press - Rep. Steve Scalise, R-Jefferson, is pushing the House bill to direct 80 percent of fines from the oil spill to the affected coastal states for restoration and other priorities.*

The comments by House Transportation and Infrastructure Committee Chairman John Mica, R-Fla., and Bob Gibbs, R-Ohio, chairman of the panel's subcommittee on Water Resources and Environment, indicate sponsors of the Restore Act will be hard-pressed to maneuver the legislation through the House of Representatives anytime soon.

Gibbs said that BP is required by law to restore damage caused by the spill and that targeting 80 percent of the fine money to the Gulf states would leave the federal government without recoupment for the large costs of its massive response effort to the massive spill.

Moreover, Gibbs said that the federal government has already spent billions of dollars on flood control after hurricane Katrina in the Gulf Coast, particularly near New Orleans, and that the area will soon receive half of royalty payments for off-shore drilling. [Read more](#)

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## CANADA: ONE INDUSTRY RISKING ANOTHER: MCCURDY

December 7 - While offshore oil developments like Hebron fill the provincial coffers, those in the fishing industry continue to shoulder the fear of losing their livelihoods to an oil spill or similarly damaging event, according to Fish, Food and Allied Workers' (FFAW) president Earle McCurdy.

*Fish, Food and Allied Workers (FFAW) union president Earle McCurdy (left) speaks with Hebron Public Review Commissioner Miller Ayre prior to making a presentation to the commission Dec. 6, 2011.*

McCurdy addressed this intersection of industries at a session of the Hebron Public Review at the Delta hotel in St. John's Tuesday.

He said oil projects might not take up much total square footage within the province's offshore area, but when looking at their potential effects it is really about placement, not size. Prime, productive fishing grounds are not found in all parts of the ocean.

"It's just like expecting all of Newfoundland and Labrador to produce blueberries," he said, noting the Grand Banks would be one of the "key areas," an ideal patch, for the provincial fishery. [Read more](#)



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## CUBA OIL DRILLING TESTS U.S. ON PROTECTING FLORIDA

December 8 - Four U.S. inspectors armed with safety glasses and notebooks will set out on a mission next month to protect Florida's beaches from a Cuban threat. They'll rendezvous in Trinidad and Tobago with the Scarabeo 9, a rig headed to deep waters off Cuba to drill for oil about 70 miles (113 kilometers) south of Florida's Key West.

[Repsol YPF SA \(REP\)](#) is making the Scarabeo 9 available to the U.S. inspectors before the rig starts drilling closer to Florida than the BP Plc well that failed last year in the Gulf of Mexico, causing the biggest U.S. offshore oil spill. The exploration poses an environmental, political and diplomatic challenge to the U.S. more than 50 years after cutting off relations with Cuba's communist regime.

The Obama administration's dilemma is "what steps to take for environmental protection and how much to honor current Cuba policy," Dan Whittle, Cuba program director at the New York-based [Environmental Defense Fund](#), said in an interview. [Read more](#)

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### INDIA: SOON, A SYSTEM TO FORECAST OIL SPILLS

December 6 - The [Directorate-General of Shipping](#) is planning a [forecasting system](#) in collaboration with [the National Environmental Engineering Research Institute](#) (NEERI) to tackle the [harmful effects](#) of frequent [oil spills](#) on Indian shores.

The agencies will devise a system to detect the wind and current regime and experts say that once this is tracked, it would be simpler to forecast the spill and its impending extent.

"Usually, work begins only after the spill takes place. Due to this, there is often a delay in controlling the [spread](#) of the oil. If there is a forecasting system in place, emergency responses will be available in time," said Satish Agnihotri, director-general, shipping. "NEERI will help us in this regard. It will give us a proposal on what to do and help create software which will forecast the wind and current regimes," he added.

In addition, an emergency oil response contract along the lines of emergency salvage contracts will be created. "We have emergency salvagers. We would like to have response teams ready even in case of oil spills. It will help bring down the response time in emergency situations," Agnihotri said. [Read more](#)

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### JAPAN SPLIT ON HOPE FOR VAST RADIATION CLEANUP

December 6 - Those who fled Futaba are among the nearly 90,000 people evacuated from a 12-mile zone around the Fukushima Daiichi plant and another area to the northwest contaminated when a plume from the plant scattered radioactive cesium and iodine.

Now, Japan is drawing up plans for a cleanup that is both monumental and unprecedented, in the hopes that those displaced can go home.

The debate over whether to repopulate the area, if trial cleanups prove effective, has become a proxy for a larger battle over the future of Japan. Supporters see rehabilitating the area as a chance to showcase the country's formidable determination and superior technical skills — proof that Japan is still a great power.

For them, the cleanup is a perfect metaphor for Japan's rebirth.

Critics counter that the effort to clean Fukushima Prefecture could end up as perhaps the biggest of Japan's white-elephant public works projects — and yet another example of post-disaster Japan reverting to the wasteful ways that have crippled economic growth for two decades. [Read more](#)

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### USA: WEBSITE AVAILABILITY OF NON-OCA RMP DATA

December 7 - EPA regulates certain hazardous chemical facilities under 40 CFR Part 68 – known as the EPA Chemical Accident Prevention or Risk Management Plan (RMP) program. EPA is aware that state and local communities are major stakeholders in the RMP program, and as such the Agency would like to alert you to a step we are taking to improve the efficiency of this program.

Current EPA plans call for the re-establishment of Internet access to the non Off-site Consequence Analysis (OCA) sections of the RMP database beginning in July of 2012.

Under the Risk Management Plan program, hazardous chemical facilities must submit RMPs to EPA. The Agency maintains a national electronic database of RMPs, and that database currently includes plans from approximately 13,000 active RMP facilities. [Read more](#)

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## People in the news

### EUROPE: VAN ROMPUY AND WEHRMANN TO HEAD EMSA ADMINISTRATIVE BOARD



*Frans Van Rompuy (left) and Achim Wehrmann (right) will head up the administrative Board for three years starting in January 2012.*

The November Board meeting saw the current chairperson, the Dane Jørg hammer Hansen, step down as chair. Mr Hammer Hansen has served as chairperson of the EMSA administrative Board since 2008.

The Board voted in a new chairperson, Frans Van rompuy, a long-serving board member from Belgium. Mr Van Rompuy takes up duties as new chairperson on January 1 2012, with a term of three years. The November 2011 Board meeting also appointed a Deputy chair of the Board, Achim Wehrmann of Germany, who takes over from the previous Deputy chairperson, Serghios Serghiou, of Cyprus. Source: [EMSA Newsletter](#)

### EUROPE: EMSA MANAGEMENT IN TRANSITION



*Taking the helm: Leendert Bal has emphasised that things are 'business as usual' for EMSA in the period before a new executive Director is appointed.*

November 30 saw the retirement of EMSA's first 'captain', Willem de Ruiter, who has been Executive Director of the Agency since it began nearly a decade ago. Mr de Ruiter was able to provide an overview of EMSA's achievements to date at a special maritime conference. As many participants noted at the conference, Mr de Ruiter 'will be a tough act to follow'.

IMO secretary general Efthimios Mitropoulos praised Mr de Ruiter's 'vision and foresight but also to his immense dedication, firm and unbendable attitude and strong determination'. Recruitment is now under way for a successor. It is expected that the administrative Board will vote on a shortlist of proposed candidates during the March 2012 Board meeting. In the meantime Leendert Bal – currently head of EMSA's Department C (operations) - has taken over as interim executive Director from December 1 2011. Mr Bal will steer the EMSA ship until the ED takes over the helm, expected in mid 2012. Source: [EMSA Newsletter](#)

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### USA: MICHAEL BROMWICH STEPS DOWN ON DECEMBER 1

*Michael Bromwich, speaking to University of San Diego students in April, began a major overhaul of offshore drilling oversight programs after last year's BP oil spill in the Gulf of Mexico.*

The Bureau of Safety and Environmental Enforcement (BSEE), the chief enforcement agency over America's offshore oil and gas industry, is changing directors. Michael Bromwich came on board in the middle of the Macondo incident and oversaw the reorganization of the old Minerals Management Service. He had said repeatedly that he wanted to step down as soon as the agency transition was completed.

On December First, he gets his wish. The new director will be Coast Guard Rear Admiral James A. Watson IV. By all accounts this is a good move for the agency and for the offshore industry. Director Bromwich came in at a low point, as oil was flowing into the Gulf of Mexico and both the agency and the industry were coming in for fierce criticism. He made it clear that he was going to be an enforcer. The New York Times article that announced Bromwich's appointment quoted President Obama in no uncertain terms: "His charge over the next few months is to build an organization that acts as the oil industry's watchdog — not its partner."



Bromwich took that role seriously and had an at-times contentious relationship with industry and members of Congress, but it has to be said that he did steer the agency through a period of rapid and extreme change. [Read more](#)

[Note from Editor – The appointment of Rear Admiral James A. Watson IV was announced in the ISCO Newsletter of 21 November]

## Events

### FRANCE: CEDRE INFORMATION DAY 2012

The next Cedre Information Day will be held on Tuesday 20 March 2012 at INHESJ on the theme of "Spill and illegal discharge detection". The programme and registration form will be available soon.

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### UKSPILL ANNUAL MEETING & DINNER, LONDON 10 JANUARY 2012

The 8th Annual Meeting of the UK Spill Association will be held at Watermen's Hall, St-Mary-at-Hill, London EC3R 8EF ([www.watermenshall.co.uk](http://www.watermenshall.co.uk))

The Annual meeting will be held at 1800hrs, followed by a reception and Dinner. For details and Reservations, contact UKSpill at [info@ukspill.org](mailto:info@ukspill.org)

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### 2012 INTERSPILL, LONDON

Interspill will be held at Excel in London over 13-15 March 2012 [More info](#)

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In this issue of the ISCO Newsletter we are printing No. 55 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](#)

### KNOWLEDGE OF DISPERSANT USE (CHAPTER 55)

When the tender responses (article 54) for airborne dispersant spraying were analysed, it was concluded that large aircraft were disproportionately expensive; that the correspondingly smaller affordable number increased the risk of high percentage loss of capability through mechanical failure; that trial- experience had already shown smaller aircraft to be the more flexible with respect to transition from observational to spraying altitudes while their greater numbers enabled one to observe and guide before or after spraying while another sprayed and yet another returned to reload in this sequence; and that the greater number also allowed for the possible need to spray in more than one location at one or more than one simultaneous incidents. However, with the load-capacity of large aircraft having obvious attraction given the known range of potential incident sizes, it was decided to go for a mixture of small and medium sized fixed wing aircraft. Indeed no helicopter-based tenders were received, their costs being non-competitive with the fixed wing option. Thus, for UK coverage, it was decided to contract for the provision of six Islander and two DC3 aircraft to operate from four main bases with sixteen supplementary bases all of which were to hold a day's supply of dispersant.

Thus with a 5000 tonne release from a single damaged tank and with the likelihood of water ingress reducing this to 2000-3000 tonnes, the spray contract secured a capacity to deliver 10 tonnes per sortie (1 tonne per Islander and 2 tonnes per DC3) which equates to treatment of 200 tonnes of oil per sortie at the oil : dispersant ratio of 1 : 20 as determined by dispersant efficiency testing of neat concentrates on topped Kuwait crude oil while compliance is achieved with the target of dealing with 5000 tonnes of released oil in 25 operational hours assuming that a complete spraying sortie can be achieved in one hour from one or two airstrips 200 miles apart and that two such bases allow flexibility as to whether it is best to apply dispersant close to the location of release or close to the threatened location as the slick moves, evaporates and disperses naturally.

As to multiple use, one clearly cannot enjoy a half hour response on callout if the aircraft is on an alternate period contract to a second customer when required for spraying by the first. However, single-customer multipurpose use is problem-free as for example when the spraying aircraft can also be used to detect illegal operational discharges or contravention of traffic separation schemes, with or without remote sensing equipment. Thus, the aircraft contracted to the UK shipping administration for dispersant spraying were also used to monitor shipping discharges and traffic violations with the added advantages of giving pilots their required flying hours and relieving the boredom which would ensue were infrequent spill response flying the only employment available to them.

As to the act of spraying itself, the trials on dispersant droplet size variation were designed to limit evaporative loss which would increase with decreasing droplet size, to maximise the quantity of dispersant which would fall and not remain suspended in the air which would increase with droplet size, to limit the amount which would pass through the slick which would increase with droplet size, and to ensure the optimum droplet size to maximise the uniformity/continuity of slick coverage by the proximity and non-overlap of the spots produced by the droplets on arrival on the slick. As to optimising coverage in these ways, a droplet size of 50-100  $\mu\text{m}$  would have been optimal. However, to ensure maximal arrival at the slick and minimal passage through it to the underlying water, the optimal size was found to be 800-1000  $\mu\text{m}$ . Again, while this was consistent with the intention of flying into the wind or at a small angle to it as in spraying wind rows, it was noted that crosswind spraying in areas of continuous coverage could increase encounter rate by increasing the swath width beyond the span of the spray booms with suitable adjustment of droplet size and discharge rate.

Thus, the airfield investigations suggested the establishment of two operational modes for thick layer/narrow windrow emulsions and for thinner layers of fresh oil, with each having its own spray nozzle and discharge rate specification and appropriate flight path with respect to wind direction with the former requiring the larger droplet size to avoid sidewise drift of airborne droplets without danger of passage through the layer and the latter benefiting from sidewise-drift/wider-swath and the maximal coverage afforded by the smaller droplet size range. However, with dispersants being continuously under international belief-based attack, it was decided to leave such refinements for a possible future and introduce knowledge-based operational airborne dispersant spraying while this was still possible, in the UK at least.

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at [www.authorsonline.co.uk](http://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.

## Publications

### US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The October 1-31, 2011 *Technology Innovation News Survey* has been posted to the CLU-IN web site. The *Survey* contains

## Publications (continued)

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/>

## Company news

### ENVIRO-EQUIPMENT, INC. LAUNCHES NEW ONLINE REMEDIATION EQUIPMENT APPLICATIONS GUIDE

Visitors to [enviroequipment.com](http://enviroequipment.com) now have a resource for [remediation equipment applications](#). A new online guide helps environmental professionals find the right equipment for [soil vapor extraction](#), [dual phase extraction](#), [air sparging](#), off gas treatment, groundwater treatment, and remediation pilot tests. [More info](#)

### VIKOMA – EXTREME ENVIRONMENT POWER PACKS



Vikoma International Ltd has recently finished manufacturing the final batch of Extreme Environment Power packs, for a substantial order for the British Ministry of Defence.

The order was placed on Vikoma to produce a range of power packs that are capable of transporting fuel in the extreme and hazardous conditions, worked in by the British armed forces.

The power packs are capable of operating in temperatures ranging from -32C to +49C and at altitudes between 0m and 3000m above sea level.

The Extreme Environment Power packs however are not solely for use within military operations. Vikoma International Ltd is now able to offer these reliable, robust and immensely practical power packs in three sizes. The Light Forces

Power Packs that have most recently been manufactured, produce the same power output as the popular Vikoma GP10 (7.4kW) The Medium Duty Power pack has the same output as the Vikoma GP35 (26.8kW), and the Heavy Duty Power pack matches the same power output as the renowned Vikoma GP70 (51.1kW).

These new items will now be able to provide hydraulic power in some of the world's most inhospitable climates, meaning that from the intense heat of the Australian outback to the frozen ice fields of Alaska. Vikoma will be able to offer quality workmanship to suit a multitude of applications. [More info](#)

### O'BRIEN'S RESPONSE MANAGEMENT ESTABLISHES JOINT VENTURE IN BRAZIL

O'Brien's Response Management (O'Brien's), a wholly owned subsidiary of SEACOR Holdings Inc. (NYSE: CKH), and Brazil's EnvironPact and OceanPact, providers of specialized consulting services to offshore oil companies, today announced they have formed a joint venture named O'Brien's do Brasil SA. The joint venture will provide all of each parent company's consulting, emergency and environmental services for international oil companies and other industrial sectors operating in Brazil. [More info](#)

## ISCO announcements

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You can join online by clicking on [Application Form](#) and membership is not expensive

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