



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 348, 20 August 2012

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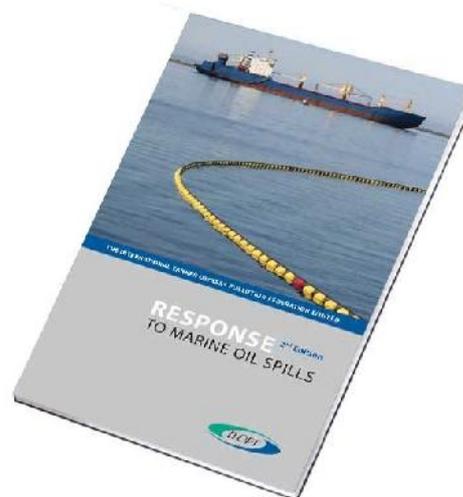
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Conference & Exhibition

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News

NEW PUBLICATION: RESPONSE TO MARINE OIL SPILLS 2ND EDITION



The Response to 'Marine Oil Spills' 2012 2nd edition is a comprehensive review of the problems posed by marine oil spills and discusses all potential response measures. Written in a pragmatic style, it should benefit anyone involved in training programmes, contingency planning or actually responding to oil spills.

The publication contains a large number of case studies, including a section on the Deepwater Horizon incident. Throughout the book, reference is made to many specific responses and it is fully underpinned by photographs and diagrams. [More info](#)

ATLANTIC OCEAN: MSC FLAMINIA UPDATE: SALVAGE OPERATION UNDERWAY AFTER EXPLOSION, FIRE



August 17 - There is still no permission for MSC FLAMINIA to enter a sheltered area or a subsequent emergency port. Reederei NSB and the salvage company both remain in contact with all littoral states to acquire this permission.

At the same time, MSC FLAMINIA and its accompanying group of tugs have taken a position over 400 nautical miles west of the entrance of The English Channel to avoid bad weather and the expected swell. Since the coming days are projected to bring deteriorating weather conditions, the group has set a northwesterly course to an area where less swell is expected. Its speed is 4.5 knots.

A significant impairment of the stability of MSC FLAMINIA due the expected wave height cannot be excluded and is observed apprehensively. *The Maritime Executive* [Read more](#)

NIGERIAN OIL SPILL AGENCY DIRECTS EXXON TO CLEAN UP AKWA IBOM SPILL

August 16 - Nigeria's National Oil Spill Detection and Response Agency, or NOSDRA, has directed Exxon Mobil Corp. (XOM) to clean up oil sighted on Nigeria's shoreline near the company's Qua Iboe oil terminal while investigation into the source of the spill is completed, a spokesman for the agency said Thursday.

A team made up of members of NOSDRA, the State Environment Ministry, Exxon and other stakeholders have conducted a joint investigation into the extent of the impact on Nigeria's shoreline and both Exxon and NOSDRA have taken samples of the oil for analysis, the spokesman added.

The spill was first sighted on the shoreline east of the U.S. oil giant's Qua Iboe terminal Sunday, though the source of the oil has yet to be identified.

Exxon's Nigerian subsidiary, Mobil Producing Nigeria Unlimited said it dispatched an emergency response team to the shoreline as soon as it heard of the issue to collect samples of the substance and determine where it came from. *The Wall Street Journal* [Read more](#)

AUSTRALIA: NSW TOXIC CHEMICAL SPILL CLEARED

August 16 - One hundred litres of a highly toxic and potentially explosive chemical that spilled at an industrial site near Newcastle have been mopped up without incident, authorities say.

Police established a 300-metre exclusion zone and evacuated 100 people after a 1000-litre drum of methyl ethyl ketone cracked at a warehouse in Tomago about 1.45pm (AEST) on Thursday. Power was switched off in the neighbouring area, streets were closed and all ignition sources were removed as hazmat officers in fully encapsulated suits inspected the site and began the cleanup job. *Herald Sun* [Read more](#)

PERU: ANTAMINA: TOWNSFOLKS SICKENED AFTER TOXIC SPILL

Cajacay, spreading toxic dust that left 42 people hospitalized for up to 11 days, the copper mine's owner, Antamina, has said little about the accident, and been silent about the slurry's chemistry. (AP Photo/La Republica Newspaper)

August 19 - It began with a loud pop like a tire bursting. A toxic cocktail of copper concentrate laced with a periodic-table's mix of volatile compounds then shot skyward. The pipeline that carries slurry at high pressure from Peru's most productive mine 188 miles (302 kilometers) to its desert coast had sprung a leak at a pumping station in this village of poor farmers. It was 9:15 a.m.

Abraham Balabarca, who was building a house nearby, ran to the station with others to try and halt the flow. But the door was chained and bolted. The security guard had no key. By the time someone pried open the lock with a crowbar, the town was shrouded in a toxic cloud. *Voxii* [Read more](#)
[Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]



USA: OIL SPILL CLEANUP NEARLY COMPLETE IN CENTRAL WISCONSIN

August 14 - Crews are close to completing cleanup after an oil pipeline spill in Adams County last month.

More than 50,000 gallons of oil was spilled in Grand Marsh, and more than 17,000 tons of contaminated soil has been removed. The Enbridge Energy Partners pipeline has since reopened.

Leaders at Veolia Environmental Services tell WAOW-TV the soil is being hauled to their location in Wisconsin Rapids. There, it will be treated and eventually end up in their landfill. *Gaxettextra.com* [Read more](#)

UK: SHELL GETS OK FOR NORTH SEA OIL RECOVERY

August 17 - British authorities confirmed that Shell was cleared to remove residual oil from the Gannet pipeline, which leaked in the North Sea in 2011.

Oil leaked from the Gannet platform in the North Sea in August 2011. The release totaled around 1,300 barrels of oil, making it the largest oil spill in the region in more than a decade.

The British Secretary of State's Representative for Maritime Salvage and Intervention said it approved Shell's plans to extract the residual oil left in a pipeline. *UPI.com* [Read more](#)

PHILIPPINES: WESTERN VISAYAS IS OIL-SPILL READY

August 15 - Six years after the country's worst oil spill disaster happened in waters surrounding the island province of Guimaras, officials in Western Visayas gave assurances of their readiness to respond to similar incidents.

"We have learned our lessons and we have initiated reforms," said Commodore Athelo Ybañez of the Philippine Coast Guard in Region 6 (PCG-6). Ybañez noted that the incident of August 11, 2006 led to the revision of the National Oil Spill Contingency Plan (NOSCP), which he said plays a "crucial role" in an archipelagic country.

Over two million liters of Petron bunker fuel was spilled into the Guimaras Strait when the ill-fated oil tanker M/T Solar 1 sank off the coast of Nueva Valencia town, Guimaras.

Ybañez explained that the revised NOSCP has integrated an grassroots approach to response mechanism. He said that the involvement of coastal communities as first responders can ease the impact of oil spills while preventing these to reach shorelines.

The incident in Guimaras also paved the way for the PCG-6 to become one of the recipients of a Tier-1 Oil Spill Response Equipment, which is readily available to be deployed in any coastal area of the region. *MB.com.ph* [Read more](#)

USA: BEFORE A SPILL, GROUP DOCUMENTS MARINE LIFE IN NEW JERSEY

August 12 - In the distance loomed the huge metal tanks storing oil and gasoline near the water's edge.

But right on the shoreline of the Raritan Bay, amid the deep green sea lettuce washing up in the waves, there were bait fish, clams, mussels, and shrimp, with shorebirds swooping down low in search of a quick meal.

The Raritan and Delaware bays are home to heavy petrochemical operations, with the potential for great environmental damage in the event of a spill.

Because of that, a group of volunteers is fanning out along the coast of some of the state's industrialized waterways to document fish, plants and animals that are there now. The data being collected by the American Littoral Society will help form a starting point to compare with the aftermath of a spill. *NorthJersey.com* [Read more](#)

ISCO news

LAST WEEK'S ISCO NEWSLETTER

Some readers who use Norton Symantec virus protection were surprised to receive a flagged warning when they tried to open the ISCO Newsletter. This has been investigated. The reported problem had nothing to do with the ISCO Newsletter or ISCO Website. What happened was that a third party had abused the website of the contractor we use to mail out the Newsletter. Because of this all transmissions made by our mailing contractor were being automatically flagged by Norton.

ISCO MEMBER OF COUNCIL FOR INDIA TO INTRODUCE ISCO AT OIL SPILL INDIA 2012



ISCO's recently elected Member of Council representing India will be speaking at the forthcoming Oil Spill India Conference taking place at the Holiday Inn Resort at Goa over 13-15 September 2012. Capt Sekhar strongly supports ISCO's aims and hopes that, by informing attendees at the conference about the organization, he will be able to help ISCO to grow its membership in India.

Capt. Sekhar has been managing director of AlphaMERS Pvt. Ltd. since 2010. He began his sea-going career as a cadet in 1980 and progressed through the ranks in the Merchant Navy gaining experience in tanker operations as a junior and senior officer. Among his qualifications he is an experienced auditor for ISO 9001, ISO 14001, ISM Code, ISPS Security Code. He is a trained marine incident investigator and experienced in tanker fleet risk management.

The full name of his company, which is based in Bangalore, is Alpha Marine Emergency Services Private Limited. The company provides pollution control services for the marine industry.

Currently Capt. Sekhar is guiding in-house R&D in spill response equipment capabilities and developing a decision support system for the incident response on-scene-commander.

The company plans to provide Hazwoper training in India later this year in collaboration with Braemar Howells (UK). This is intended for the marine and logistics industry, other manufacturing industries and others handling chemicals.

A new Decision Support system being developed by the company aims at providing a support system for the on-scene commander at the site of the spill, taking into account the characteristics of the oil, available equipment resources and mobilisation times, sensitive habitats and time windows, weathering of oil and such related parameters. This project was started in March 2012 along with a PhD scholar from University of Petroleum and Energy studies, Dehra Dun.

AlphaMERS is actively pursuing R&D on spill response equipment capabilities and need based innovation. This is aimed at raising current response capabilities including 24 hour response from self contained equipment packages, wholly transportable by truck and covering a larger width at each sweep, when deployed on vessels of opportunity.

Capt. Sekhar believes there is much more to response infrastructure than technical solutions. This has to do with each society's tolerance of pollution, regulatory and penalty regime, the revenue model provided to a private response resource agency or OSRO. A risk averse society will promote acquisition and maintenance of response resources and be ready to pay retainers for its continued availability. As an individual he has addressed seminars on the subject of oil pollution and has written articles. He would love to see a thriving spill response industry in India as any emergency response service ought to be. The company liaises closely with all the authorities including the Coast Guard HQ, DG shipping, major oil companies, and other stakeholders.

Capt. Sekhar has said "In support of ISCO we offer to do what is required in marine oil spill response sector in India, in the months and years to come, to increase awareness, bring objectivity to the reporting, information and knowledge exchange, seminars, formal interactions and enhancement of response capabilities".

Science and technology

RENA DISASTER: HIGH-TECH GADGETS GO WHERE NO DIVER CAN

From submersible probes to smart phones, the ongoing job of cleaning up the Rena's mess has been a triumph for gadgetry.

This month saw the first deployment of a remote underwater vehicle (ROV) used by environmental recovery specialists Braemar Howells, contracted to recover containers and debris.

Operations manager Neil Lloyd said the ROV had been part of the company's contingency plan since the grounding last October and acted as its "eyes and hands" on the ocean bed.

The seabed around Rena has been described by salvors as a container "graveyard".

ROVs were used in areas where sonar technology had mapped out potential debris from the ship but was too deep for divers to reach.

Capable of diving to depths of more than 900m, it undertakes visual inspections of large areas of sea floor.

If any containers were found, the ROV could use its manipulating arm to attach a magnetic transponder, while the team watching its camera could assess whether the container was damaged or intact.

"In some cases we can use the ROV to get the container number and determine what the cargo is, its priority for recovery, its potential impact should it release or break, or whether it's either inert or is something that's a danger to the environment."

Both Braemar Howells and salvors Svitzer have been using transponders which, in the early days of the salvage, were attached to the more precarious containers.

There were two types of these “pinger” transponders – one model could send back signals for 30 days, the other could last for 18 months.

“The 18-month pingers generally go on objects more significant, such as debris that’s a lot deeper than the team can work at or small items that may take time to recover.”

The pingers also let the clean-up team know when a container moved.

Another type of beacon was capable of being dropped from an aircraft next to a container, which it would drift alongside, while other electronic sea probes were being used.

Sonar devices had played an important part in sounding out containers during the response and one type towed behind vessels – the SeaKing side scan sonar towfish – appeared to have been mistaken for prey by hungry sharks.

One of the most crucial gadgets in the company’s arsenal was the high-tech photoionisation detector, or PID, used to detect hazardous chemicals.

The communication equipment used ranged from satellite phones to the stock-standard smartphone – “probably the one thing that has come to the forefront of this operation that we haven’t used so much in the past”, said Mr Lloyd.

While there was still debris washing up on coastlines, particularly on inaccessible beaches, Braemar Howell’s main focus was now on recovering thousands of troublesome plastic beads.

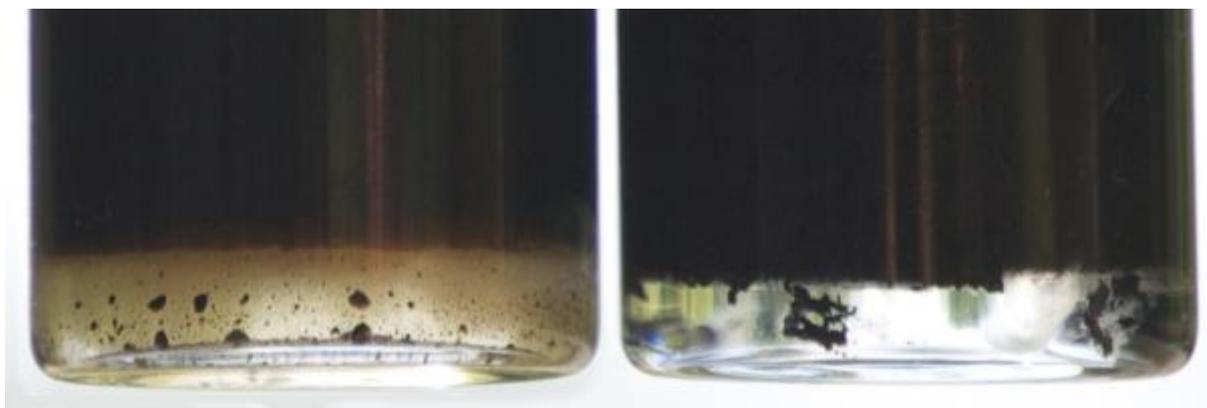
At the lower end of the tech scale, six specially modified leaf vacuums sucked up and spat out sand on beaches – leaving the beads in the machine. [Read more](#)

PLANT BASED CHEMISTRY PROVIDES EXCELLENT DEMULSIFICATION PERFORMANCE

Naturally derived surfactants designed to release water or oil from either natural or processed oil emulsions have demonstrated an outstanding performance compared to synthetic alternatives. This approach to oil water separation achieves

- Breaks in emulsions that could not be treated with existing products
- Treatment at lower temperatures
- Oil with less water
- A cleaner water phase
- Performance under a range of brine concentrations

The key to the [demulsifier](#) performance is optimizing the match between of the degree of hydrophobicity of the demulsifier to the specific water in oil (W/O) emulsions. Matching the hydrophobicity maximizes desorption of interfacially adsorbed water resulting in rapid and effective water separation from the oil.



[Used oil in the process of being treated with VeruTEK's AFX Demulsifier](#)

The goal of breaking the emulsions is to produce oil with a minimum water content, increasing the use and economic value of the

oil. Additionally, producing a water phase with minimum oil and grease content decreases the complexity and costs associated with water treatment and/or reuse.

Crude oil produced in the field contains varying amounts of water and solids, generally referred to as Basic Sediment and Water (BS&W), as well as naturally occurring surface active agents. Crude oil and refined petroleum product residuals generated from ship and tank cleaning, as well as oil spill clean-up residuals also contain concentrations of water and industrial surfactants.

The presence of both natural surface active agents and industrial surfactants in crude and recovered oil results in water-in-oil (W/O) emulsions that trap water inside a micelle, making separation of water from the oil difficult. Clays, waxes, asphaltenes additionally act to create stable W/O emulsions. These interfacially active agents generally accumulate at the oil-water interface, hindering the separation of water droplets from the oil by forming stable films around the water droplets, inhibiting coalescence of the water droplets. To destabilize W/O emulsions it is necessary to destabilize the interfacial films between the water droplet and oil, increasing the rate of water coalescence and more effective gravitational separation of water and oil phases.

The nature of the naturally occurring surface active agents and the oil itself, as well as the brine content of the water are key factors affecting the stability of the W/O emulsions. These characteristics also determine how difficult it may be to destabilize the emulsion and to produce the maximum amount of water in a recovered separate phase. Strategies such as heating, changing the brine content and adding a demulsifying agent are typically employed to break the W/O emulsion, remove as much water from the oil as possible and produce a low water content oil. [Read the original article](#)

REMOVING PHOSPHOROUS FROM WASTEWATER



Steve Safferman (r), associate professor of biosystems and agricultural engineering, and student Hayley Betker are working to develop a new method of removing phosphorous from wastewater. Phosphorous runoff into lakes and streams can seriously affect the health of the water. Photo by Kurt Stepnitz.

August 20 - A professor at Michigan State University is part of a team developing a new method of removing phosphorous from our wastewater - a problem seriously affecting lakes and streams across the country. In addition, Steven Safferman, an associate professor of biosystems and agricultural engineering, and colleagues at Columbus, Ohio, based-MetaMateria Technologies, are devising a cost-effective way of recovering the phosphorous, which then can be reused for fertilizer products.

Although its use is regulated in many states, including Michigan, in items such as detergents and fertilizer, phosphorous is part of all food and remains a critical problem as it is always present in human and animal wastes.

Discharge from human and industrial wastewater and runoff into lakes and streams can cause what is known as eutrophication - making the water unsuitable for recreational purposes and reducing fish populations - as well as causing the growth of toxic algae.

What MetaMateria Technologies and Safferman have figured out and tested over the past 10 years is how to produce a media, enhanced with nanoparticles composed of iron, that can more efficiently remove larger amounts of phosphorous from water. *Terra Daily* [Read more](#)

Contributed news items

USA: LEPC DATABASE AND RELATED RESOURCES

Received from Margaret Gerardin, US EPA Emergency Management, this is a follow-up to the article in last week's ISCO Newsletter

Despite best efforts to keep the National Local Emergency Planning Committees (LEPC) Database current and accurate, it has become significantly outdated. Discussions of whether to maintain or remove the database have been on-going since the *2008 Nationwide Survey of LEPCs*. After discussions with key stakeholders, including SERCs, LEPCs, EPA Regional Offices, and industry, the decision was made to remove the database on September 1st, 2012.

As you know, each state has designated a State Emergency Response Commission (SERC) that is responsible for implementing EPCRA provisions within its state. The SERC's duties include:

- Establishing procedures for receiving and processing public requests for information collected under EPCRA
- Reviewing local emergency response plans
- Designating local emergency planning districts

Contributed news items (continued)

- Appointing an LEPC for each district, and
- Supervising the activities of the LEPC

EPA will continue to maintain the *SERC Contact* webpage: http://www.epa.gov/emergencies/content/epcra/serc_contacts.htm. This page contains information for SERC points of contact, addresses, phone numbers, email addresses, and pertinent webpage links. Use this page to contact your SERC for LEPC contact information.

Some SERCs provide LEPC contact information on their websites. Here are two examples:

<http://www.msema.org/library/documents/MississippiActiveLEPCList-January2012.pdf>

[http://www.calema.ca.gov/HazardousMaterials/Pages/Local-Emergency-Planning-Committee-\(LEPC\).aspx](http://www.calema.ca.gov/HazardousMaterials/Pages/Local-Emergency-Planning-Committee-(LEPC).aspx)

EPA continues to maintain the *Tier II Chemical Inventory Reports / Tier2 Submit* webpage to assist with reporting: <http://www.epa.gov/emergencies/content/epcra/tier2.htm>.

Additionally, the *Federal Reading Rooms* webpage has recently been updated to reflect changes in EPA and the Department of Justice contact information, appointments, and locations for those seeking Risk Management Plans for their local chemical facilities. <http://www.epa.gov/osweroe1/content/rmp/readingroom.htm>

Thank you for your patience as we transition from the National LEPC Database.

MARITIME SECURITY IN THE MED ADDRESSED IN SAFEMED'S 10TH NEWSLETTER



The SafeMed II Project's latest newsletter reviews the Project's recent activities and includes an interview with the European Commission's Deputy Head of Maritime & Land Transport, Mr Christian Dupont, shedding light on key factors shaping maritime security in the Mediterranean.

The 10th edition of 'The SafeMed Beacon – Le Phare', available online at www.safemedproject.org, also covers the Project's activities to reduce the negative impact of ballast water, and the promotion of the Long-Range Identification and Tracking of Ships (LRIT).

The SafeMed II Project is a €5.5 million EU-financed regional effort to enhance Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues. Its objective is to provide Project

Beneficiaries with the technical advice and support required to ensure more uniform and effective implementation of international maritime conventions and rules, thereby reducing accidents and pollution at sea throughout the Mediterranean Region.

The Malta-based REMPEC assists Mediterranean coastal States to build up their national prevention, preparedness and response capabilities to prevent, be prepared for and respond to major marine pollution incidents. The Centre also facilitates cooperation between countries in combating accidental marine pollution from a range of hazardous substances including oil. REMPEC is managed under the joint auspices of United Nations Environment Programme (UNEP) Mediterranean Action Plan (MAP) and the International Maritime Organization (IMO).

The latest SafeMed newsletter is now available for download at www.safemedproject.org

Cormack's Column



In this issue of the ISCO Newsletter we are printing No. 90 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](http://www.international-spill-accreditation-association.org)

CHAPTER 90: KNOWLEDGE OF MECHANICAL RECOVERY

Although the conversion of *RV Seaspring* from an open-bottom hopper to a tank vessel for the carriage of oils and emulsions was conducted according to the regulations of the UK Shipping Administration, and although the Marine Superintendent of the Shell Oil Company was willing and eager to arrange for his fully compliant coastal tankers to be a fleet of opportunity, regulatory difficulties were raised by this same Administration.

There are, of course, differences between oil recovery and routine tanker operations. Thus, we should recall that the diesel

Cormack's Column (continued)

engines of spill response equipment are not normally operated on tanker decks, and that recovered pollutant would preferably be loaded through an open man-hole on the tank-top to void the additional back-pressure of the normal cargo-loading manifold. Again, we should recall that vapours displaced from tanks during normal cargo-loading are vented through pipes with outlets at regulated height above deck level; and that loading pipes extend virtually to tank bottoms to avoid the electrostatic risk of explosion associated with hydrocarbon freefall. However, we should also recall that all petroleum components with boiling points < 250°C evaporate from released slicks within a few hours, thus reducing their presence before recovery takes place.

However, as to the above WSL had reviewed the relationship between the number of carbon atoms in the hydrocarbon molecule and its boiling and flash points as tabulated below.

Compound	Carbon Number	Boiling Point °C	Flash Point °C
Butane	4	0.5	-60
Pentane	5	36.1	-48
Hexane	6	66.0	-21.6
Heptane	7	98.4	-3.9
Octane	8	125.9	13.3
Nonane	9	150.8	31.0
Decane	10	174.1	46.1
Undecane	11	195.8	65.0
Duodecane	12	216.2	73.9
Tridecane	13	234.0	-
Tetradecane	14	252.5	100.0

Thus, we see that as soon as they are released the above components of crude oils begin to evaporate at rates dependent on their boiling points so that the boiling points and flashpoints of the residue increase progressively. Indeed, up to nonane this progression is extremely fast, with nonane itself having a specific evaporation rate of $6.6 \times 10 \text{ kg m}^3\text{s}^{-1}$ from which it can be calculated that a layer of 0.1mm thickness would be entirely evaporated in about 0.05 hours i.e. in about 3 minutes while a 1 mm layer would be gone in 30 minutes while for decane these times are respectively at 0.5 and 5.0 hours. Thus, recalling that with crude oils these components are only fractionally present within the total mixture, we see that that with decane gone in minutes or even in a few hours, the flashpoint would already be above the regulatory safe limit of 60°C. Nonetheless, additional precautions are easily accommodated by requiring direct measurement of flashpoint before recovery when operating close to a continuous release and avoiding recovery of vapour encapsulating oils such as Beatrix crude should subsequent vapour release be deemed impossible to accommodate in other ways.

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.

Publications

INCIDENT MANAGEMENT HANDBOOK FOR DOWNLOAD



OSRL has recently released our Incident Management Handbook for download, this handbook aims to assist response personnel in the use of the Incident Command System (ICS) internationally.

Taking inspiration from the US Coast Guard's Incident Management Handbook (USCG IMH) and similar publications from the other oil spill response organisations (OSROs) within the Global Response Network (GRN), this handbook will enable users to apply ICS principles for any incident, regardless of size, location, or organisations involved. The handbook provides an overview of position roles and responsibilities as well as a high-level view of the entire incident management process, highlighting the necessary

requirements and continuing outputs.

To download this handbook and other useful field guides, please click [here](#).

MEDITERRANEAN OIL SPILL WASTE MANAGEMENT DECISION SUPPORT TOOL

REMPEC has produced a short video introducing the "Mediterranean Oil Spill Waste Management Decision Support Tool. You can view the video at http://www.rempec.org/news.asp?theIDS=2_39&daChk=0&theName=News and read about the new spill response tool at <http://www.rempec.org/rempecwaste/index.aspx?langue=1>

Publications (continued)

NEW BROCHURE ON JAPAN PETROLEUM ASSOCIATION'S OIL SPILL RESPONSE PROGRAMME

[Download the new PAJ Brochure](#)

Training

USA & JAPAN: HAZMAT AND WMD RESPONSE TRAINING

31st MEU HazMat and WMD team practice night operations



A Marine with the chemical, biological, radiological and nuclear defense team of the 31st Marine Expeditionary Unit, prepares to open a door during low-light assessment and consequence management training here, Aug. 2. The Marines of the CBRN defense team are qualified technicians in the detection, identification, and decontamination of hazardous materials and chemical components to weapons of mass destruction

Camp Hansen, Japan - Chemical, biological, radiological and nuclear defense Marines with the 31st Marine Expeditionary Unit, completed low-light assessment and consequence management team training here, Aug. 2.

Wearing Class "B" protective suits and breathing through oxygen masks, the team looks as if they belong in a science-fiction movie. But unlike the realm of science-fiction, the threats this team faces are both deadly and real.

Chemical, biological, radiological and nuclear defense Marines with the 31st Marine Expeditionary Unit, completed low-light assessment and consequence management team training here, Aug. 2.

"Our purpose here was to rehearse our reconnaissance (tactics, techniques and procedures), improve our ability to respond and familiarize the Marines with operating in a low-light or no-light environment," said Chief Warrant Officer 3 Jonathan B. Davis, officer in charge of the CBRN defense team and native of Cleveland, Tenn. *DVIDS* [Read more](#)

SOLDIERS SHARPEN DISASTER RESPONSE AND COORDINATION SKILLS

EDINBURGH, Ind. (Army News Service, Aug. 6, 2012) -- In the aftermath of a natural or man-made disaster, first responders from a variety of places, Soldiers, law enforcement and other federal, state and local agencies, arrive on scene, participating in rescue and recovery operations.

Coordinating these groups can be a challenge, as each may have different communications gear, equipment, command structure and even special jargon and acronyms.

U. S. Army North, U. S. Northern Command's joint force land component command, is hosting an exercise, Vibrant Response, across southern Indiana and Kentucky designed to coordinate a rapid and efficient disaster response. That exercise is focusing on a nuclear explosion scenario in the Midwest. *USA Army* [Read more](#)

Events

THAILAND: INTERNATIONAL EXHIBITION ON WATER, WASTEWATER & WASTE TREATMENT

Bangkok, 22-24 January 2013. [More info](#)

Company news

ELASTEC AMERICAN MARINE ACQUIRE BOOM VANE TECHNOLOGY

Elastec/American Marine, headquartered in Carmi, IL, is pleased to announce the acquisition of the *BoomVane* technology, expanding its range in the manufacture of innovative pollution control equipment. Developed and patented by ORC of Sweden, the *BoomVane* is an aquatic paravane system that enables oil recovery and debris containment booms to be towed by a single vessel, as well as to deploy booms in rivers and tidal waters without boats or anchors.

Elastec/American Marine is the largest manufacturer of oil spill recovery equipment in North America with global distribution in 145 countries. During the 2010 Deepwater Horizon spill in the Gulf of Mexico, CEO Donnie Wilson managed the controlled burning of oil for BP America with a team of employees and response contractors. The company's fire boom systems were responsible for containing and disposing of more oil than any other systems during the burn operation.

Elastec/American Marine is also internationally recognized for winning the Wendy Schmidt Oil Cleanup X CHALLENGE with its

Company news (continued)

patented Grooved Disc oil skimming technology.

Transferring manufacturing and marketing to Elastec/American Marine, ORC will continue with the development of new oil spill recovery techniques. The current focus is a paravane-based system for a single vessel with wide swath dispersant application. An offshore prototype was successfully deployed during the Oil-On-Water exercise conducted by the Norwegian Clean Seas Association for Operation Companies (NOFO) in Norway in June of this year. NOFO is an oil spill preparedness organization protecting the Norwegian continental shelf.

Over 400 *BoomVanes* have been supplied around the world, helping responders to quickly and efficiently contain and/or deflect oil to protect shorelines and sensitive aquatic habitats.



Photo #1
Ocean BoomVane tows rubber containment boom in open water to collect oil for recovery.



Photo #2
Ocean BoomVane corrals oil in Arctic conditions.



Photo #3
The patented Shallow BoomVane is designed for boom deployment in rivers, estuaries and fast water conditions.



Photo #4
Standard BoomVane can be deployed in rivers, fast water or towed behind a vessel.

BoomVane is a powerful device allowing for rapid boom deployment in a wide range of environments such as rivers, canals and estuaries without the use of boats, anchors or fixed installations. The BoomVane can also be partnered with a boat to operate a single vessel sweep system without the need for an outrigger arm.

A cascade of vertical vanes under the wave-rider float allow the BoomVane to advance against the water current at speeds of 0.5 to >5 knots. The system can be operated in waters with heavy traffic and debris. The light weight design and control rudder allows for easy retrieval and relaunching. BoomVane also folds up for compact storage and transport in boats and utility vehicles. It can be reassembled without tools in minutes. [More info](#) [ORC Website](#)

Contracts and tenders

EMSA: CONTRACT FOR PROVISION OF MODELLING SOFTWARE FOR OIL & CHEMICAL SPILLS AT SEA

Deadline 14 September 2012 [More info](#)

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