



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 349, 27 August 2012

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News

ATLANTIC: AT LAST, A SAFE HAVEN FOR MSC FLAMINIA



Time for a European SOSREP?

August 17 - The details of how German ship manager NSB Niederelbe requested a place of refuge for MSC Flaminia from various European states are unclear, but what is certain is that the vessel has been floating in international waters in a condition that may worsen at any time. *Lloyds List* [Read more](#) (subscription required)

Germany has offered a safe haven

August 23 - The casualty is under tow towards British territorial waters & permission to enter, thence transit towards German port of Wilhelmshaven.

MSC FLAMINIA and its accompanying tug boats FAIRMOUNT EXPEDITION (Fairmount Marine) and ANGLIAN SOVEREIGN (J.P. Knight) are bound for a position 40 nm south of the western-most point of the UK, Land's End.

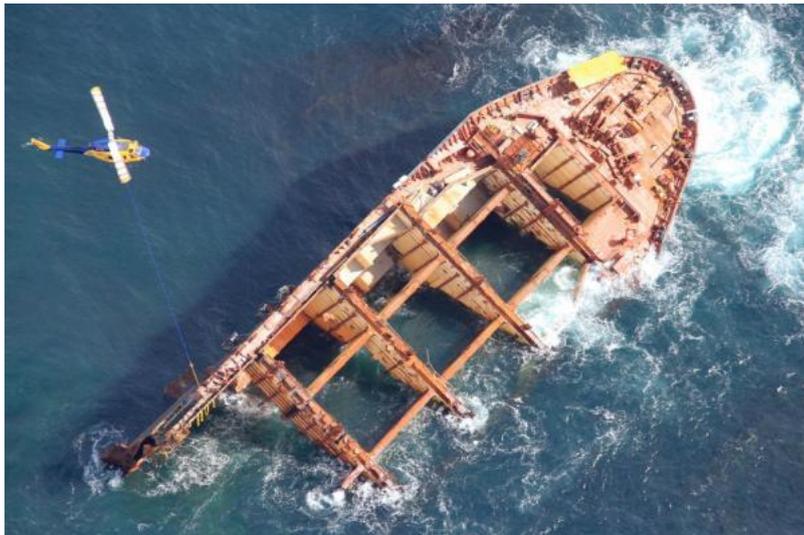
News (continued)

On arrival at that position a team of experts consisting of dangerous goods specialists, chemists and salvage experts will conduct a safety inspection onboard the vessel. Together with experts from the UK, France and the Netherlands its condition and its cargo will be reviewed to ensure a safe passage through the English Channel.

In consultation with the German Central Command for Maritime Emergencies, MSC FLAMINIA will be towed to deep water anchorage in the German Bight, approximately 12 nm west of Heligoland. After completion of all planned tasks there, the vessel will then be towed to the port of Wilhelmshaven. *MarineLink.com* [Read more](#)

NEW ZEALAND: RENA UPDATE

Rena clean up bill soars to \$50 million



August 17 - The grounding of the Rena container ship off Tauranga last year will cost taxpayers \$50 million, it has been revealed.

Labour's environment spokesman Grant Robertson has today released documents which show the estimated total costs of the clean-up have blown out from the initial allocation of \$25m.

The Rena ran aground the Astrolabe reef in October, leaking around 350 tonnes of oil and sending containers toppling into the sea. At the time it was described as New Zealand's environmental disaster.

In January, the Greek owned ship snapped in half but the vessel remains on the reef. Salvagers began removing sections earlier this week.

Robertson requested the documents from Maritime NZ, the government agency responsible for the response operation. He called on the government to incorporate international conventions on liability for damage into New Zealand law. *Stuff.co.nz* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

ISCO Member, Braemar Howells Ltd. continues coastal clean-up operations

August 24 - On behalf of the owners and insurers, Braemar recovery teams have been in full swing, with land, sea and air operations underway this week. A fast response vessel has been working the Coromandel coast this week, with divers being used to swim ashore and remove debris from inaccessible bays and rocky coves between Hahei and Whangamata.

A major aerial survey was carried out on Thursday of a huge area of Bay of Plenty coast. A fixed wing aircraft with a 'GPS tagging' camera flew over an area from East Island on the East Cape, up along the Western Bay and Coromandel coasts as far as Great Barrier Island.

Braemar Operations Manager Operations Simon Valentine was on board for the five hour flight which also took in offshore island such as Mayor and Motiti. "We were able to enter almost every bay and cove in perfect debris-spotting conditions," he says. "We now have to analyse the hi-res photos taken to complete a report, but what we saw was pleasing – no significant debris." Braemar should be in a position by about the middle of next week to report on the findings of the flyover and what was collected from the Coromandel, he adds. *Maritime New Zealand* [Read more](#)

ITALY: COSTA CONCORDIA UPDATE: SALVAGE TIMELINE ALTERED

August 15 - The refloating of the wrecked Costa Concordia cruise ship is expected to be delayed until the spring of 2013. Project officials had expected to upright the semi-submerged vessel around mid-January, but now that's not likely to happen until March or April 2013.

The salvage plan has to be constantly updated as different technologies and operational solutions are tested to ensure feasibility and effectiveness. Drilling techniques have been revised based on seabed mapping to minimize environmental impact. Engineering and construction elements for the installation of underwater platforms also were updated, reports the Sun-Sentinel newspaper.

Titan Salvage, along with Italian firm Micoperi, is handling the Concordia salvage contract and is expected to refloat and remove the luxury liner in one piece to avoid environmental damage. The refloating still requires watertight chambers to be attached to the ship's side that's above water, and cranes attached to the platform will then pull the ship upright, helped by the water-filled chambers. *The Maritime Executive* [Read more](#)

NIGERIA: MOBIL, SHELL MOBILISE TO CLEAN UP OIL SPILLS



Living oil pollution in Ogoniland, Nigeria.

August 21 - The Nigerian units of American oil giant, ExxonMobil, and its Anglo Dutch counterpart, Shell, re currently mobilising to clean up some oil spills cited around their areas of operations in the nation's oil rich Niger Delta.

Although Mobil Producing Nigeria Unlimited, MPN, insist that the source of the hydrocarbon remains unknown, even as fingerprinting of collected samples is ongoing, its spokesman, Nigel Cooke-Gam confirmed to Vanguard that the company "is assisting with the clean-up in cooperation with local authorities." *Vanguard* [Read more](#)

CANADA: INSPECTORS PROBE CHEMICAL SPILL

Aerial shot of St. Clair River and Blue Water Bridge

August 21 - Marine safety inspectors are gathering information about Saturday's ethylbenzene spill in the St. Clair River, says Transport Canada.

Inspectors are looking into the incident to verify compliance with regulations under the Canada Shipping Act, said Transport Canada spokesperson Silvia Di Tiero.

The oil-chemical tanker Sichem Montreal was taking on ethylbenzene from Sytrolution Canada Limited when the spill happened near Sarnia.

"Transport Canada is still in the process of determining the exact amount of the spill, however it is believed to be relatively small," Di Tiero said. *Samia Observer* [Read more](#)



USA: GASOLINE CONTAMINATION SPREADS IN TOWN OF JACKSON

August 8 - A plume of gasoline from a July 17 fuel pipeline break continues flowing in groundwater away from the spill, and has pushed farther east and northwest in the last week, a West Shore Pipe Line Co. representative said Wednesday.

The spreading plume of contamination now extends outside a state-designated restricted water use area where residents are warned to use well water only for flushing toilets. There should be no skin contact with well water within this zone, and it should not even be used to water lawns or plants.

State environmental and health officials are evaluating whether to expand the flush-only advisory area, and a decision will come Thursday or Friday, said Stephen Ales, private water section chief for the Department of Natural Resources in Madison. *Journal Sentinel* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

UK: OIL SPILL CLOSES MANCHESTER SHIP CANAL

August 20 - An oil spill closed down a section of the Manchester Ship Canal in Cheshire this weekend, while clean-up operations were underway.

The 4.5-ton spill at the Stanlow refinery in Ellesmere Port led to the closure. A representative for Essar Oil, which runs the refinery, said the spill had happened as a result of a processing problem, which had since been fixed, reports BBC News.

The canal is set to be thoroughly inspected on Tuesday (local time) to determine whether re-opening is an option yet. Essar Oil, however, has made some significant progress in recovering the discharged oil already. The production facilities were not affected by the oil spill. *The Maritime Executive* [Read more](#)

SRI LANKA: OIL SLICK THREATENS WEST COAST BEACHES

August 24 - Beaches in Sri Lanka's western coast are under threat from an oil slick heading to the shore after a 15,000-ton cargo ship sunk Thursday in the seas off Panadura in the Western Province.

The Cypress flagged Bulk Carrier MV Thermopylae Sierra which has been anchored for three years in the sea off Sri Lanka's west coast due to a pending court case sunk completely about 20 kilometers off Panadura coast after efforts to move the ship before the monsoon rains failed.

About 370 metric tons of furnace oil in the ship had been removed last month but another 75 tons of oil remained, the Director General of Commercial Shipping of the Ministry of Ports, Ajith Seneviratne has said. *Colombo Page* [Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

UK: ENVIRONMENT AGENCY FINDS SOURCE OF MAJOR OIL SPILL

August 22 - The Environment Agency may have found the source of a major oil spill which covered 13 km of the River Aire between Leeds and Castleford. The Environment Agency was first alerted to the oil flowing into the River Aire at Water Lane, Leeds on Saturday August 18.

Mark West of the Environment Agency said: "It's too soon to be absolutely certain, but we have been working closely with the Police, and have found a very strong lead. "We're continuing to investigate and the company involved is co-operating fully. We believe around 5,000 gallons of oil has leaked into the Aire from their oil tank." *Edie Water* [Read more](#)

AUSTRALIA: A QUICKER, MORE EFFECTIVE RESPONSE TO OIL SPILLS

August 17 - New state-of-the-art equipment to respond and clean up oil spills more quickly and effectively is being rolled out across nine ports around the country.

The equipment, worth some \$13.5 million, will be delivered in coming weeks to National Resource Centres in Sydney, Melbourne, Devonport, Adelaide, Perth, Dampier, Darwin, Townsville and Brisbane.

In the last decade, we have seen more ships on our waters thanks to increased mining and industrial activity. With increased activity comes increased risks and we need to address the risks associated with these changing shipping patterns, particularly in north-Western Australia and the Great Barrier Reef.

The new equipment is part of our five-year program to upgrade the nation's stockpile of oil spill response equipment. The Australian Government's Review of the *National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances* focuses on the partnership with the shipping industry, which recognises the need to protect Australia's marine environment. *Ministry of Infrastructure & Transport* [Read more](#)

INDIA: COAST GUARD'S CLEAN-UP SHIP DOCKS IN CHENNAI

August 22 - Samudra Paheredar, the second of the three pollution control vessels being built for the Indian Coast Guard, docked in Chennai port on Tuesday. The vessel, which carries equipment to counter sea pollution like oil spills, was commissioned in July. Samudra Paheredar will be stationed in Vishakapatnam port and is on a three -day visit to Chennai, the eastern headquarters of the coast guard.

Indian Coast Guard commander (East) inspector-general S P Sharma said the primary role of the ship would be to clean up sea pollution. "The vessel is equipped with the most advanced pollution response and control equipment," he said. It also has pollution particle recovery devices like skimmers and side-sweeping arms. *The Times of India* [Read more](#)

TANZANIA: DAR ES SALAAM PREPARES TO CHECK MAJOR SEA OIL SPILLS

August 6 - Tanzanian environmental experts have made history after successfully formulating Environmentally Sensitive Area (ESA) maps that will be used in case of major oil spills.

The Western Indian Ocean Maritime Highway Development (WIOMHP) project local focal point and also senior environmental officer of the National Environment Management Council, Ms Rose Sallema Mtui, said that the maps were indeed a great achievement. "The completion of mapping means that on the event of a major oil spill, prime areas that are of big value to the

News (continued)

nation will be given priority in protecting them and these include coral reef areas, islands, tourist hotels, beaches, mangroves and sea grass beds," she explained.

Ms Mtui said that the mapping was a good starting point for the country because all that was now needed was to keep updating and incorporating new data and any other changes.

She said that the mapping was part of the capacity building component of the WIOMHP, but it was the work of local experts that developed both the ecosystem valuation methodology and ESA maps under the supervision and coordination of the National Environmental Management Council and the Surface and Marine Transport Regulatory Authority. *Tanzania Daily News*
[Read more](#) [Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

USA: SHELL OIL PUSHES AHEAD WITH ARCTIC DRILLING: THE KULLUK LEAVES DUTCH HARBOR FOR THE BEAUFORT SEA

August 21 - Shell Oil could be gambling big with its latest move. Its Kulluk drilling ship left Dutch Harbor on Monday, heading to the Arctic on an uncertain journey. Shell says its second ship, the Noble Discoverer, should also leave Dutch Harbor sometime this week.

Despite this, federal permits are not yet in hand to drill individual wells -- and an oil spill response barge, the Arctic Challenger, sits in a Bellingham, Washington shipyard. Drilling cannot begin until it's stationed in the Arctic.

Finally, Shell says, all of the pieces are coming together. It expects the Coast Guard and the American Bureau of Shipping to complete its final tests and inspections of the Challenger within the next few days.

"This is no shot in the dark," says Pete Slaiby, vice president of Shell Alaska. "These things have been planned for six years."

From Arctic ice that stubbornly refused to retreat, to a mishap in which the Nobel Discovery lost its mooring in Dutch Harbor, Shell has had a number of setbacks this summer -- not to mention a recent scolding from the United States Interior Secretary, who says Shell's delays this season are the company's own fault. *Ktuu.com* [Read more](#)

AUSTRALIA: HAZARDOUS SUBSTANCES INFORMATION SYSTEM (HSIS) UPDATE

Based on the NICNAS (National Industrial Chemicals Notification and Assessment Scheme) Priority Existing Chemical Assessment Report for formaldehyde, Safe Work Australia has updated the entry in HSIS for formaldehyde to reflect recommended changes in classification. The update includes a change to the carcinogen classification from category 3 (limited evidence of a carcinogenic effect) to category 2 (may cause cancer by inhalation) and is made in accordance with the Approved Criteria for Classifying Hazardous Substances [NOHSC:1008(2004)] 3rd Edition. The full classification is available on [HSIS](#).

The NICNAS Priority Existing Chemical Report can be accessed from the [NICNAS website](#).

Manufacturers and importers need to consider this amendment and, if necessary, update safety data sheets and labels to ensure they contain correct and current information. Email queries about the update can be directed to [HSIS feedback](#).

The HSIS online database is an internet resource that allows users to find information on substances that have been classified in accordance with the [Approved Criteria for Classifying Hazardous Substances \[NOHSC:1008\(2004\)\] 3rd Edition](#) and/or have National Exposure Standards declared under the NOHSC [Adopted National Exposure Standards for Atmospheric Contaminants in the Occupational Environment \[NOHSC:1003\(1995\)\]](#). The publication [Workplace Exposure Standards for Airborne Contaminants](#) replaces this document under the new Work Health and Safety Regulations. *Safe Work Australia* [Read more](#)
[Thanks to Don Johnson of ISCO Industrial Partner, DG & Hazmat Group]

USA: NEW HEALTH MONITORING AND SURVEILLANCE TOOL FOR FIRST RESPONDERS

August 4 - Emergency responders have been called to duty over the past decade by an increasing number of natural and man-made disasters, as evidenced by 9/11 in 2001, Hurricane Katrina in 2005, and Deepwater Horizon oil spill in 2010. As each large-scale disaster occurred, the importance of how best to ensure the safety and health of professional and volunteer emergency responders before, during and after a disaster has grown. While some guidance had been developed about how best to prepare response workers both before and during deployment, less attention had been placed on assessing responders' health after they complete their deployment.

News (continued)

Post-deployment assessment is important because long-term health effects on responders following disasters may not be readily apparent for many years, and reconstruction of exposure information needed for a long-term health monitoring and surveillance program can be difficult. This information includes where each responder was, doing what job tasks, for what length of time, what they were exposed to, as well as other important pieces of information. The Government Accountability Office and others have called for this information to be collected more prospectively throughout an incident. This information can be used both during the incident to mitigate acute safety and health concerns as well as provide the critical information needed to set up long-term health monitoring and surveillance systems quickly and effectively.

With this in mind, in 2008 NIOSH convened a multidisciplinary public health workgroup to address these concerns. The Emergency Responder Health Monitoring and Surveillance (ERHMS) system was developed in 2011 by this workgroup. It includes both written guidance and epidemiology/surveillance tools as examples of current best practices for protecting response, remediation, and recovery workers and volunteers.

The system is described in a new federal publication, "Emergency Responder Health Monitoring and Surveillance: Technical Assistance Document," which was recently published by the National Response Team, an organization of 15 Federal departments and agencies, including NIOSH, responsible for coordinating emergency preparedness and response.

The full ERHMS document as well as a summary document is available on the NIOSH website <http://www.cdc.gov/niosh/topics/erhms/> or on the NRT website at www.erhms.nrt.org. For a comprehensive list of emergency response resources from NIOSH please go to <http://www.cdc.gov/niosh/topics/emergency.html>. *NIOSH eNews* [Read more](#)
Thanks to Don Johnson of ISCO Industry Partner, DG & Hazmat Group]

MESSAGE FROM IOPC FUNDS DOCUMENT SERVICES WEBSITE: MULTI-LANGUAGE INTERFACE NOW AVAILABLE

Please find attached a circular announcing a number of improvements to the IOPC Funds' Document Services website, including the fully multi-lingual interface and Decisions Database.

http://documentservices.iopcfund.org/uploads/tx_iopc/85_Document_Services_new_features_e.pdf

Veillez trouver ci-joint une circulaire relative aux améliorations du site-web du service des documents des FIPOL, comprenant une interface et une base de données des décisions en anglais, français et espagnol.

http://documentservices.iopcfund.org/uploads/tx_iopc/85_Document_Services_new_features_f.pdf

El documento adjunto contiene una circular informativa sobre una serie de mejoras que se han realizado en el sitio web de los Servicios de Documentos de los FIDAC, entre las que se incluye la Base de Datos de las Decisiones y la nueva interfaz multilingües.

http://documentservices.iopcfund.org/uploads/tx_iopc/85_Document_Services_new_features_s.pdf

People in the news

PETER TYLER APPOINTED AS NEW MANAGING DIRECTOR OF VIKOMA



Vikoma International Ltd, has appointed a well-respected industry figure as its new managing director.

Peter Tyler is to take on the role and lead Vikoma's day-to-day operations. He will build on the company's rapidly-evolving track record for delivering innovative environmental technology and solutions for the energy industry.

With a strong commercial background, Peter has a wealth of knowledge in the marine and architectural composites sectors as well as in oil pollution control. He re-joins Vikoma after 12 years, having most recently successfully managed an international sales team in the marine sector.

He will take over from Vikoma's current managing director Denis Healy, who has held the position for two years, as he moves on to head up Vikoma's sister company, Rotawave Ltd.

Bob Rooney, chairman of Energy Environmental Group, said: "Peter will build on the success that Denis has achieved to date and work to further fast track the next phase of Vikoma's global expansion.

Vikoma International Ltd. is a longstanding Corporate Member of ISCO and we wish Peter every success in his new role.

INTERNATIONAL RESPONSE RESOURCE INVENTORY (RRI)

So far, eleven ISCO members have indicated their interest in the RRI initiative introduced by the US Delegation to the IMO OPRC-HNS Technical Group as part of a proposal for improving the ways in which international offers of assistance are handled during major pollution events.

This is an important matter and your Secretary urges ISCO Members to assist the organization in its efforts to ensure that that equipment manufacturers, response contractors and individuals who have relevant experience have an opportunity to be kept informed and to help ensure that our community makes a constructive contribution to this project.

Your secretary is assembling a small mailing group for this purpose and, if you have not yet joined, please contact him at john.mcmurtrie@spillcontrol.org

It is very much in your own best interests to support this initiative.

The initial broad categories of equipment being considered include –

Broad Category	Examples
Oil Spill Response Vessels	Response Vessels, Oil Spill Response Vessels
Portable Skimmers Systems	Weir, Olephilic, suction etc., or light, medium, heavy oil capable
Pumps	Centrifugal, screw
Storage	Support vessels, floating storage capability, oil barges
Portable Storage	Fast tanks, Temporary Storage Devices
Boom	Anchor systems, Prime Movers, inflators
Fire Boom	Fire resistant boom
Dispersant	1. Dispersant chemical 2. Spraying and handling equipment 3. Fluorometry
Aircraft	1. Fixed-wing 2. Rotor-wing
Wildlife	Organizations, expertise, equipment
Personnel/Crews	Expertise, Certifications, HAZWOPER, training, qualification, SCAT, supervisors
Other:	1. Chemical countermeasures 2. Communications Equipment

Note that the above is only a preliminary listing and you will probably want to suggest some additions.

Remember that during any major incident there will also be a high requirement for experienced personnel.

ISCO is one of only six organizations currently listed for consultation on the project.

The others are the Global Response Network, EMSA, REMPEC. APICOM and SCAA.

ISCO is the only worldwide organization in a position to further the interest of the majority of its members and it will strengthen our voice if you give your support by joining the mailing group.

It is anticipated that a project progress report will be sent out to group members in the near future.

REAR ADMIRAL M. L. STACEY, CB

Michael Stacey, a member of the ISCO executive committee and one of our most stalwart supporters is in hospital having recently suffered a serious stroke.

He is making good progress towards recovery and your Secretary has been helping to keep his friends updated.

If you would like to receive news, please send an email – john.mcmurtrie@spillcontrol.org

I am sure that members and readers will join in sending Michael best wishes.



In this issue of the ISCO Newsletter we are printing No. 91 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Member of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

CHAPTER 91: KNOWLEDGE OF MECHANICAL RECOVERY

Notwithstanding, the rapid loss of volatile components of crude oils spread thinly on the sea surface (c.f. article 90), the possibility of vapour emission from tanks being loaded with recovered pollutant caused the following proposals to be submitted to the Administration regarding tankers of opportunity.

- these should be subject to gas-freeing unless engaged in the heavy fuel oil trade;
- deck-mounted diesel units should be at defined distances from tank vents;
- tank filling should be through the manifold unless back-pressure prevents it;
- otherwise the loading pipe should have a collar to seal it to the Butterworth or other tank top opening so that tank venting must be through the regulation vents;
- below the sealing collar the loading pipe should extend close to the tank bottom;
- where this introduces backpressure problems, the tank should be ballasted to reduce freefall from the collar to the water and subsequently to the pollutant surface while the underlying water is progressively discharged as pollutant loading proceeds.

It was also noted that such loading/de-ballasting could be adjusted to prevent venting and would not impose an additional task in that the free-water recovered with the pollutant has to be discharged in any case. Again, a cascade system can be visualised in which tanks are successively filled via the initial loading tank while free-water separation could be achieved in successive tanks before final discharge to the sea with minimal pollutant-content. It should be noted, however that these proposals do not constitute an officially approved procedure.

However, despite the knowledge long since acquired on dispersant treatment and mechanical recovery of released oil at sea, despite acceptance by coastal states of the responsibility for dealing with all such releases, and despite the private sector having been made strictly liable for the costs of such response, public sector Shipping Administrations show little enthusiasm for applying the knowledge-based techniques now available and much enthusiasm for associating themselves with the environmentalist belief-based lobby in berating the shipping and oil industries for carelessness and lack of concern, in criticising dispersants for adding to the species-extinction/ecological disaster which has never been observed in reality, and in promoting the mechanical recovery which they never implement properly, while encumbering others with over-regulation or rejecting arrangements of obvious compliance.

Again, despite having conferred powers of intervention upon themselves, coastal states are reluctant to intervene lest responsibility transfer from the ship/cargo owners to themselves, this reluctance being reinforced by environmentalist beliefs to the extent of opposing the use of safe havens for cargo and bunker transfer from casualties. Yet again, this failure to implement available knowledge of the benefits and means of application of dispersants, mechanical recovery, and cargo/bunker salvage in safe havens has the effect of passing responsibility to local government in the form of shoreline protection and/or cleaning, topics on which Shipping Administrations show little concern other than to place all blame on the shipping and oil industries regardless of our essential need for maritime shipping in general and for fuel in particular.

Having reviewed our knowledge of oil/HNS fate, effect and response techniques to prevent the stranding of pollutants and having indicated the need to prevent releases by safe-haven cargo/bunker and expeditious well-capping in previous articles with the intention of minimising/preventing pollutant stranding, subsequent articles will review our knowledge of shoreline cleaning and our as yet unsatisfied need for knowledge-accepting/belief-rejecting contingency planning as a source of incident-specific knowledge-based action plans, all of which will be contrasted and compared with the conduct of the *Sea Empress Incident* of 1996 as an example of environmental knowledge being displaced by environmentalist belief.

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.

NEW OIL SPILL DISPERSANT MADE FROM INGREDIENTS IN PEANUT BUTTER, CHOCOLATE, ICE CREAM

August 20 - With concerns about the possible health and environmental effects of oil dispersants in the *Deepwater Horizon* disaster still fresh in mind, scientists today described a new dispersant made from edible ingredients that both breaks up oil slicks and keeps oil from sticking to the feathers of birds.

"Each of the ingredients in our dispersant is used in common food products like peanut butter, chocolate and whipped cream," said Lisa K. Kemp, Ph.D. She reported on the dispersant at the 244th National Meeting & Exposition of the American Chemical Society, being held here this week.

"Other scientists are working on new oil dispersants and absorbents, but nothing that's quite like ours. It not only breaks up oil but prevents the deposition of oil on birds and other objects, like the ingredients in laundry detergent keep grease from redepositing on clothing in the rinse cycle. Birds can sit in slicks of the dispersed oil, they can dive through it and take off and flap their wings, and the oil will fall off."

Kemp's colleague, Robert Lochhead, Ph.D., developed the concept for the new dispersant, and the research team now has moved the material from concept to a prototype dispersant suitable for testing on actual oil spills. The team, which also includes Drs. Sarah Morgan, Dan Savin and Les Goff, is at the University of Southern Mississippi in Hattiesburg.

Lochhead said the new dispersant is based on scientific principles established decades ago during the development of modern laundry detergents. One ingredient, for instance, is a special polymer that sticks to the surface of oil droplets to keep them from sticking to the feathers of sea birds. Similar polymers in laundry detergents keep oil and grease removed during the wash cycle from getting back on clothing during the rinse cycle.

That feature in the new dispersant would be critical for minimizing damage to wildlife and beaches, Kemp noted. When detergents are used to remove oil that has coated fur or feathers, it defeats their natural waterproofing effect, leaving birds less buoyant and more susceptible to hypothermia. Birds can also eat the oil as they try to clean themselves, causing internal damage. By some estimates, almost 225,000 birds died in this way after being covered in oil from the 1989 *Exxon Valdez* spill off the coast of Alaska.

Another important advantage, Kemp noted, is the ease of quickly obtaining large amounts of ingredients, even ton quantities, for making the dispersant at reasonable cost. She envisioned agencies like the U.S. Coast Guard keeping small amounts on hand for first response, with larger quantities being quickly made as necessary.

With funding from the National Science Foundation (IIP-1127846), Kemp helped the group move from the prototype they had developed in the lab to a version that would be ready to be tested and approved for use with future oil spills. The group used a robotic device to quickly screen thousands of possible combinations until they settled on a winning formula. The team had support from large chemical manufacturers, including The Dow Chemical Company, Archer Daniels Midland Company and Croda International for ingredient selection and supply. In order to move to commercialization of this technology, it will now be necessary to seek partners and end-use customers with interest in testing the product. [Read the original article in Science Codex](#)

CHEMICAL ENGINEER ANNOUNCES DETAILS OF CHIMERA ENERGY CORP'S REVOLUTIONARY NON-HYDRAULIC SHALE OIL EXTRACTION

Chimera Energy Corp (OTCBB: CHMR): With the purpose of dispelling incorrect rumors regarding CHMR's Non-Hydraulic Extraction process, Valdamar Perez Rios, Director of Weis S.A. has announced scientific portions of the new process that differentiate it from any prior technology.

"The new non-hydraulic or exothermic extraction process does not use steam, LPG gel, natural gas or the pumping of anything hot into the well being used. The central operation in the process uses only inert elements. These elements are non-toxic or caustic in any way," stated Rios. "In a typical well that would use this process, you have a vertical section and a horizontal section. The horizontal section is where most of the operation takes place. First, the horizontal well casing is perforated pneumatically. This allows the extraction process to reach the target area surrounding the casing. Depending on the size of the casing in the well, moveable pressure plugs are placed at optimum distances to segment the horizontal section and allow for engineered pressures."

"Then Helium, beginning in its liquid state, is used to create the pressures needed to open up existing fractures and form new ones. Under exothermic control, Helium will increase in volume 757 times in transitioning from a liquid to gaseous form. With plentiful pressure available, engineering the segmenting distances multiply the effect. Helium is the 2nd most abundant element in the Universe and it is less water soluble than any other gas known. Helium's diffusion rate through solids extremely high, negating the need for solvents in the process. Without disclosing the very unique Intellectual property of the Company, you can see that CHMR's Non-Hydraulic Extraction is quite different than any other proposed process. It is as unique as the special properties of Helium itself. To see what I mean, you can go to <http://www.youtube.com/watch?v=2Z6UJbwxBZI>."

Chimera Energy Corp is in the process of reengineering this new method of [Shale Oil](#) extraction for mass production, relicensing

Science and technology (continued)

and sales. Due to the recent positive developments in Mexico, the Company now expects to complete much of this work in Mexico with some opportunities in PEMEX. More on the revolutionary process can be seen at www.zerowaterfracking.com.
EnvironmentalExpert.com [Read more](#)

Correspondence

STUDENT VOLUNTEER SEEKS WORK EXPERIENCE

Dear Sir.

I am about to begin my third year Biology at the University of Aberdeen in Scotland. For the upcoming summer I would be interested in volunteering within an environmental protection program. I am fluent in both English and German and also possess a keen interest in the pollution prevention and management within the Oil and Gas industry.

For further queries please do not hesitate to contact me via the following: m.rinke.11@aberdeen.ac.uk

Thank you
Maria Rinke

Publications

OIL COMPANIES INTERNATIONAL MARINE FORUM: ANNUAL REPORT 2012

OCIMF's mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers terminals and offshore support vessels, promoting continuous improvement in standards of design and operation. [Download the report](#)
[Thanks to ISCO Industry Partner, INTERTANKO]

US EPA: TECHNOLOGY INNOVATION NEWS SURVEY

The July 1-15, 2012 *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/>

Events

SOIL & GROUNDWATER EVENTS UPDATE AUGUST 2012

Upcoming events in USA, Russia, France and UK compiled by Environmental Expert [Read more](#)

UK: WORKSHOP ON KEEPING THE RESEARCH VESSEL FLEET RELEVANT TO MODERN SCIENCE: THE ISSUES POSED BY AGEING VESSELS

Southampton, 16 October 2012 - On the eve of the International Research Ship Operators (IRSO) annual conference, the 25th in the series, an industry workshop is being held for the 50 representatives of the operators of national research ships in 20 countries and industry. The workshop will cover the following themes:

Scientific challenges for the modern research fleet + Technology and modern research vessels + Managing the rising maintenance costs of an older vessels + Modification and service life extension options [More info](#)

ASSOCIATION OF PETROLEUM INDUSTRY COOPERATIVE MANAGERS

The Fall 2012 APICOM Meeting will take place on 12-14 September in Anchorage, Alaska [More info](#)

Events (continued)

USA: WEFTEC INNOVATION SHOWCASE FEATURES INGENIOUS PRODUCTS, IDEAS

New Orleans, 1-3 October 2012 - The Water Environment Federation (WEF) continues to drive innovation in the water sector with its Innovation Showcase at WEFTEC 2012, WEF's 85th Annual Technical Exhibition and Conference, this fall in New Orleans, La.

The Innovation Pavilion, one component of the broader Showcase, will house a host of companies offering cutting-edge products and services. Featured exhibitors include finalists and winners of the Imagine H₂O Water Innovation Prize and the 2012 BlueTech Forum Showcase.

In addition to exhibits, the Pavilion includes a theater where presentations will occur throughout the week. Here visitors can learn from the recent WEF Innovative Technology Award winners and others—including operators—who recognize that innovation is not necessarily a new product, but a way of thinking. [More info](#)

Business opportunities

ISCO MEMBER LOOKING FOR OVERSEAS AGENTS / DISTRIBUTORS

Crest EcoMaterials Ltd., based in Hefei, China, manufactures revolutionary super-absorbent products made from goose and duck feathers with exceptionally high absorbency rates of 30X to 40X. Competitively priced and a natural environmentally-friendly product.

Interested parties should send an email to sales@cresteco.com

CrestEcoMaterials Ltd. has just upgraded its entry in the ISCO International Directory with a banner advertisement. By clicking on the ad you can view the company's website. Click on - http://www.spillcontrol.org/Joomla/index.php?option=com_content&task=view&id=38&Itemid=57

Company news

DESMI PUMPING TECHNOLOGY, DESMI OCEAN GUARD SIGN LICENSE AGREEMENT FOR BWT

DESMI Pumping Technology A/S and **DESMI Ocean Guard A/S** have signed a license agreement regarding DESMI Ocean Guard ballast water treatment systems. With this agreement DESMI Pumping Technology A/S has been awarded the global exclusivity for marketing, sales and manufacturing of DESMI Ocean Guard ballast water treatment systems. The agreement is an extension of an existing agreement regarding sales and marketing activities only. *The Maritime Executive* [Read more](#)

Sister-company, Desmi Ro-Clean is a corporate member of ISCO

ANTEA GROUP GRANTED GREEN REMEDIATION TECHNOLOGY PATENT

Antea™ Group, a global engineering and environmental consulting firm, has been granted a patent for an innovative remediation technology that effectively and safely treats impacted soil and groundwater by creating a recirculatory process with zero emissions and no combustion. The Enhanced Concentrating Oxygen Soil Vapor Extraction (ECO-SVE) system increases subsurface oxygen levels and biotic activity, thus accelerating site clean-up and reducing lifecycle remediation costs compared to conventional remediation systems.

Through the advanced separation of vapor streams, hydrocarbons are removed from the vapor stream and the remaining gases are separated into two air streams; one oxygen enriched and the other consisting of nitrogen and trace gasses. The oxygen enriched stream is re-injected into the subsurface to enhance aerobic degradation and the nitrogen stream is re-injected into the subsurface to foster anaerobic degradation where desirable. This process eliminates atmospheric emissions and associated air permitting monitoring requirements. The first of its kind, ECO-SVE can be used anywhere a traditional SVE system is used and can even replace existing SVE systems with typically minor well reconfiguration or peripheral well replacements. The system has been pilot tested and successfully operated at petroleum-impacted sites in California with positive results. *Pollution OnLine* [Read more](#)

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