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SLICKNEWS

Oil Spill Response Edition *HAPPY NEW YEAR!*

VALDEZ STAR SHINES IN RECENT 35,000 USG DIESEL SPILL

At 10:45am on the morning of August 8th, 2001, the fishing vessel *WINDY BAY* ran aground in Northern Prince William Sound and subsequently sank 3 hours later. The vessel was carrying 35,000 gallons (120 tons) of diesel fuel which began spilling into the pristine sound.

The US Coast Guard turned to Alyeska Pipeline's vessel, JBF manufactured, *VALDEZ STAR* DIP 6000, for help. Within the first 5 hours of the spill, the *VALDEZ STAR* had traveled 35 miles and was on the scene skimming oil and collecting debris. After 12 hours, other support vessels & spill response boom began to arrive. The *VALDEZ STAR* had already recovered 8,000 gallons (28 tons) of oil and bags of debris. Over the next 48 hours an additional 4,000 gallons (14 tons) of oil would be recovered - mostly by the *VALDEZ STAR*.

PROFILE: VALDEZ STAR

The DIP 6000 Valdez Star was manufactured by JBF in 1991 for Alyeska Pipeline for combating oil spills in the Prince William Sound. The vessel is 125 feet (38M) long with a 31' (9.5M) beam and 8' (2.5M) draft [10' (3M) when loaded]. It can travel at a speed up to 10 knots. Oil recovery rate is 3,650 gpm (827 m^3/hour) and maximum skimming speed is 0-4 knots. The vessel has a storage capacity of up to 57,000 US Gallons/200 tons.

Commander of the *VALDEZ STAR*, Capt. Nigel Raithby, commented that the timely arrival and deployment of the renown vessel was one of the keys to its success. The second key was that the vessel conducted "text book" spill response, with the Dynamic Inclined Plane (DIP*) skimming technology operating exactly as it did in so many spills around the world as well as in tests conducted years earlier by the OHMSETT facility in New Jersey.

Some felt that if the *VALDEZ STAR* had not been available to combat this spill, the environmental impact would have been much worse and more costly. Although the spill has caused some environmental damage, the impact was greatly reduced thanks to the efficiency of the *VALDEZ STAR* - successfully protecting the waters of Prince William sound for the past decade.

Overhead shot of the *VALDEZ STAR* in action collecting spilled diesel oil in Northern Prince William Sound.

** DIP skimming concept collects oil and debris by forcing it to flow under the vessel, allowing gravitational separation up into the collection well.*

"After A Decade, The DIP 6000 VALDEZ STAR Continues To Operate In Text Book Fashion"

Inside this issue:

COMPANY NEWS

NEW SLICKBAR ACQUISITION

Slickbar Products Corporation is excited to announce the acquisition of a high quality hydraulic systems manufacturer, *ADVANCE MOTION CONTROL* (AMC). AMC, Slickbar's third division, will be operating out of the same facility in Seymour, CT USA.

AMC specializes in custom built hydraulic power packs, complete hydraulic systems, and individual components. They have an established reputation of over 7 years for providing first class systems and service. With 20 years of industry experience, Peter Marks, previous owner of AMC, becomes the Sales Manager for this new division. Peter is available to assist you with all of your hydraulic requirements. Please contact him with any questions at *extension 104* or email him at peterm@slickbar.com.

AMC joins *CORROSION CONTROL INTERNATIONAL,* splashzone/subsea corrosion protection acquired in 1996; and *JBF ENVIRONMENTAL TECHNOLOGY,* oil skimming systems/ vessels acquired in 1998. We welcome Peter and the AMC team to the Slickbar family !

COMINGS & GOINGS

After 12 years, Julie Spivey left Slickbar to have her second child (a beautiful baby girl) and to stay at home with the two children for a few years until they both go to school. Julie has been the Marketing Coordinator for Slickbar for over 10 years and has been a great asset and contributor to Slickbar's continuing success. She will be deeply missed by all here at Slickbar and we wish her many years of happy memories with her young family.

"Slickbar is a continually growing company, always striving for excellence and researching advancements in technology"

TRAVEL & TRAINING

SOUTH AMERICA: BRAZIL

Dan Beyer, Slickbar Sales Manager, went to the RPBC Petrobras facility in Cubatão, Brazil in May to conduct a training course on the operation of the new JBF DIP 420D.

Pictured right: Dan Beyer (2nd from right, top row) and Slickbar sales rep, Ronald Carelli (3rd from right,

In November, Dan went to the Petrobras Paulínia Refinery in Brazil to conduct training on the operation of the SLICKBAR Mk 10 Oil Boom and the Mk RB River Boom.

Pictured left: Dan Beyer (4th from right, top row) and Slickbar sales rep, Ronald Carelli (5th from left, top row). with the Paulínia team.

ASIA PACIFIC: JAPAN

In April, Steve Reilly, Vice President of Sales & Marketing, traveled to the Petroleum Association of Japan. No. 2 & No. 3 stockpiles based in Yokkaichi & Mizushima, respectively. He conducted training on the handling and deployment of Slickbar's Deep Sea SLICKSTOP inflatable oil boom.

Pictured above: Steve Reilly (1st from right, bottom row) and the PAJ spill response group along with Chiba-san of Hoya Pollution Control (back row, center).

DEEP SEA BOOM DELIVERED TO PETROLEUM ASSOCIATION OF JAPAN

The Petroleum Association of Japan (PAJ), which has 11 stockpiles of top-of-the-line oil spill response equipment strategically stationed around sensitive areas in Japan & around the world, recently received and tested 750M (2,460') of Slickbar's largest air Inflatable boom System - the Slickstop Deep Sea Model. PAJ commissioned the heavy-duty Slickbar Boom off the coast of Yokkaichi, Japan in June. The Deep Sea model is the larger version (24" (60cm) freeboard and 36" (90cm) Draft) of the inflatable boom Slickbar designed and built for the US Coast Guard Strike Team. The Deep Sea model has an excellent buoyancy-to-weight ratio which gives it great abilities to react to waves and high seas. The Slickstop patented "double chamber" design creates a "two-ply" construction which has each air chamber independent of the exterior fabric sleeve. "Two-ply" construction is more durable than a normal "single-ply" or skin because it is very difficult to puncture both layers (plys). The Slickstop Deep Sea model has also been previously tested & certified by the American Bureau of Shipping (ABS).

The PAJ team deploys the Deep Sea Inflatable boom off the deck of a Japanese vessel in the Ise Wan Sea.

NEWEST DIP 6000 LAUNCHED IN KUWAIT

Kuwait Shipbuilding & Repair Corporation (KSRC) has launched the newest version of the DIP 6000 Oil Spill Recovery Vessel (OSRV). The vessel is scheduled to be completed in April 2002 and delivered to Kuwait Oil Company. This OSRV is the first of its kind and the largest oil skimmer in the Arabian Gulf. Many other countries in this region are eagerly awaiting the final delivery to evaluate their own requirements

The DIP 6000 Oil Spill Recovery Vessel is launched recently in Kuwait.

NEW DIP 500 TESTED AT OHMSETT

JBF's newest weapon against oil spills, the DIP 500 VOSS, was recently tested for the State of Maine Department of Environmental Protection at the internationally recognized OHMSETT Test Facility in Leonard, NJ. The skimmer was tested with three different types of real oil and each oil was tested in various simulated environmental conditions (such as various size waves and speed of currents). The DIP 500 is a smaller version of the DIP 600 which was chosen by the United States Coast Guard. As with the other DIP systems, the actual test results were up to 99% oil to water recovery efficiency. Ask Steve (ext. 114) or Dan (ext. 123) in the sales department for complete details of the test.

Excellent test marks were recently awarded to JBF's DIP 500 by the Ohmsett facility

TIPS & TECHNIQUES

BOOMS & CURRENTS

Booms not being used in a sweeping mode require several sets of anchors and buoys to position them at the spill site. The boom should be anchored in the sequence of A, B and C as shown in Figure 7. Note that the anchor line always goes to a buoy, not directly to the boom anchor point.

It is recommended that you do not attempt to tow more than 500 feet of boom against current at any one time. The connectors joining lengths of most booms allow for easy disconnect/connect. See ASTM Specification F-962 - "Standard Specifications for Oil Spill Response Boom Connector."

When the shoreline forms one side of the containment area, tow the boom to the pre-installed bulkhead riser first, then the other end to the anchor and buoy.

When deploying around a ship, place the boom at a pre-planned distance from the ship using anchors and buoys attached to the boom's factory-installed anchor points. A properly-deployed boom will form an area in which the spill can collect, directed by the boom contour (and prevailing wind and current) to a "pocket" or apex where it can be successfully recovered.

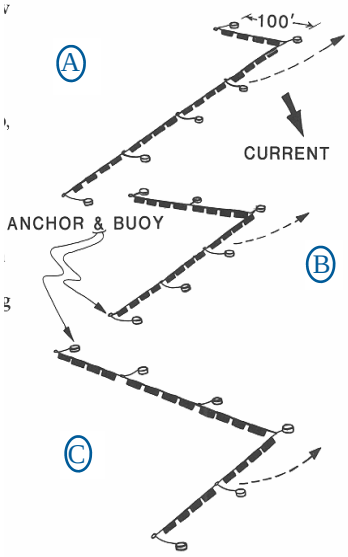

Figure 7

SLICKBAR®
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NEW SECURITY FORCE PROTECTION

US Navy San Diego recently purchased 10,000' (3000M) of Slickbar's Force Protection Boom. This boom is specifically designed to visually deter small crafts from entering sensitive & secured areas such as military facilities, nuclear power plants, etc., while serving as a permanent spill protection barrier as well.

The construction of this dual purpose boom is based on Slickbar's Mk 8 components and includes a special, high-strength top cable which is secured above the flotation. It is designed to attempt to foul the propeller of a small boat that tries to cross over it while underway. It has the added feature & benefit of its original, primary design of oil containment and debris control.

The new Force Protection Boom installed in a highly sensitive area at US Navy San Diego Submarine Base .

Slickbar Products Corporation would like to express its heart felt sympathy to all victims, their families, and friends and to all of the countries that are suffering from the tragic events of 11 Sept 2001 . We stand together.

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