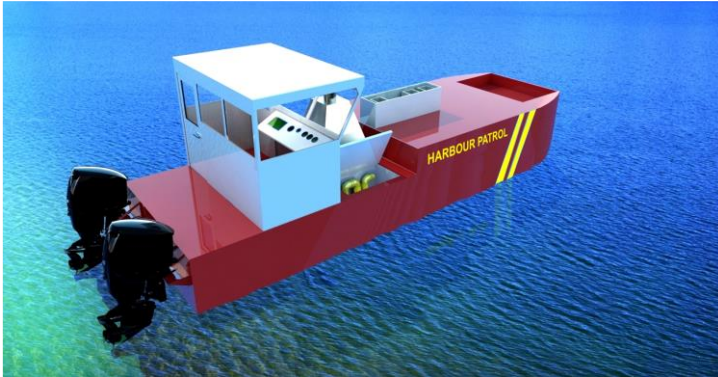


21st Century Technology for Ocean and Arctic Protection

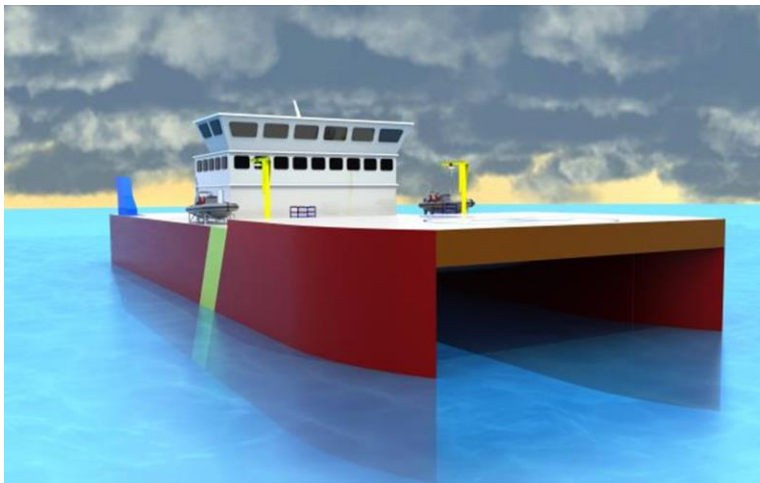
“The first truly innovative oil spill technology in 50 years” Canadian Coast Guard

- Strong patent *granted* in Canada, USA, Brazil and China <https://kernnadeau.com/partners/> for the world’s only fully automated, microprocessor-controlled oil spill system for remote seas. The fully autonomous NST-EST oil spill recovery vessels incorporate modern USV technology.
- NST-EST designs, builds and delivers innovative 12m x 7.5m recycled plastic work vessel to the Mohegan Tribe aquaculture operation in Stonington, CT <https://www.kpf.com/project/mohegan-sun-resort-casino> .
- NST-EST selected in 2012 for CIGP funding from PWGSC (\$404K) to build a prototype vessel for CCG <https://asmedigitalcollection.asme.org/offshoremechanics/article-abstract/137/2/021301/376511/Hydrodynamic-Simulation-and-Optimization-of-an-Oil?redirectedFrom=fulltext>
- Article on NST-EST in the *Journal of Ocean Technology*, Volume 15, Number 1 2020 Tradewinds <https://www.thejot.net/archive-issues/?id=67> . Presentation made at MUN in 2019.
- Immediate oil recovery begins *within* 30 minutes in zero visibility, *extreme* cold & ice, Sea State 6. World-leading HSE benefits for the crew. No exposure to toxic oil, fumes, ice, or cold exterior air. Sea-going strength and reliability through simplicity. No fragile moving parts. Gravity-based. The NST-EST system is equally adept at picking up thick sticky oily sludge, or the thinnest sheens. http://www.spilltechnology.com/videos/Ohmsett_EST_12m.mp4 <https://www.ohmsett.com/>
- BSEE in Washington requests a full proposal based on EST-NST tech ***Solicitation # E15PS00027--Innovative Methods to Remove Surface Oil under Arctic Conditions*** <https://www.bsee.gov/>
- In 2015: EST/NST technology was asked to join a European consortium assembled to participate in the EU-funded H2020-BG-2015-2, offering Euro 36,000,000 to produce new oil spill technology for the ocean. Consortium partners included the Center for International Climate and Research (Norway), Université Pierre et Marie Curie (France) and Imperial College London (UK). The project lead was <https://www.damtp.cam.ac.uk/user/pw11/> .
- https://www.navalreview.ca/wp-content/uploads/CNR_pdf_full/cnr_vol7_4.pdf page 10 <https://www.navalreview.ca/2022/12/the-case-for-a-polar-multifunctional-security-vessel/>



10.5m Harbour Class

USV with Fire Suppression



55m Open Ocean

PO Box 8342, RPO CSC

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