



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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International news

“IMO CONVENTIONS: EFFECTIVE IMPLEMENTATION” SELECTED AS WORLD MARITIME DAY THEME FOR 2014

Council: 110th session – 15 to 19 July 2013 – IMO Secretary-General Koji Sekimizu is “particularly concerned at the slow pace of ratification and implementation of several of the environmental conventions adopted by IMO”



July 22 - The IMO Council has endorsed a proposal by IMO Secretary-General Koji Sekimizu to adopt “IMO Conventions: Effective Implementation” as the World Maritime Day theme for 2014.

Addressing the IMO Council, meeting for its 110th session in London, Mr. Sekimizu said that IMO has, over the years, built up an enviable track record for developing and adopting new international conventions. There have been 53 in all, addressing safety, environmental issues, liability and compensation, and other topics.

“Nevertheless,” he added, “as has often been stated in the Council, adoption alone is only the first step of the treaty-making process; to be effective, adoption must be followed by entry into force and, subsequently, widespread implementation.” He added that he was particularly concerned at the slow pace of ratification and implementation of several of the environmental conventions adopted by IMO.

World Maritime Day is celebrated at IMO Headquarters and around the world in the last week of September. Since 2005, a formal parallel event has been held, hosted by an IMO Member State.

In 2014, the World Maritime Day Parallel Event will be held in Morocco, and in 2015, in Japan. *IMO Press Release 22 July 2013*

International news (continued)

RUSSIA BLOCKS BID FOR ANTARCTIC SANCTUARY: NGOS

July 16 - Russia on Tuesday blocked attempts by Western countries to create the world's largest ocean sanctuary off Antarctica, green groups said.

The Russian representative questioned the legal right of a meeting in Bremerhaven, northern Germany, to declare such a haven, according to organisations at the talks.

The three-day talks gathered 24 nations plus the European Union (EU) in the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), a 31-year-old treaty tasked with overseeing conservation and sustainable exploitation of the Southern Ocean. *TerraDaily* [Read more](#)

Incident reports

CYPRUS: OIL SPILL OFF CYPRUS COAST, UN OFFER HELP

July 18 - Clean-up efforts are underway after a tanker spilled more than 100 tonnes of fuel oil near the coastline in northern Cyprus.

The UN peace-keeping force in Cyprus (UNFICYP) has said they are ready to assist and bring together the island's two communities to face jointly efforts to contain the spillage, at the AKSA power plant in the Karpas peninsula.

Rolando Gomez, UNFICYP Spokesman, that yesterday morning they received a call from the Turkish Cypriot side "to facilitate a request to the Greek Cypriot side for assistance regarding the oil leak caused at around 2am, after a pipeline from a tanker broke during attempts to supply the AKSA energy power station" in occupied Gastria. *Famagusta Gazette* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: WORKERS AIM TO KILL GULF WELL

July 15 - Work is underway to [permanently kill off a well](#) that leaked gas and condensate into the Gulf of Mexico for four days.

After Energy Resource Technology [temporarily plugged the well with drilling mud](#) on July 11, the company began preparations to install a metal plug and pump cement into the site.

Some of that work began midday Saturday, as a bridge plug was set into the 40-year-old well and tested. On Sunday, an oil well packer, meant to seal the space around the pipe and the well hole, was installed. *Fuel Fix* [Read more](#)

MAURITIUS: MV HANSA BRANDENBURG: FIRE LEAVES CONTAINERSHIP BURNING AND ADRIFT, SALVAGE COMPANIES CONTRACTED



Photo: The MV Hansa Brandenburg

July 18 - A fire believed to have originated in a container has left the Hansa Brandenburg containership burning and adrift in the Indian Ocean near the island of Mauritius.

Leonhardt & Blumberg spokesperson Cor Radings notes in a phone call that two salvage companies have been contracted, Five Oceans and SMIT Salvage, to begin work on saving the MV Hansa Brandenburg and her cargo. Overflights from Mauritius have confirmed that the fire has affected the superstructure of the vessel, but a current status of the vessel is unclear.

The tug Coral Sea Flos is currently on its way to the vessel and the Mauritian Coast Guard is monitoring the situation and supporting as needed.

The Hansa Papenburg, a sister ship of the Hansa Brandenburg, is in the vicinity and will be monitoring the situation and supporting as needed. *gCaptain* [Read more](#)

UAE: OIL SPILL CAUSES 2KM OF DAMAGE

July 14 - An oil spill has caused damage to 2 km of beach at Fujairah on the UAE's east coast, according to Arabic media. It is feared the "thick layer" of oil will affect a major desalination plant at Qidfa as well as the area's marine life and fishing stocks.

Incident reports (continued)



Fujairah is a popular diving location and fishing is a key livelihood.

A spokesperson for the local fishing association told Al Ittihad newspaper the oil spill was caused by a ship loading and unloading its cargo off the coast of Fujairah. *ArabianBusiness.com* [Read more](#)

Oil slick causes scare along Fujairah

July 15 - The Environment Protection Department at the Fujairah Municipality is cleaning up the oil slick washed ashore which polluted the beaches of Mirbiah and Gadfa on Saturday.

A heavy oil slick stretched nearly four kilometres along the two areas and a top official of the Fujairah Fishermen Association says it has gone even to a depth of one kilometre, making it a serious spill. *Khaleej Times* [Read more](#)

Other news

CANADA: 'NOBODY UNDERSTANDS' SPILLS AT ALBERTA OIL SANDS OPERATION

July 19 - Oil spills at a major oil sands operation in Alberta have been ongoing for at least six weeks and have cast doubts on the safety of underground extraction methods, according to documents obtained by the Star and a government scientist who has been on site.

Canadian Natural Resources Ltd. has been unable to stop an underground oil blowout that has killed numerous animals and contaminated a lake, forest, and muskeg at its operations in Cold Lake, Alta.

The documents indicate that, since cleanup started in May, some 26,000 barrels of bitumen mixed with surface water have been removed, including more than 4,500 barrels of bitumen. *TheStar.com* [Read more](#)

USA: BP EFFORT TO SHUT DOWN COMPENSATION PROGRAM BLOCKED BY JUDGE

July 19 - A US judge refused Friday to temporarily shut down a multibillion-dollar settlement program for compensating victims of BP's 2010 Gulf oil spill, saying he has seen no evidence of widespread fraud among the tens of thousands of claims.

The judge also said he was offended by what he saw as attempts to smear the lawyer administering the claims.

BP argued that all payments to Gulf coast residents and businesses should be suspended while former FBI director Louis Freeh investigates alleged misconduct by a lawyer who worked for claims administrator Patrick Juneau on the settlement program.

US district judge Carl Barbier said he was troubled by the allegations but didn't see any reason to take the "drastic step" of shutting down the program without evidence of widespread fraud. *The Guardian* [Read more](#)

USA: STUDY: GULF SHEENS LIKELY CAME FROM RIG WRECKAGE

July 16 - Pockets of oil trapped in the wreckage of the sunken Deepwater Horizon are the likely source of oil sheens that have been spotted in the Gulf of Mexico near the site of the deadly 2010 explosion on the BP-leased drilling rig, a team of researchers concludes in a newly published study.

The study by researchers from the Woods Hole Oceanographic Institution and the University of California at Santa Barbara rules out BP's sealed-off Macondo well — the site of the nation's worst offshore oil spill — and natural oil seeps as possible sources. *San Francisco Chronicle* [Read more](#)

USA: CLEANUP OF KALAMAZOO RIVER OIL SPILL NEARING END

July 15 - Almost three years after a massive oil spill fouled the Kalamazoo River, the end of cleanup efforts could be in sight. But many who live and do business along the waterway are criticizing the latest proposed restoration projects.

In March, the U.S. Environmental Protection Agency directed Alberta-based Enbridge Energy Partners LP to conduct major dredging operations at three locations along the river, with work to be completed by the end of the year. Two sites — at opposite ends of the 35-mile stretch of river impacted by the spill — are proving problematic. *The Detroit News* [Read more](#)

RUSSIA: SUPREME COMMERCIAL COURT TO HEAR KERCH STRAIT OIL SPILL CASE ON OCTOBER 8

July 15 - The Supreme Commercial Court will meet on October 8 to hear a request to review the lower courts' rulings on collecting 503.17 million rubles (\$15.4 million) in damages for the 2007 oil spill in the Kerch Strait, the court said on its website.

The request was filed by the London-based International Oil Pollution Compensation Fund 1992, a defendant in the oil spill damages case, alongside Russian insurance company Ingosstrakh and the Volgatanker oil tanker shipping line.

Dozens of vessels crashed in the Kerch Strait during a storm on November 11, 2007. Over 1,200 metric tons of oil spilled into the sea from the Volgoneft-139 oil tanker.

The ruling on referring the case to the Supreme Commercial Court's Presidium says that the case revision should include determining the limits of the shipowner's liability for the purpose of calculating damages.

"The main issue to be considered during the case review is whether the shipowner's liability should be limited to 3 million special drawing rights (SDR) as stipulated in the International Convention on Civil Liability for Oil Pollution Damage (CLC Convention), or increased to 4.51 million SDR in accordance with the 2000 Amendments to the convention," the ruling reads. *RAPSI – Russian Legal Information Agency* [Read more](#)

USA: OKLAHOMA IS NO. 2 IN OIL SPILLS

July 15 - There were 951 oil spills reported in Oklahoma last year, more than every other major energy state except North Dakota, *EnergyWire reports*.

The news service has been trying to count the number of spills in the U.S. and measure their impact, but has been stymied by haphazard reporting of spills, which "are scattered amid databases, websites and even file drawers of state agencies across the country"

EnergyWire spent four months collecting data, and found more than 6,000 spills in 2012, Mike Soraghan reports:

... together they add up to at least 15.6 million gallons of oil, fracking fluid, wastewater and other liquids reported spilled at production sites last year.

That number is "almost certainly an undercount," Soraghan reports, because states like Oklahoma often exclude the spill amounts. *State Impact* [Read more](#)

CANADA: BOWEN ISLAND - IN CASE OF A SPILL



Picture: Various vessels anchor in Mannion Bay and a number of them are deemed derelict and live-aboards

July 18 - On July 17, the Western Canada Marine Response Corporation (WCMRC) conducted a training exercise in Bowen Island's Mannion Bay. The team simulated an oil spill caused by the sinking of a derelict vessel. Trevor Davis, WCMRC's area manager for the south coast, explained that WCMRC's mandate is to deliver safe and effective oil spill response services within B.C.

The Mannion Bay simulation was one of the routine exercises that WCMRC conducts and the organization can draw on a pool of 500 available trained responders, including fishermen and marine contractors.

WCMRC has 31 oil spill response vessels, 52 response trailers and 14 support vehicles. For the training exercise in Mannion Bay, the corporation sent three boats and a truck and trailer containing equip

WCMRC's state of readiness is funded by the shipping industry and oil handling companies as required by law and Davis adds that the organization is part of a spill response network that includes Transport Canada, Canadian Coast Guard, Environment Canada, the Province of B.C., the Department of Fisheries and Oceans, the Canadian Wildlife Service, and the Regional Environmental Emergency Team (REET). *BowenIslandUndercurrent.com* [Read more](#)

Other news (continued)

GABON: PIRATES RELEASE OIL TANKER HIJACKED OFF WEST AFRICA

July 22 - Pirates have released an oil products tanker and its 24 Indian crew after it was hijacked off the Gabon coast last week, the vessel's operator said on Monday, in the most southerly attack yet off the coast of West Africa.

A surge in piracy in the Gulf of Guinea region including waters off Nigeria, Africa's No. 1 oil producer and a significant source of cocoa and metals for world markets, is jacking up costs for shipping firms.

Pirates seized the Maltese-flagged Cotton tanker on July 15 near Gabon's Port Gentil in the first reported attack in that area in the past five years. *The New York Times* [Read more](#) [Thanks to Marc Shaye Hon.FISCO]

MEXICO: SEVEN INJURED IN EXPLOSION AT PEMEX PIPELINE IN MEXICO

July 21 - At least seven people were injured by an explosion after an attempt to illegally tap a pipeline belonging to the Mexican state oil monopoly Pemex near Mexico City, officials said on Sunday.

The early morning blast at the crude oil pipeline occurred in Tonanitla about 40 km (25 miles) north of the capital, and was now under control, Pemex said on its Twitter account. *Reuters* [Read more](#)

People in the news

AUSTRALIA: ALEX SPENCE WORKING WITH NATIONAL OFFSHORE PETROLEUM SAFETY AND ENVIRONMENTAL MANAGEMENT AUTHORITY (NOPSEMA)

Alex Spence, MD of Risk & Emergency Management (REM) Associates has been tasked with a review of planning, offshore petroleum legislation and regulations for NOPSEMA.

Risk & Emergency Management (REM) Associates is a diverse Crisis Management and Emergency Response company delivering world-class consultancy, training and response management services to governments & regulators, exploration & production, ports & shipping and mining industries. [Source: Linked-in](#)



Obituary

REAR ADMIRAL MICHAEL STACEY, CB, FNI, FBIM, Hon.FISCO 1924-2013



Your editor was saddened to hear from Hugo Stacey that his father had died peacefully at the Pax Hill Nursing Home, Bentley, on 15 July 2013.

Michael Stacey was a longstanding personal friend, a Member of the ISCO Executive Committee and a stalwart supporter of the organisation since it was first established in 1984.

Born in 1924 in Wimbledon, educated at Epsom College, he joined the Royal Navy at Dartmouth in 1942 as a seaman officer. He commanded various HM ships at home and abroad and retired as Flag officer, Gibraltar 1980.

Thereafter he was recruited to serve in the Department of Transport to establish and run, for eight years, the Marine Pollution Control Unit which was responsible for providing the national response to marine oil spills which threatened the UK.

During this time he also ran HM Coastguard for five years and was the President of the Bonn Agreement and Chairman of the UK Search and Rescue Committee.

He was a Younger Brother of Trinity House, a Freeman of the City of London, a member of the Honourable Company of Shipwrights, and a Member of the Honourable Company of Master Mariners.

At the working level he was advisor to RVL Group, an aviation company at Coventry specialising in oil spill operations, advisor to OSRL/EARL, the major industry response organisation based at Southampton, and a former chairman of the British Oil Spill Control Association (BOSCA).

In support of his favourite charity he was a Life Vice President of the Royal National Lifeboat Institution (RNLI).



In this issue of the ISCO Newsletter we are printing No. 136 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Fellow 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 136: KNOWLEDGE-BASED CONTINGENCY PLANNING

As to examples of the solid surfaces on which oils/HNS may strand and may need to be removed, the plan notes those of mangroves, coral, salt marshes, mudflats sand, shingle, pebbles, rocks, cliffs, land-fast ice and manmade structures such as harbour walls, marinas, esplanades etc; that such solid surfaces are contiguous with their respective inshore waters; that the cleaning techniques available for both are chemical or physical; that the former includes dispersants, surface film chemicals, thinning agents, emulsion breakers and swelling/non-swelling absorbents; that the latter includes low and high pressure water jets, steam generators, scrapers, graders, elevating-buckets, screens, conveyer-belts shovels, buckets and other hand tools; beach material washing machines, lime-mixers screens; booms, skimmers, pumps, vacuum systems and air conveyers; online static mixers and oil/water separators; and that chemical and physical means may be used in combination (articles 92-102).

As to dispersant spraying in inshore waters by local authorities, the plan notes that WSL designed a small-boat version of its tug-mountable spray-set for use on shallow draught work-boats big enough to carry smaller versions of the pillow-tanks used by tugs lacking integral tanks for this purpose; that the dispersant application rate of the scaled-down version was 7 gallons per minute in proportion to boat speed, swath width and 0.1 mm slick thickness; that for onshore dispersant spraying WSL replaced the rigid tubes and spray nozzles of the inshore boat system with two operator-held lances and transfer hoses to deliver the 7 gallons per minute over two independent 2 metre swath widths with actual coverage per unit area varying with walking speed in accord with the higher layer thicknesses encountered onshore.

Again, the plan notes that WSL evaluated the performance of the commercially available Beachguard, Invictacat and Knapsack sprayers on oils and emulsions spread on beaches for R&D purposes; that the first of these was designed to be towed along the esplanade by a dispersant loaded road tanker or to be operated in conjunction with such from a car park or other adjacent hard-standing while providing four operators each with a hand-lance and 100 m of delivery hose so as to walk the beach individually and freely while applying dispersant over 2 metre swath widths at a total application rate of 2,700 litres per hour; that the second was an eight-wheeled low tyre-pressure self-propelled difficult-terrain vehicle, having its own dispersant supply for application from a rigid tube on each side or to hand-lances by which pedestrian operators could go beyond the terrain-limits of the vehicle itself to apply 1,620 litres per hour over two swath widths of 2 metres; that these vehicles could vary speed or make repeat passes to increase applications for greater layer thicknesses; and that WSL showed layer thicknesses compressed on stranding to 4-6mm to be successfully treated in this way ahead of incoming surf, provided pollutant viscosity was thus amenable (articles 47-61 and 92-102).

Yet again the plan notes that WSL showed the Knapsack sprayer to be appropriate for dispersant application in the most difficult terrain, while its low application rate of 135litres per hour was appropriate for applying surface film chemicals to beaches at 8 litres per 100m at a swath width of 2 metres ahead of the incoming tide to prevent pollutant adhesion to the shore on the ebb and thus to facilitate its return to inshore waters for recovery within suitably deployed booms when pollutant viscosity is beyond the limit of dispersant-use or when the calmness needed for such boom deployment provides insufficient agitation for dispersion; that it is also convenient for applying dispersant-gel to viscous pollutants adhering to vertical or inclined surfaces to adhere for long enough to act before the wash-water was applied; that the most suitable gelling agents are non-ionic surfactants such as alkyl phenyl ethers of poly-ethoxylated glycols; that, in practice, 9 gallons of dispersant are removed from a 45 gallon drum and replaced with the gelling agent to produce a 20% solution; that this is then mixed with sea water in a combined mixing/application unit in the ratio of 3:2; and that this is easily achieved by feeding these two components from separate pressurised Knapsacks to the spray gun's mixing chamber, the concentric inlets and flow-control valves of which permit adjustment to the desired gel consistency, a welding torch being easily modified to serve as such a spray gun (articles 92-102).

As to dispersant limitations, the plan notes that WSL found higher pollutant viscosities to be amenable to dispersant treatment onshore than at sea, presumably because of longer contact times onshore prior to agitation; that thinners such as the kerosene of early dispersant formulations are helpful, though concentrate dispersants are essential for aircraft application; that while mechanical recovery from water surfaces is more tolerant of higher viscosities than are dispersants, skimmer and transfer pump design is viscosity-dependent to the extent of disc skimmers being no more effective than dispersants, of adsorption ropes being limited by the heat required to release more adhesive pollutants, and of Archimedean screws being bettered only by partial vacuum conveyers (articles 47-61 and 70-91).

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.

IN SITU BURNING: CHAPTER 28



A short series of articles on In Situ Burning contributed by Dr Merv Fingas of Spill Science, Edmonton, Alberta, Canada T6W 1J6 fingasmerv@shaw.ca

Merv Fingas MSc PhD worked for more than 35 years in the field of oil spill technology at Environment Canada's Environmental Technology Center in Ottawa, Ontario. As head of the Emergencies Science Division at the Centre, he conducted and managed research and development projects. He is currently working independently in Alberta. Dr Fingas is the Member of ISCO Council for Canada.

Summary of the Serial

This is the 28th of a series of articles on in-situ burning of oil spills. This series will cover in-situ burning step-by-step and will present the latest in knowledge on the topic.

28. Burning on Land and on Ice

Burning on land



Figure 34 (on left): *Burning of a fuel oil spill in a drainage ditch. This is a frequently-used technique to deal with such spillage.*

Burning on land is a much older and much more used technique than oil in-situ burning on water.^{1, 69} Many of the same considerations in this section, apply to land as might apply to burning on water. There are several important differences to consider, however. First, the ease of ignition and minimum burning thickness may not apply if there is combustible material such as dried grass available. Burning in cases where there is dried vegetative material or wood in the target area, is simply a matter of igniting that material. Both the dried vegetative material and oil will burn, depending on the circumstances. It should be borne in mind that burning is often used on land to remove combustible material as a fire prevention method as well as to control certain plant species. The effects on land are a largely a function of how much heat is transferred into the soil which is also a function of how quickly the fire passes over and soil moisture content. Figure 34 illustrates burning oil spills near land.

One of the concerns of burning on land is the effects of fire on the soil structure. One such study on the effects of both a spill and the subsequent burn on the physical properties of the soil.⁷⁰ A crude oil spill occurred in Nigeria and a fire subsequently consumed most of the surface oil. The soil was sample to depth of 5 m and several measurements taken: natural moisture content, grain size distribution, consistency (Atterberg) limits, California bearing ratio (CBR) and unconsolidated-undrained triaxial compression. The findings of this study showed that the crude oil spill and subsequent fire did not have a significant impact on the foregoing soil properties. Further, very little crude oil was observed in the core samples, leading to the conclusion that the fire did not increase oil penetration or increase it significantly.

Overton and Miles conducted a series of tests in greenhouse pots with upland soil and common Bermuda grass.⁷¹ Six treatments including burning, phytoremediation and lime addition were evaluated in the pots. Soil samples were taken a number of times after treatment up to 300 days. Aromatic and aliphatic hydrocarbon content was measured in the soil samples. Data from the project suggested that there is no significant difference in aromatic and aliphatic hydrocarbon content between oil burning, non-burning and lime addition treatments.

Burning in or on ice

Figure 35 (on right): *Burning oil in a lead at sea after behavior tests.*

Many test burns have been conducted on or among ice floes. The ice serves as a natural barrier to the spreading of the oil. Much of the early burn work was carried out as a countermeasure for oil in ice.^{1, 72} There are hundreds of papers on oil-in-ice burning, many of these from 1974 to 1986. Figure 35 show a burn carried out in a lead in pack ice.

More recently, a group carried out an experiment of oil under and in ice near Svalbard. The oil was allowed to surface, where it was ignited with gelled hexane.⁷³ The oil was Staffjord crude, 3400 litres, and once weathered 27%, was 2480 L. The thickness was calculated to be 35 mm and covered an area of 69 m². The burn endured for 11 minutes and the 1 mm of residue yield 106 L of



Special feature – In situ burning (continued)

0.95 g/mL density. This burn reduced the volume by 96% and the burn rate was 3.1 mm/min.

Majors and McAdams report on the burning of a small spill on the tundra in Alaska. The burn did not remove the bulk of the oil due to the low thickness of the oil.⁷⁴

Brandvik and Faksness carried out meso-scale experiments on oil in ice and developed a scheme for the burnability of oil-on-ice dependent on water content.⁷⁵

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To be continued

Publications

FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	June 2013 issue
The Essential Hazmat News	Alliance of Hazardous Materials Professionals	June 10 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	July 1 issue
USA EPA Tech News & Trends	Contaminated site clean-up information	May 2013 issue
Technology Innovation News Survey	From US EPA - Contaminated site decontamination	June 1 - 15 issue
Intertanko Weekly News	International news for the oil tanker community	No. 29 2013
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	July 2013 issue
Soil & Groundwater Product Alert	From Environmental Expert	July 15 issue
Soil & Groundwater Ezine	Articles, papers and reports	May 2013 issue
Soil & Groundwater Newsletter	From Environmental Expert	July 18 issue
Soil & Groundwater Events	Upcoming events compiled by Environmental Expert	July 2013 issue
IMO Publishing News	New and forthcoming IMO publications	July 2013
IMO News Magazine	News from the International Maritime Organization	No 1, 2013
Pollution Online Newsletter	News for prevention & control professionals	July 10 issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2013 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2013 issue
Int'l Environmental Technology	Environmental Monitoring, Testing and Analysis	April 2013 issue
HELCOM Newsletter	Baltic Marine Environment Protection Commission	May 2013 issue

TENTH EDITION OF THE WORLD CATALOG OF OIL SPILL RESPONSE PRODUCTS IS NOW AVAILABLE

S.L. Ross Environmental Research has recently completed work on the Tenth Edition of the World Catalog of Oil Spill Response Products, the single most important reference in the oil spill business.

The World Catalog started out as a basic listing of equipment specifications in 1986, and has since evolved to be a useful reference book with descriptions of how equipment works, how to select equipment for different applications, and summaries of field and tank tests.

As always, it includes comprehensive data listings with information on containment booms, skimmers, sorbents, oil/water separators, pumps, oil/water separators, dispersant application equipment, and temporary storage devices.

The Catalog is available in its usual hard-copy form as well as a CD version. The price of the Catalog is US\$250, plus shipping and handling. More information on the Catalog is available at OilSpillEquipment.com or email us at WorldCatalog@slross.com to order your copy.

Training

ISAA 2013 TRAINING DAYS AT CASTLE ARCHDALE, ENNISKILLEN, NORTHERN IRELAND



The ISAA Training Days are on Tuesday 3rd and Wednesday 4th September 2013 and the event will take place at Castle Archdale, Enniskillen, Northern Ireland. The facilities at the Castle Archdale Country Park, provided by arrangement with the Northern Ireland Environment Agency, include the marina on the beautiful Lough Erne and the classroom and tearoom at Castle Archdale.

This year attendees are being offered a choice of three options -

(1) A two-day MCA Level 2 Oil Spill Response Training Course on 3 and 4 September

(2) Attendance at Day 2 only (4 September) of the MCA Level 2 Course covering deployment and recovery of oil spill response equipment. Note that this option does not qualify trainees

for award of a MCA Level 2 Course Certificate.

(3) A one day Introduction to Contaminated Soil and Groundwater remediation on September 4 only.

[More information](#) [Online booking form](#)

GLOBAL HARMONIZATION & THE HAZARD COMMUNICATION STANDARD - DVD-BASED TRAINING

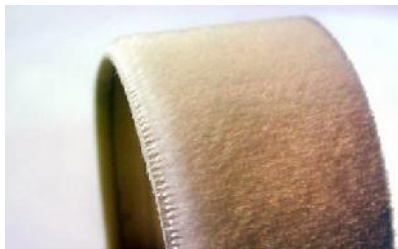
Topics in this new package include:

- Elements of the UN's Globally Harmonized System of Classification and Labeling of Chemicals
- New classifications for physical and health hazards of chemicals
- New requirements for labels, including pictograms & signal words
- The all-new format for Safety Data Sheets, which are replacing Material Safety Data Sheets
- According to OSHA, employers must complete training on the changes by December, 2013

Package includes DVD plus Instructor's CD-Rom *Emergency Film Group* [More info](#)

New products

NEW OIL SPILL TECHNOLOGY A 'GAME CHANGER,' SAYS CIRCAC



A large oil spill in Cook Inlet is the stuff of nightmares for Alaskans who call the area home. One of the organizations dedicated to cleaning up potential spills is CIRCAC, the Cook Inlet Regional Citizens Advisory Council. CIRCAC has a new tool in its clean-up toolbox that it's calling a "game changer."

Imagine a disc-shaped device – like a large donut – that's coated in a soft, fuzzy material. That's about as good a description as any for oil skimmers – devices that are attached to oil booms for the purpose of soaking up oil in the event of an offshore spill. [More info](#)

ABANAKI RELEASES NEW PNEUMATIC ACTIVE SKIMMER PUMP

Abanaki, has announced the [PetroXtractor® Active Membrane Skimmer](#). This pneumatic active skimmer pump is entirely automatic and is designed to recover light non aqueous phase liquids (LNAPL) from underground water at depths of up to 130 feet.

The PetroXtractor Active Membrane Skimmer is a combination of a pump and skimmer that fits inside a monitoring well, the only solution on the market to use a combination pump and skimmer technology. The unit features an advanced patented membrane that skims the light hydrocarbons and keeps water out of the recovered liquid, which lowers disposal costs. This selective membrane is designed to recover free floating hydrocarbons such as gasoline, diesel fuel, aviation fuel, and kerosene as well as other LNAPL from groundwater. More info: email skimmers@abanaki.com

MOBILE SLUDGE TREATMENT PLANT (MSTP)

CMI Marine's new innovation, MSTP, is a total solution for reception of sludge oil from vessels in port. The system is built in a container and is custom made for clients and their specific needs, as the required capacity for sludge oil reception varies a lot between different ports.

The mobile unit can easily be installed anywhere in the port and demands minimum maintenance and has a very low operating cost. This saves both time and costs for users.

New products (continued)

The MSTP also gives ports that do not have proper reception facilities an opportunity to receive sludge oil from vessels at a very competitive price.

The MSTP separates the sludge oil from water and cleans the sludge to 100 or 50 micron (clients' choice) and filters out the solid parts. The oily water is taken care of by the oily water separator and the cleaned water (oil content under 15ppm) goes to a separate tank. There are no chemicals used in the process. *CMI Marine* [More info](#)

Job vacancies

IPIECA IS LOOKING FOR AN OIL SPILL WORKING GROUP MANAGER

Title: Oil Spill Working Group Manager

Reports to: Executive Director

Location: IPIECA, London Office, 209-215 Blackfriars Road – SE1 8NL [More info](#)

Company news

POWER PLUS REPORT: JAPAN DEMONSTRATION TOUR NO 4.

PowerPlus DCU Returns from the Japanese Nuclear Incident with New Insight Japan continues to respond to its Fukushima Daiichi nuclear incident. The current state of Japan's recovery efforts were on full display as a group of PowerPlus DCU experts, equipped with state-of-the-art diagnostic equipment, performed cleanup tests.

From January 22 to February 4, 2013, PowerPlus DCU and the ARS Nuclear Testing Company deployed a five-man radiation decontamination team to Japan. The team's assignment was to decontaminate several types surfaces including dirt, bio-mass, grass, and a porous asphalt produced locally in Japan. Each of these surface types shared the characteristics of being able to drain rain and other water through to lower layers of material, thereby making surface contaminants problematic and spreading contaminants into ground water.

Since the efforts of the Japanese government have not embraced PowerPlus DCU technology thus far, they have chosen to remove the top 6 inches and sometimes up to 14 inches of contaminated soil without addressing the growing ground water issues. The problem of long-term storage of the resulting radioactive debris is also being ignored. [Read the complete text of the report](#)

AQUA-GUARD SUPPLIES SPECIALIZED RBS TRITON™ 35 OIL SKIMMING PACKAGES TO EXXONMOBIL IN THE CARIBBEAN

These packages are specifically designed for ExxonMobil and their Caribbean operations.

A package comes complete with an RBS TRITON™ 35 oil skimming system (skimmer head, power pack, and diaphragm pump equipped with Viton seals for highly corrosive products such as gasoline).

The system is stored in an aluminum container which can also be used as a temporary storage tank. This system is ideal for responding to small spills around beach, creek, lake and mangrove areas common to the Caribbean Islands. [More info](#)

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations. ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **Rear Admiral M. L. Stacey**, CB (UK), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Paul Pisani** (Malta), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), and **Captain Bill Boyle** (UK). The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psaraffis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK), and **Dr Manik Sardesai** (USA). More info on Executive Committee and Council Members can be found on the ISCO website at www.spillcontrol.org

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