



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and 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.

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International news

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9-10 September, 2014 Detroit, Michigan, USA

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EUROPE: TRACECA II PROGRAMME COMMENCES

On 16 June EMSA began a two-year project on maritime safety, security and marine environmental protection for the TRACECA coastal states, at the request of the European Commission's development and cooperation directorate-general. This ambitious programme aims to support political and economic development in the Black Sea Region, Caucasus and Central Asia as well as to facilitate integration into the international economy through improved trade and transport. The project was originally launched in 1993 and is financed through the European Neighbourhood Policy Instrument. EMSA's assistance will contribute towards raising the level of maritime safety and marine pollution

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International news (continued)

prevention, preparedness and response standards in the Black Sea and Caspian Sea. The beneficiary countries will receive technical assistance on specific topics in the area of Flag State Implementation, PSC and environmental protection. Additionally, the beneficiary countries will have access to certain operational tools, such as the CleanSeaNet service and the network of stand-by oil spill recovery vessels. Source: *EMSA August 2014 Newsletter* [Read more](#)

Incident reports from around the world

PRODUCT TANKER AMBUSHED IN GULF OF GUINEA

August 10 - In the early hours of Saturday 9th August, a product tanker transiting 200 nautical miles south of the Nigerian shoreline encountered a radar contact of a drifting vessel along its track.

After taking normal navigational measures to open the closest point of approach (CPA) from the drifting vessel and passing abeam at 6.5 nautical miles, the tanker's crew heard a burst of gunfire; first from their starboard quarter when six or seven shots were fired and later from forward of the ship's accommodation structure, but this time a burst of automatic fire.

Although visibility was poor in the darkness and haze, one crew member reported seeing the outboard engine wakes of up to three small craft that engaged in a chase of the tanker, during the period of gunfire. *The Maritime Executive* [Read more](#)

NEW ZEALAND: TALL OIL SPILL IN HARBOUR

August 11 - Bay of Plenty Regional Council is investigating a spill of tall oil in Tauranga Harbour after a hose split while a ship was loading crude tall oil at the weekend.

Tall oil, a liquid by-product of pine pulp manufacture, was being pumped on board the tanker Stolt Span when a hose connecting the vessel to the terminal split, spilling the tall oil over the ship's deck shortly before midnight Saturday. *SunLive* [Read more](#)

Incident reports from around the world (continued)

MEXICO: PRIVATE MINE SLOW TO REPORT HUGE ACID SPILL THAT FLOWED INTO RIVER

August 12 - A civil defense official says a private mine in northern Mexico did not immediately report a massive acid spill, allowing it to flow into a river that supplies water to tens of thousands of people.

Carlos Arias, director of civil defense for the northern state of Sonora, said the spill at a copper mine near the U.S. border was caused by defects in newly constructed leaching or holding ponds.

Such ponds hold the overflow of acids used to leach metal out of crushed rock. But Arias said a pipe either blew out or became unseated on Aug. 7, allowing about 10 million gallons (40,000 cubic meters) of mining acids to flow downstream into a river. *Associated Press* [Read more](#)

USA: OFFICIALS: OIL SPILL CONTAINED AT SITE NEAR TIOGA

August 12 - North Dakota Department of Mineral Resources officials say an oil spill at a well 15 miles south of Tioga has been contained.

The state says officials with RIM Operating, Inc. reported that all but 60 of the 270 barrels of oil released at the site had been recovered as of Tuesday afternoon. The company says it's working to recover the additional oil. *Bismarck Tribune* [Read more](#)

USA: MULTIPLE VESSEL COLLISION ON THE MISSISSIPPI

August 13 - The U.S. Coast Guard is investigating a multiple vessel collision on the Mississippi River near Gretna, early Wednesday.

Incident reports from around the world (continued)



Watchstanders with Coast Guard Sector New Orleans command center received a report, late Tuesday evening, that the Maltese-flagged vessel Flag Gangos lost power and steering near mile marker 97.4 on the Lower Mississippi River. The Flag Gangos collided with the Liberian-flagged vessel Pamisos and the barge Web 235, both moored at the International Matex Tank Terminals conducting transfer operations.

The crew of the towing vessel Capt. Shawn D. Martinez was transferring number six fuel oil from the barge when the barge broke free causing some oil to be discharged into the river from the transfer hose. The hose was shut off immediately following the incident. *The Maritime Executive* [Read more](#)

USA: CHEMICAL LEAK NEAR ELIZABETH RIVER

August 13 - Coast Guard, federal, state and local first responders are responding Wednesday to a sodium hydroxide chemical leak in Norfolk along the Elizabeth River.

It was initially reported the tank was overloaded. Information received since indicates the tank was leaking and not overloaded. *The Maritime Executive* [Read more](#)

SWITZERLAND: SWISS CHASE ADRIFT CONSTRUCTION PLATFORM DOWN RAIN-SWOLLEN RHINE

August 13: Swiss authorities were on Wednesday forced to chase a 50-tonne floating construction platform down the River Rhine after it broke free of its moorings due to the rain-swollen current.

ATS said that it was making its way north and was expected to reach Lake Constance, which Switzerland shares with Germany and Austria. *TerraDaily* [Read more](#)

UK: SHIP HITS WIND FARM PILING, SPILLS FUEL

August 14 - The UK's Liverpool Coastguard is currently coordinating the recovery of a ship damaged following a collision with a wind turbine pile at Walney Wind Farm, off Barrow-in-Furness.

The Liverpool Maritime Rescue Coordination Centre (MRCC) received a call reporting that the standby safety vessel, OMS Pollux, had collided with a pile supporting a turbine. The vessel has since been leaking marine gas oil (diesel).

The fixed-wing aircraft from Maritime and Coastguard Agency's counter pollution team has made a flypast and reports that a surface sheen, 5-10m wide and around 0.7 nautical miles in length is trailing the vessel. Unlike heavier forms of fuel, marine gas oil should evaporate or disperse naturally. *The Maritime Executive* [Read more](#)



INCIDENT REPORTS: ROAD TANKER ROLLOVERS, FUEL STATIONS, STATIC TANKS, ETC.

Note from your editor – As a regular reader of Don Johnston's "Newsy Stuff" I am amazed by the very large numbers of oil spills caused by road tanker rollovers and collisions. The ISCO Newsletter does not usually report on incidents of these kinds because there are just far too many and in any case it would be superfluous to duplicate the excellent work being done by Don.

"Newsy Stuff" is circulated free of charge every few days to members of the DG & Hazmat Group and each issue contains around 20 pages of incident reports and other mainly downstream related news.

To find out more about joining DG & Hazmat Group and subscribing to "Newsy Stuff", visit - <http://groups.yahoo.com/neo/groups/DangerousGoods/info>

Other news reports from around the world

NEWS REPORTS FROM USA

August 13 - Treasury moves to distribute BP oil spill fines

The Treasury Department issued a rule Wednesday to distribute to Gulf Coast states the fines paid by BP and Transocean after the 2010 Deepwater Horizon oil spill disaster.

Under the plan unveiled Wednesday and due to be published in the Federal Register Friday, 80 percent of the billions of dollars in fines will go into a trust fund. Thirty-five percent of the trust fund will be split between Texas, Alabama, Mississippi, Louisiana and Florida for economic and ecological restoration.

Another 30 percent will go to ecosystem restoration, and yet another 30 percent portion will go to states based on the amount of shore line hit by oil. The remaining 5 percent will go to federal and state marine research efforts. *The Hill* [Read more](#)

NEWS REPORTS FROM CANADA

August 8 - For Canada, Tar Sands Are Bigger Than Keystone XL

If it is ever built, the Keystone XL Pipeline will exist for one reason: To move Canadian tar sands oil from remote Alberta to refineries in Texas.

For the U.S., controversy over the tar sands is about Keystone XL Pipeline construction jobs, local environmental problems with the pipeline, carbon emissions and the political stability brought by burning North American crude oil, which means importing less of it from overseas.

For Canada, the story of the tar sands' future hinges on the great economic pressure the country is feeling to bring its vast reserves of crude oil to market. *Climate Central* [Read more](#)

August 13 - Canadian oil sands crude is the X factor in crude-by-rail rule

The Department of Transportation's new proposal to phase out aging tank cars involved in a spate of recent oil train derailments assumes that 23,000 of the older models would transition to carrying Canadian oil sands fuel, a projection that could upend the debate over whether rejecting the Keystone XL pipeline project would push more heavy crude onto the tracks.

DOT's oil sands vision for older tank cars, outlined in an analysis published alongside its July 23 proposed rule, rests on the addition of thermal jackets and insulation to nearly 7,800 cars and the conversion of more than 15,000 cars to carry Canadian crude without retrofits. What the analysis leaves unaddressed, raising concerns among environmentalists, is the safety risks of filling spill-prone tank cars with crude that is less explosive but potentially more challenging to clean up. *E & E Publishing* [Read more](#)

NEWS REPORTS FROM THE NETHERLANDS

August 12 - Baltic Ace Salvage Suffers Major Setback



Photo: The Bahamas-flagged Baltic Ace car carrier is seen in this undated file photo.

Preparations for a planned attempt to lift the sunken Baltic Ace car carrier from the seafloor near the port of Rotterdam has been abandoned because damage to the ship is worse than originally thought, the Dutch Ministry of Infrastructure and the Environment said Tuesday.

The Dutch Ministry of Infrastructure and the Environment, specifically the bureau known as Rijkswaterstaat, made the announcement after recent dive inspections revealed that the damage to the ship is far more robust than expected, with extensive cracking created by wind, tidal currents and wave action. For this reason, Rijkswaterstaat said, the preparations for the planned lifting operation have been discontinued and salvors will need to find an additional "storage method" for the wreck. *gCaptain* [Read more](#)

Other news reports from around the world (continued)

NEWS REPORTS FROM VIETNAM

August 14 - Vietnam waits 7 years to address toxic oil outside Ha Long Bay

Vietnamese officials say 7,000 liters of toxic oil sat in a leaky electrical transformer on the edge of Ha Long Bay for seven years. The story began when the Cuu Long Vinashin Investment JSC imported three old transformers from South Korea in November 2007.

Oil in one of the transformers was found to contain illegal PCBs (polychlorinated biphenyl) a chemical group associated with endocrine disruption and neurotoxicity. *Thanh Nien News* [Read more](#)

NEWS REPORTS FROM INDIA

August 13 - India's top court raps Modi government over filthy Ganges



India's top court on Wednesday accused the new Hindu nationalist government of failing to move on its promise to clean up the sewage-ridden, sacred river Ganges.

The Supreme Court urged Prime Minister Narendra Modi's government to deliver a road map on its highly-publicised pledge to restore the Ganges, which is revered by Hindus and is believed to cleanse sins.

Deeply religious Modi offered prayers by the Ganges to underline his Hindu nationalist roots a day after his landslide election victory in May.

Modi also announced the "Ganga Mission" and appointed a minister charged with cleaning up the 2,500-kilometre (1,553-mile) long waterway, which has long been hit by untreated sewage and industrial waste. Successive governments have attempted with limited success to restore the Ganges, which snakes across northern India from the Himalayas to the Bay of Bengal. *TerraDaily* [Read more](#)

People in the news

COLLEEN O'HAGAN LEAVES ITOFF

Colleen O'Hagan, one of ITOFF's Senior Technical Advisers, has left ITOFF to take up a position with the International Maritime Organization (IMO) as Technical Officer within the Marine Environment Division.

During her 10 years at ITOFF, Colleen attended almost 20 spills, including the HEBEI SPIRIT, MSC CHITRA and RENA, as well as assisting with numerous training courses and workshops.

ITOFF wishes Colleen well in her new post and looks forward to working together on future IMO/ITOFF projects.



Thirty years ago

Following on discussions with representatives of SCAA (USA), SYCAPOL (France), BOSCA (UK) and SWEMARPOL (Sweden), the International Spill Control Organization (ISCO) was formally launched in 1984.

Some other things that happened that year included – Biegert Aviation of Arizona, USA announced a new equipment package, the Airborne Dispersant Delivery System (ADDS) which will enable a swift and large scale dispersant response to oil spills + In response to customer requests for a larger disc skimmer, Vikoma introduced the Komara 30K, capable of recovering up to 30 tonnes/hour + According to reports the Nowruz oil field spill in the Gulf, has continued for 372 days, 77 days longer than the Ixtoc I well blow out in Mexico in 1980. The spillage is estimated at 60% of the 140 million gallons that spilled from Ixtoc I + The IOPC Fund made its first payment of just over £18.5 million to the pollution victims of the Tanio tanker incident in which the tanker, carrying 26,000 tons of fuel oil, broke up in March 1980 off the coast of Brittany, France + The British Oil Spill Control Association (BOSCA) held its first exhibition and conference on April 10-11 at the Warehouse Restaurant, St Katherine's Dock, London + BP announced a huge oil find offshore Shetland, UK in the hostile North Atlantic, about 100 miles West of Shetland.

NOW ONLY 3 WEEKS UNTIL THE START OF THE INTERNATIONAL FORUM

The response to the invitation for Submission of Papers has been extraordinarily good and ISCO is proud that the International Forum is fielding such a strong assembly of distinguished speakers – see <http://www.spillcontrol.org/speaker-profiles>

The Forum, which is the first to focus on the very specific problem of response to spills of dilbit and tar sands crude oil, presents a unique opportunity for participants to gain an insight into the related problems and learn about recent developments in the quest for solutions.

With only three weeks to go, you should not delay in securing your place at what promises to be a landmark event. ISCO members should note that they qualify for a \$105 discount on the standard registration fee.

You can make a reservation online by clicking on <http://www.spillcontrol.org/registration> Info on accommodation, travel, and other aspects is available at <http://www.spillcontrol.org>

For Exhibitors, it's a special opportunity to access a very highly targeted audience. A few Exhibitor Booths and Sponsorship Opportunities are still available. Contact Michael Rancilio at +1 844-393-6333 or +1 248-914-3915 (cell) or email Michael.rancilio@gmail.com

INTRODUCING MORE OF THE SPEAKERS AT THE INTERNATIONAL FORUM ON GROUP V OILS

David DeVilbiss
Global Diving & Salvage Inc.



Mr. DeVilbiss began his diving career with a summer job in Dutch Harbor, AK while attending Le Tourneau University for Mechanical Engineering.

Since then he has been involved in salvage projects around the world, working with most of the major salvage companies as a diver, salvage master, and project manager.

He currently serves on the Executive Committee of the American Salvage Association, as the primary Marine Salvor on the Cook Inlet Risk Assessment Advisory Panel, as Vice President of the Alaska Maritime Prevention and Response Network, and as Vice President of Marine Casualty Response for Global Diving and Salvage Inc.

David DeVilbiss will address “Diver Safety and Production when working with Submerged Oil Recovery”

Dr Ronan Jézéquel
CEDRE



Having studied marine chemistry, Ronan Jézéquel joined Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution) in 1997 for a long term voluntary internship which subsequently granted him access to a postgraduate course in Marine Chemistry.

Ronan Jézéquel was enlisted by Cedre in 1999 as a conscript, before joining the team in 2000 as a PhD student, then as an employee in 2003.

Ronan Jézéquel works for the Research Department, within which he is in charge of studies on the medium and long term behaviour of heavy oils. The different experiments (laboratory-based and in situ) which he has overseen have enabled him to acquire a certain expertise in the chemistry of oil and in analysis techniques demonstrating natural oil weathering processes (biodegradation, photooxidation). Since 2011, Ronan Jézéquel is also in charge of all In Situ Burning studies and experiments conducted at Cedre.

In addition to his work as a research engineer, Ronan Jézéquel has also been a member of the Emergency Response Team during 3 years as a first-line duty officer.

Dr Ronan Jézéquel’s paper is entitled “Study of Bitumen and Emulsified Bitumen when Released into Water”

Case History

Note from your Editor – I have on several occasions asked ISCO members and other readers to contribute Case Histories for publication in the ISCO Newsletter but very few have been received. This is a pity because case histories can be both interesting and useful – helping us to learn from the experience of others, gaining an improved understanding of response approaches and techniques that have relevance to challenges we may have to face – things that worked well and some that didn't.

The following Case History recalls a response action that took place 20 years ago, The article originally appeared in the January 1994 issue of The OSBER, a monthly magazine published by Alba International Ltd. The story is about an event that could have taken place yesterday and the lessons learned remain relevant to this day. In republishing this article I hope it will encourage readers to submit Case Histories recounting their own response actions, sharing valuable experience that will be of direct benefit to others in our community.

PORECHYE – EMPTY TANKS

This may seem to be a strange title, but read on and all will become clear.

January started quietly, unlike last year, when the “Braer”¹ sent us into overdrive. On Tuesday a telephone call from Tyne Dock Engineering, South Shields, put the team into gear again. The klondyker² “Porechye” had hit the rocks and damaged her hull and portside fuel tanks. At this time she was lying off the mouth of the Tyne and traces of oil from damaged tanks were observed. A survey by divers was carried out to estimate the amount of oil being lost and the extent of the damage



Picture: Porechye before going into dry dock

We arrived at Tyne Dock in the early hours of Friday morning and, after finding the drydock, we tried to get some rest before the meeting with the dock manager at 8 a.m. At approximately 0600 hours the “Porechye” was turned by tugs to enter the drydock. This is a very large vessel to enter this dock and only had an estimated 200 mm. either side to clear the dock gates.

Unfortunately (or, in retrospect, fortunately) the wind was too strong and the tug could not hold her in position so the docking operation was aborted.

At the 8 o'clock meeting we were informed that the vessel had sustained damage to a possible five fuel tanks but no more oil was being lost. A fresh attempt would be made to dock her on the next tide.

The aborted docking proved to be a blessing in disguise because it gave the Alba team a chance to speak to the skipper, chief engineer and second engineer. The information from the ship's engineer was that the tanks were empty.

To leave the “Porechye” for a moment: this is the third time we have been called out to dry docks in Newcastle. The previous times only after the vessel had been docked and the oil had leaked out of the vessel into the bottom of the dock.

Although our clean-up operations were carried out with a speed and professionalism that we are known for (and proud of although we are modest as well) the team expressed concern that they were mobilised after the oil had been allowed to spill, and that so far the docks concerned had been lucky in that the amount of oil in the vessels' tanks had been relatively small (up to some 50 tons). It was suggested that it would be prudent to call Alba prior to the docking of the vessel if another similar occasion should present itself.

This time the dock manager did just that and we were there before they put the “Porechye” in dock or, should I say, before they tried to do so. Anyway, now you have got the background to this article, let's get back to the skipper and the engineers.

Arriving before the ship is docked allows the Alba team to use more than just its clean-up experience. It allows us to try to prevent spillage or, at least, to minimise it.

After the engineers explained how they identified the damaged tanks and that these tanks had been empty prior to the collision, a meeting between the dock manager, the skipper, the chief and the Alba engineers was arranged. Alba's project engineer put forward that, although these tanks were verified empty by the ship's engineers, it might only be because:

- 1) They had lost suction on their transfer pumps prior to the grounding and
- 2) After the grounding they only drew water

In the team's opinion this did not mean that there was no oil in the tanks but merely that the ship could not transfer any oil and that the only way to be sure that the tanks are empty would be to hot-tap³ the tops of the tanks and draw off whatever was there.

Case History (continued)

Picture: Hot-tapping – The only available access route via manifold

As we all know fuel oil floats on water and so by hot-tapping the tops of the tanks they can either be confirmed empty as water will be at the top of the tank, or, if oil is found, it can be removed.

Although this sounds quite simple, unfortunately it is not. Tank tops are not always where you can get to them and, on this occasion, one of the tanks fell into this category. The tank in question lay under another tank which still contained an estimated 300 tons of fuel.

At this time, the Alba team had successfully recovered fuel from four out of five damaged tanks which were now empty of fuel. The fuel from these tanks had been transferred via pumps and hoses to other tanks on board and there was nowhere left onboard to transfer the 300 tons from the top tank.

The skipper and dock manager were reluctant to offload the top tank because of the expense and so the team had to find another way to access the lower tank.

The only available access route was via a tank overflow manifold, located in the forward air conditioning machinery room. This was achieved and over the next 12 hours marine fuel oil (MFO) was removed at a steady rate and transferred around the ship. In total 140 tons of MFO was transferred from “the empty tanks”.

Doubt existed as to whether all the trapped oil in the lower forward tank had been removed although pumping was continued until only water was encountered.



Picture: Deployment of boom to contain possible spill

With the damaged tanks giving no buoyancy and all the fuel now in the starboard and stern tanks, the ship's trim was wrong for it to safely enter the drydock and so approximately 160 tons was offloaded, this being the maximum quantity that could be accommodated in the only barge immediately available.

With delays caused by high winds, a blown power cable and now the need to correct the ship's trim, The dock had missed the high water window and the ship could not be docked for another 8 days.

Because of the need to hold the ship in berth to await the next docking opportunity the Tyne Harbourmaster required that a precautionary containment boom be deployed around the vessel.

It was decided to use 200 m. of Bay Ro-Boom and this proved to be ideal for the purpose. The deployment complete, the team headed back to Aberdeen, leaving one man to attend the boom.

Porechye – The Sequel

On Monday 31st January the Alba team returned to Newcastle for the conclusion of the “Porechye” saga.

The ship was to be docked at 1800 hrs. on Tuesday and the team was back on board the vessel. Four of the damaged tanks were checked again and were confirmed clear of any significant quantity of oil. We were still unhappy about the fifth tank but with 300 tons of fuel in the tank immediately on top of it and no possibility of verifying oil content, there was nothing we could do but hope that the original information given was correct. All would be revealed when the ship was finally docked and the water level dropped.

Our worst fears were confirmed when, as the water level dropped, oil appeared on the surface, black heavy oil and much more than just minor residues left in the four tanks we could access and empty.

The clean-up started as soon as the level had dropped enough for us to get the equipment into operation and continued until all the oil had been collected. A total of some 35 to 40 tons was recovered from the dock; a messy and time consuming job but achieved without any leakage of oil from the dry dock into the river.

Case History (continued)

If the total quantity of oil in the damaged tanks, something in excess of 170 tons, had dropped out a serious pollution incident would have been inevitable. The dock gates were of a type designed to keep water out rather than in and, as the tide dropped it would have been impossible to prevent the loss from the dock of such a large quantity of oil. The exercise of recovering the greater part of the oil from the damaged tanks had undoubtedly achieved the objective of preventing a major pollution incident.

In retrospect, a decision to remove the 300 tons of oil from the upper forward tank to permit good access to the lower tank could have prevented any significant loss of oil in the dry dock but this was not an option at the time.

After the recovery was completed there was still the boom to recover and the equipment to be loaded. This completed, the team headed north again.

There are lessons to be learned from the "Porechye" –

1. **Tanks are only empty of oil when proved to be so.**
2. **All tanks should be checked.**
3. **More time is needed prior to dry docking**

35 tons makes one hell of a mess in a dock bottom. Imagine what 170 + tons would have done – especially in a situation where the dock gate design allows water egress to a river on a falling tide.

¹ The Norwegian tanker Braer ran aground off the Shetland Isles on 5 January, 1993, spilling almost 85,000 tonnes of crude oil.

² Klondyker – An East European fisheries factory ship, called this after the gold miners who took part in the 19th-century gold rush to the Klondike

³ Hot-tapping – A technique used to cut a hole in a pressurised tank, without any loss of product, allowing contents to be drawn off in a safe manner via a valve. In this case, an air-operated hot-tap machine was used, designed by Alba International Technical Director, Robert McWhinnie B.E.M. and built in-house at the company's workshop in Aberdeen.

Job vacancies



SENIOR TECHNICAL ADVISER and TECHNICAL ADVISER (MARINE POLLUTION)

An international, not-for-profit organisation providing the maritime industry with objective technical advice, expertise, assistance and information on effective response to oil and chemical spills in the marine environment is seeking both a Senior Technical Adviser and a Technical Adviser to join its small London-based team. ITOPF's work is varied and challenging. It involves giving advice worldwide on the most appropriate methods for responding to oil and chemical spills from ships, minimising their impact on economic resources and the environment, and the provision of compensation.

All candidates should possess, as a minimum, a degree in a scientific, engineering or related discipline and have relevant practical experience of pollution control and/or the effects of pollution on marine resources. Fluency in a language other than English would be a distinct advantage. In addition, for the Senior Technical Adviser position, ITOPF is only seeking candidates with a demonstrable track record of at least five years in responding to oil or chemical spills in the marine environment. The successful candidates for both roles must be willing to travel extensively, often at short notice, and be able to work under pressure. Good written and oral presentation skills, strong interpersonal abilities and computer literacy are all vital.

Starting salaries (circa. £50K and £65K for the two positions) will be commensurate with experience and include a generous benefits package.

For details on how to apply, visit ITOPF's website at <http://www.itopf.com/vacancies/>.

Events

THAILAND: GLOBAL EXHIBITION & CONFERENCE ON WATER, ENVIRONMENTAL AND CHEMICAL ENGINEERING

TechnoBiz is organizing "3W Expo 2015 + CPPE 2015", Global Exhibition on Water, Environmental and Chemical Engineering during 29-31 January 2015 at Bangkok International Trade & Exhibition Center (BITEC) in Bangkok, Thailand. This event has two trade shows together: 2nd Edition "3W Expo 2015", Exhibition on Water, Wastewater and Waste Treatment and 1st Edition "CPPE 2015" - Exhibition on Chemical & Process Engineering and Pollution Engineering. More information is available at www.3W-Expo.com. This is very unique and most useful event, not to be missed. This event is aimed to be "global meeting point" for all businesses and professionals related to water technology, environmental engineering and chemical engineering.

Events (continued)

UK: FRACKING NORTH - MEDIACITY UK, MANCHESTER, 25TH SEPTEMBER 2014

Fracking North: Continuing the Debate on Hydraulic Fracturing for Gas [View the Programme](#) [Registration](#)

CHINA: UPCOMING IPIECA EVENTS

2-3 September 2014 [Seminar on oil spill response science and technology](#) Yantai, China
4-5 September 2014 [Training course for level 1 commanders of oil spill response](#) Yantai, China

Alex Hunt and Dr Ann Zhang will be working with IPIECA and IMO in cooperation with China MSA to facilitate an upcoming oil spill response seminar in Yantai. This is part of the Global Initiative (GI) China programme.

The seminar will be followed by an IMO training course on oil spill preparedness and response for senior management personnel. ITOPF's China Liaison Officer, Rose Ying, will also be supporting both events.

UK: 5TH MARITIME SALVAGE & CASUALTY RESPONSE

London, Wednesday 03 September 2014 - Thursday 04 September 2014. ACI's 5th Maritime Salvage & Casualty Response will uncover the complexity of issues surrounding Wreck Removal and Salvage Operations, not just on an operational scale, but will also make the legal, insurance and contractual issues more transparent. The conference will deliver the essential knowledge and experience from some of the best salvage professionals in the business. [More info](#)

CANADA: NEWFOUNDLAND & LABRADOR'S OIL & THE ENVIRONMENT SEMINAR

NEIA SEEKING EXPRESSIONS OF INTERESTS FOR NOTES 2015 PRESENTATIONS

Given the key importance of the oil and gas sector to the Newfoundland and Labrador economy, as well as the important environmental considerations, challenges and opportunities associated with this growing industry, NEIA is planning and organizing an "Oil and the Environment" Seminar, to be held on April 27th and 28th, 2015 in St John's, NL.

- See more at: <http://www.neia.org/notes2015/#sthash.jGfnGkoQ.dpuf>

Publications

IOPC FUNDS: NEW GUIDANCE FOR MEMBER STATES PUBLICATION NOW AVAILABLE

A new publication 'Guidance for Member States' is now available to download from the [publications page](#). This Guidance document contains measures which Member States might wish to consider in preparation for, or in the event that they suffer, pollution damage as a result of an oil spill. Such measures are aimed at facilitating the claims handling process following an incident. The text was developed by the 1992 Fund sixth intersessional Working Group and adopted by the 1992 Fund Administrative Council in October 2013.

Hard copies of the Guidance document are available on request via the [publications page](#).

ISU PUBLISHES ANNUAL REVIEW AND INDUSTRY STATISTICS FOR 2013

The International Salvage Union has published its Annual Review for 2013 which formally sets out the governance and work of the ISU which is the global trade association representing the interests of its members who are marine salvors.

The [ISU Annual Review](#) includes a summary of the annual statistics collected from its members to provide an overview of the state of the salvage industry. The 2013 figures show a substantial industry with total revenues, not profit, of more than US\$700 million, up from just over US\$ 600 million in the previous year. The numbers are for salvage and wreck removal cases where revenue was received in 2013 which may be from contracts agreed in previous years.

LINKS FOR RECENT ISSUES OF OTHER PUBLICATIONS

[ASME EED EHS Newsletter](#)
[Bow Wave](#)
[Cedre Newsletter](#)
[The Essential Hazmat News](#)
[USA EPA Tech Direct](#)
[USA EPA Tech News & Trends](#)

News and commentary on HSE issues from George Holliday
Sam Ignarski's Ezine on Marine & Transport Matters
News from Cedre in Brittany, France
Alliance of Hazardous Materials Professionals
Remediation of contaminated soil and groundwater
Contaminated site clean-up information

Most recent issue
Current issue
June 2014
July 28 issue
August 1 issue
May 2014 issue

LINKS FOR RECENT ISSUES OF OTHER PUBLICATIONS (continued)

Technology Innovation News Survey	From US EPA - Contaminated site decontamination	June 16-30 2014
Intertanko Weekly News	International news for the oil tanker community	No 32 2014
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	June 2014 issue
IMO Publishing News	New and forthcoming IMO publications	July 2014
IMO News Magazine	News from the International Maritime Organization	No 1, 2014
Pollution Online Newsletter	News for prevention & control professionals	August 13 issue
EMSA Newsletter	News from the European Maritime Safety Agency	August 2014 issue
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2014 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	August 2014 issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	July 2014 issue
IPIECA eNews	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 2014 issue
WMU Newsletter	From the World Maritime University in Malmo, Sweden	May 2014 issue
AMSA Aboard	News from the Australian Maritime Safety Authority	May 2014 issue
Sea Alarm Foundation Newsletter	News from the Sea Alarm Wildlife Protection Organisation	Summer 2014 issue
Regenesis Remediation News	Cases studies, articles and upcoming events in Europe	Summer 2014 issue

Training

EMERGENCY FILM GROUP TRAINING PORTAL

While continuing to utilize the engaging video approach to learning that has built its reputation, EFG's Online Learning Center delivers instruction "on demand" for the individual student or for thousands, at a fraction of the cost of traditional classroom training.

Emergency Film Group's web-based training solutions help your organization comply with emergency preparedness, security, environmental, safety and health regulations. An internet capable computer will give your employees access to over 100 interactive training programs, anywhere and at any time. Interactive Video Training titles are identified in the course catalog as format "A". [More info](#)

Company news

ISCO CORPORATE MEMBER, IMBIBITIVE TECHNOLOGIES INC. REPRESENTATION IN AFRICA

Following the recent signing of Ecoterra (representing Mexico), IMBTEC has just come to terms with Adventium Global Inc who will represent the full IMBIBER BEADS® product line in 13 African Markets including: Nigeria, Equatorial Guinea, Senegal, Niger, Guinea, Ghana, Angola, Cameroon, and Côte D'Ivoire, Liberia, Sierra Leone, Namibia and the Republic of Benin.

Adventium will represent the full IMBIBER BEADS® product line encompassing all organic chemical (Crude Oil, Gasoline, Diesel Fuel, Jet Fuel, + thousands more) spills response products, IMBTEC's award winning drain protection systems, storm water filters and water recycling technologies related to processed and produced water. [Read more](#)

ELASTEC AMERICAN MARINE'S PORTABLE INCINERATOR ROLE IN FIGHT AGAINST EBOLA

Elastec/American Marine Sales Manager Jeremy Pretzsch has been busy fielding inquiries about MediBurn, a portable medical waste incinerator, as a weapon in the fight to help curb the spread of Ebola. Pretzsch recently discussed the advantages of MediBurn with a United Nations representative regarding the Ebola outbreak in Sierra Leone, Guinea, Liberia and Nigeria.

Environmentally safe, compact, portable, and simple to use, MediBurn is a diesel-fueled incinerator for the disposal of infectious and pathological waste in remote locations. It is a practical and affordable solution for hospitals and clinics in developing countries around the world. MediBurn is even being used to destroy illicit drugs and active pharmaceutical ingredients (APIs) to prevent their entry into wastewater streams. For more info, contact Jeremy Pretzsch, Sales Manager / jpretzsch@elastec.com Linda Henning, Marketing Director / lhennig@elastec.com Brian Cook, Creative Services Manager / bcook@elastec.com

PROMOTING ISCO AND YOUR COMPANY ON YOUR EXHIBITION BOOTH

While collecting ISCO Membership Placards at the end of the IOSC exhibition (for later re-issue at other events) a member exclaimed "Oh no, we would like to keep it and put it on our booth at other shows". Displaying the ISCO Membership Placard on your booth indicates your support of an organization dedicated to improving worldwide co-operation and preparedness. Members who would like to have an ISCO Membership Placard should request one by emailing info@spillcontrol.org

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