



# 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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The 4<sup>th</sup> Conference and Exhibition

## Oil Spill Response Workshop (OSRW 2014)

18-19 November, 2014 Beijing China



## International news

### UNEP: MEDITERRANEAN ACTION PLAN

### FRESH STRATEGIES TO TACKLE POLLUTION, PLASTICS AND CLIMATE IMPACTS TO BE INCLUDED IN NEW PLAN TO MANAGE THE WORLD'S SEAS

Leading scientists and policymakers meeting in Athens this week acknowledged that marine litter remained a "tremendous challenge" in almost all regions of the world, with significant socio-economic consequences and clear impacts on marine ecosystems.

The three-day 16th Global Meeting of the Regional Seas Conventions and Action Plans was held amid growing concern worldwide about the threat that widespread plastic waste poses to marine life, with conservative estimates of overall financial damage of plastic to marine ecosystems standing at US\$13 billion each year. Participating experts recommended a three-tier approach to marine litter, saying that the problem needed to be tackled - not just at the regional and national levels - but at the municipal level, because in most cases it is municipalities that have responsibility for solid-waste management.

"If we are serious about reducing the amount of solid waste being dumped in oceans, or flowing through waterways into oceans and marine ecosystems, then we need to work at all levels, including with municipalities which deal with solid waste management at grassroots level," said Julian Reyna, Secretary-General of the Permanent Commission on the South Pacific, Ecuador.

On the issue of microplastics – tiny pieces of plastic less than one millimetre in size that pollute the world's waterways and seas – policymakers and experts agreed that more work needed to be done so that their physical and biological impact could be fully understood.

The global gathering marked the 40th anniversary of the Regional Seas

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## International news (continued)

Programme, hosted by the United Nations Environment Programme (UNEP), and provided a unique opportunity to set in motion the integration of regional seas and oceans governance into the new Sustainable Development Goals (SDGs). The Regional Seas Programme is the world's only legal framework to address the protection of the marine environment at the regional level, and is critical to reversing the rapidly accelerating degradation of the oceans. *UNEP* [Read the complete text of the meeting report](#)

## CONOCO SHIPS ALASKA OIL TO SOUTH KOREA AS EXPORTS CLIMB

September 30 - For the first time in a decade, oil from Alaska will be exported, this time to South Korea. The tanker left the Port of Valdez at the end of September. The U.S. Government has an export ban on crude oil, but Alaska is exempted; still, this is significant, as ConocoPhillips, who is shipping the oil, says they will ship where they can get the best prices. This may have implications for ballast water treatment and the potential spread of invasive species *SAC News* [Read more](#) [Thanks to Dr Merv Fingas, Member of ISCO Council for Canada]

## Incident reports from around the world

### USA: EXXON MOBIL CLAIMS RESPONSIBILITY FOR MARION OIL LEAK

September 29 - The leak was first reported Wednesday in the 1500 block of Gemler Road near FM 78 in Guadalupe County.

More than two dozen men have been working in the rural area to remove much of the dirt that was soaked with refined oil.

There are two pipelines that run through the area: one belongs to the Koch Company and the other to Exxon Mobil. Both companies had investigators in the area to determine what company was responsible for the leak. Late Saturday night, Exxon claimed responsibility in a statement. *Ksat.com* [Read more](#)

## Incident reports from around the world (continued)

### CHILE: OIL SPILL BAHIA DE QUINTEROS



September 29 - Following up on last week's report on this spill, Carlos Sagrera, MISCO, has sent in this Spanish language article on the event together with links for other related reports in Spanish.

*Photo: La operación oportuna de contención y recuperación del contaminante, permitió atenuar los daños del derrame*

*Un amplio operativo, que ha permitido la contención del hidrocarburo derramado en la rada de Quintero, desplegó la Autoridad Marítima de la Capitanía de Puerto de Quintero y la empresa ENAP.*

*De acuerdo a los primeros antecedentes entregados por el Gobernador Marítimo de Valparaíso, Capitán de Navío LT Cristian Gálvez, a las 04.15 horas de esta madrugada, el Buque Tanque Mimosa, de bandera de Isla Marshall, sufrió un corte en el flexible de transferencia de petróleo*

*crudo, mientras descargaba a los tanques de ENAP Quintero, vertiendo una cantidad aproximada de dos a tres metros cúbicos del hidrocarburo. Armada de Chile [Read more](#)*

Other links - <http://www.mercuriovalpo.cl/imprensa/2014/09/27/full/4/>

<http://www.mundomaritimo.cl/noticias/editor/20095>

<http://radio.uchile.cl/2014/09/28/ministro-de-medioambiente-reconoce-graves-danos-por-derrame-de-petroleo-en-quintero>

<http://radio.uchile.cl/2014/09/26/cientificos-de-valparaiso-ayudan-a-rescatar-aves-afectadas-por-derrame-petrolero>

<http://www.veoverde.com/2014/09/derrame-de-petroleo-en-bahia-de-quintero-abre-debate-sobre-la-seguridad-de-las-industrias-en-la-zona/>

## Incident reports from around the world (continued)

### UK: FIRM IN COURT AFTER MAJOR PETROL ESCAPE AT STAFFORDSHIRE FUEL SITE

September 29 - A company which distributes fuel across a national network of pipelines has been fined after 35,000 litres of unleaded petrol erupted from pipework due to a joint failure.

The fuel, which escaped under high pressure and rained down on the site, owned by British Pipeline Agency Ltd near Tamworth, could have resulted in a major fire and possible explosion. *Health & Safety Executive* [Read more](#)

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### USA: CREWS WORK TO CLEAN UP OIL SPILL ON MILL RIVER, NEW HAVEN, CONN.

October 2 - The Coast Guard says it's leaking from the former English Station power plant, a facility along the river, that's been closed for several years. Clean up crews, dressed in clothing to protect them from hazardous conditions, were hard at work outside the former English Station power plant in New Haven. Last month when slick plumes were spotted in the nearby Mill River, the Coast Guard began investigating.

"Once we got inside the building, it was horrible," said Captain Ed Cubanski, US Coast Guard. The problem was a broken valve, the latest in what the Department of Energy and Environmental protection calls a series of contamination issues at English Station in recent years. But that busted valve wasn't the only issue. *WTNH.com* [Read more and see video](#)

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### USA: FEDERAL, LOCAL EMERGENCY CREWS EVACUATING STARK COUNTY, OHIO, CAMPGROUNDS AFTER OIL AND GAS LEAK

October 2 - A ruptured main spilled more than 200 gallons of oil and natural gas into the Springwood Lake Campgrounds. The spill forced the evacuation of about 150 people for fear that an explosion could occur once excavators begin digging up the leak.

Bethlehem Township Fire Chief Tom Bragg said officials are unable to shut off the 30-inch main that runs from Bethlehem to New Philadelphia because the main supplies oil and gas to all of Stark County. The pipeline is owned by Dominion East Ohio. *Cleveland.com* [Read more](#)

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### UK: MORE THAN 50 INJURED AFTER STAFFORDSHIRE CHEMICAL SPILL

October 3 - More than 50 people were injured today after a chemical spill on an industrial estate, ambulance officials said.

Staffordshire Ambulance Service declared a major incident after the leak of titanium tetrachloride from a tanker on Mica Close, off Glascote Road, Stonydelph, Tamworth. The leak happened at the Tamworth Heat Treatment factory but mainly affected workers at a nearby unit, Darwell, which specialises in metal welding and fabrication. *Daily Mail Online* [Read more](#)

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## Other news reports from around the world

### NEWS REPORTS FROM USA

#### September 24 - Federal Agencies Announce 5-Year Great Lakes Restoration Action Plan

U.S. Environmental Protection Agency (EPA) Administrator Gina McCarthy recently released a new Great Lakes Restoration Initiative (GLRI) Action Plan that lays out steps that federal agencies will take during the next five years to protect water quality, control invasive species and restore habitat in the largest surface fresh water system in the world. McCarthy, who chairs the federal Great Lakes Interagency Task Force, released the plan at a meeting of Great Lakes Mayors in Chicago. *Pollution Online* [Read more](#)

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#### September 26 - BSEE Leads Offshore Oil Spill Response Exercise in Pacific Region

This week, the Bureau of Safety and Environmental Enforcement (BSEE) Oil Spill Response Division conducted a day-long Government Initiated Unannounced Exercise involving Pacific Operators Offshore, LLC (POOLL). The full-scale exercise, held in Carpinteria, Calif., and offshore at Platform Hogan, tested POOLL's ability to respond to a simulated spill event in accordance with its Oil Spill Response Plan (OSRP).

During the exercise, POOLL was instructed to respond to a simulated release of 50 barrels of crude oil from a pipeline leak in the Platform Hogan-to-shore pipeline. Clean Seas, LLC, the Oil Spill Response Organization under contract with POOLL, deployed response equipment. Representatives from the U.S. Coast Guard; U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration; NOAA Channel Islands National Marine Sanctuary; and California Department of Fish and Wildlife, Office of Spill Prevention and Response also participated in the BSEE-led exercise. *BSEE* [Read more](#) [Thanks to Mike Rancilio, ISCO]

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## NEWS REPORTS FROM USA (Continued)

### September 29 - SeaRiver Maritime 2014 Prince William Sound Oil Spill Exercise

On 13th September, ITOPF travelled to the wilds of Alaska to participate in a large-scale, Tier 3, oil spill exercise organised by SeaRiver Maritime Inc., a subsidiary of ExxonMobil. The event drew together over 430 people from a wide range of organisations including; Aleyska Pipeline Service Company, Alaska Maritime Prevention and Response Network, Alaska Department of Fish & Game, US Coastguard, US National Oceanographic & Atmospheric Administration, Alaska Department of Environmental Conservation, Prince William Sound's Regional Citizen's Advisory Council, native tribal representatives and ExxonMobil's response teams.

The exercise scenario imagined a release of some 200,000 barrels of crude oil from a tank vessel in the middle of Prince William Sound following a collision with a fish processing vessel. *ITOPF* [Read more](#)

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### September 30 - Emergency responders train for large oil spill in Mississippi River

A coalition of federal, state and local emergency responders will conduct three days of training here this week to prepare for a large-scale train incident with crude oil spilling from tank cars into Mississippi river.

Training will begin Thursday at the Stoney Creek Hotel and Conference Center in Onalaska and will expand Friday and Saturday onto the Mississippi River, with equipment being launched at the La Crosse Municipal Boat Harbor. *Dnr.Wi.Gov* [Read more](#)

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### September 30 - Oil and Railroad Industries Seek 7 Years for Retrofitting

The oil and railroad industries are urging federal regulators to allow them up to seven years to retrofit tank cars used to transport highly volatile crude oil, an oil industry official said on Tuesday. The cars have ruptured and spilled oil during collisions, leading to intense fires. Jack N. Gerard, president of the American Petroleum Institute, said in a conference call on Tuesday that the institute and the Association of American Railroads were jointly asking the Transportation Department for six to 12 months for manufacturers to prepare to retrofit tens of thousands of cars, and three more years to retrofit older cars. *The New York Times* [Read more](#) [Thanks to Mike Rancilio, ISCO]

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### September 30 - WWI toxic munitions cleanup in D.C. faces 2-3 year delay



*Photo: Glass containers, including mustard gas and lewisite, have been recovered in the Spring Valley cleanup. (Courtesy U.S. Army Corps of Engineers)*

The cleanup of a World War I chemical weapons testing site found under a house near American University will take almost three years longer than anticipated.

When the crucial and potentially risky step of excavating under the foundation began a year ago, the U.S. Army Corps of Engineers estimated the project would be restored to residential standards by the end of this year.

Now, the Army Corps tells WTOP neighbors in the pricey Spring Valley neighborhood have been told the project likely won't be completed until spring 2017. *WTOP* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### October 1 - Oil Spill Task Force Braces For More Crude By Rail

A regional oil spill task force met in Portland Wednesday to discuss the risks of crude oil traveling by rail.

The Pacific States British Columbia Oil Spill Task Force coordinates oil spill response plans among five U.S. states and B.C. A lot of its members have noticed the same worrisome trend: more crude oil is traveling by rail cars instead of arriving on ships, and many agencies aren't prepared for oil spills along rail lines.

Dale Jensen is the oil spill program manager for the state of Washington. He says his state is well-prepared for oil spills in the marine environment, but it's scrambling to improve its ability to respond to inland oil spills now that more and more oil is traveling by rail. *EarthFixOPB* [Read more](#) [Thanks to Mike Rancilio, ISCO]

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## NEWS REPORTS FROM USA (Continued)

### October 2 – G.E. agrees to \$20 million study of Hudson River pollution

General Electric has agreed to conduct a study of P.C.B. contamination of thousands of properties along 40 miles of Hudson River shoreline, the federal Environmental Protection Agency said Wednesday.

The \$20 million study is the first step in another major remediation project of the river that will take years to complete and possibly cost hundreds of million of dollars. *CapitalNewYork.com* [Read more](#)

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### October 3 - BP Seeks Review of 'Gross Negligence' Ruling

BP Plc asked the U.S. judge in charge of thousands of oil-spill damage lawsuits to review a ruling that exposes the company to as much as \$18 billion in fines, saying it was based on evidence he said he wouldn't consider.

BP claims the Sept. 4 ruling that the company was grossly negligent in causing the 2010 Gulf of Mexico oil spill was based on expert testimony that U.S. District Judge Carl Barbier of New Orleans said he would exclude from the 2013 trial over who caused the disaster. BP asked Barbier to change his finding or grant a new trial.

Barbier improperly relied on the opinion of an expert witness hired by Halliburton Co. in determining that metal pipe lining in the Macondo well buckled and ruptured near the bottom, preventing cement from sealing the well against leaks, BP said yesterday in a court filing. *gCaptain* [Read more](#) Related report in [The Maritime Executive](#)

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### October 3 - BP oil spill trustees approve \$627M for restoration, including \$340M in Louisiana

Federal and state trustees for the [BP Deepwater Horizon oil spill](#) have given final approval to plans to spend \$627 million on restoration projects, including [\\$340 million in Louisiana](#), officials announced Friday.

The money represents the third phase of approvals of projects funded with \$1 billion BP set aside as an early payment for damages caused by the spill. The early payment is part of money the company will have to pay under the [Natural Resource Damage Assessment](#) program required by the federal Oil Pollution Act of 1990. *The Times Picayune* [Read more](#)

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### October 3 - Mississippi River states prepare for an oil spill -- not if, but when



*Photo: Paul Wolf, of USDA Wildlife Services, demonstrates the use of a net gun on decoy geese Friday during a drill in La Crosse, Wis. The nets could be used to capture wildlife, if necessary, in an emergency response situation. Alex Kolyer / For MPR News*

In February, a Canadian Pacific train spilled about 12,000 gallons of crude oil along 70 miles of track between Red Wing and Winona. The Minnesota Pollution Control Agency required the company to clean up portions of the spill where puddles of oil accumulated, even though the oil did not seep into the river.

During a drill on Friday, crews fought wind and waves to pull a 300-foot boom away from Target Lake. The lake is within the Upper Mississippi River National Wildlife and Fish Refuge near La Crosse. Workers had set up the giant rope-like structure hours earlier as part of the simulated oil spill. *MPR News* [Read more](#)

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## NEWS REPORTS FROM NEW ZEALAND

### September 30 - Marine Oil Spill Exercise Rescheduled at Napier Port

Hawke's Bay Regional Council has rescheduled its annual marine oil spill exercise in and beside Napier Port for Wednesday 1 October 2014. The exercise was delayed after poor weather conditions in early September.

Under the Maritime Transport Act, HBRC is required to respond to oil spills that occur within the coastal marine area in Hawke's Bay, and is required to run exercises every year. The aim of Wednesday's exercise will be to test the equipment in the shallower water of Sandy Beach on Breakwater Road on the edge of the Port entrance *Scoop Independent News* [Read more](#)

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## Other news reports from around the world (continued)

### NEWS REPORTS FROM AUSTRALIA

#### September 30 - Montara oil spill: Indonesia requests Australia's cooperation on resolving dispute over impact on coastal communities

In August 2009 the wellhead blew at the Montara platform in Australian waters and crude oil spewed out into the Timor Sea for 74 days. Some estimates put the rate of leakage at 500,000 litres per day as the company worked to cap the well and sprayed chemicals on the ocean to disperse the oil. The company responsible, PTTEP Australasia, is a Perth-based subsidiary of a Thai-owned company.

Indonesia has little or no power over the company as it was operating in Australian waters, and Australia previously said it had not received a request from Indonesia for help. Now, five years after the disaster, the ABC's Lateline program has obtained a letter sent by the Indonesian environment ministry last week formally requesting cooperation from Australia *Yahoo News* [Read more](#)

### NEWS REPORTS FROM KOREA

#### August 18 – KOEM and COES hold R&D Workshop in Busan



[more](#)

The Korean Marine Environment Management Corporation (KOEM) invited Chairman Wang Yafeng and three members the China Offshore Environmental Service, Ltd (COES) to the Marine Environment Research & Training Institute in Busan for a workshop on R&D in conservation from August 11 to 14. COES is a China-based institute that specializes in preventing contamination in China's seas.

COES was established by the state-owned China National Offshore Oil Corporation (CNOOC) in 2003 as China's first agency to specialize in prevention. It has maintained an international system of co-operation with KOEM since the signing of a MOU in 2005 in Beijing.

At the R&D workshop KOEM and COES shared the latest information and reaffirmed their commitment to co-operation on making East Asia's seas cleaner and safer. *KOEM* [Read](#)

## ISCO News

### WELCOME TO NEW READERS OF THE ISCO NEWSLETTER

This week we have extended the Newsletter mailing list to include attendees at the recent ISCO Forum who expressed interest in ISCO and its weekly newsletter. Other new readers this week include participants in the recent oil pollution response workshop held at Trivandrum, Kerala, India.

Please enjoy this free trial of our newsletter. We hope you will find the publication interesting and useful. We welcome you to a readership that reaches out to ISCO members and readers in more than 54 countries.

Previous issues 449 and 450 both contain reports and photos relating to the Forum. You can view these by clicking on <http://www.spillcontrol.org/2013-02-05-11-11-41/2013-02-05-11-26-54> and downloading the relevant issues.

I very much hope that you will want to become members of ISCO. You can see all of the membership options at <http://www.spillcontrol.org/2013-02-05-10-50-47/classes-of-members>

You can look at the benefits of joining ISCO at <http://www.spillcontrol.org/2013-02-05-10-50-47/benefits>

You can download a joining form at <http://www.spillcontrol.org/2013-02-05-10-50-47/membership-application>

It is planned to make the presentations at ISCO's 2014 International Forum available on the ISCO Website. This is a "work in progress". Watch for further announcements in the ISCO Newsletter.

## LESSONS LEARNED FROM LATIN AMERICA: FORTY YEARS AGO - THE METULA INCIDENT



An article contributed by ISCO Member, Carlos Sagrera, MISCO.

### PART 2 – INCIDENT AND SALVAGE

The author has specialised in prevention and control of onshore and offshore spills in Latin America for 20 years. He is a retired LCDR (Uruguayan Navy, 1992) and graduated from the Chilean Naval Polytechnic Academy (1978).

### Incident and Salvage

Below we shall state some details of the incident on that austral winter night on 9 August, 1974.<sup>14</sup> Metula was registered in the Netherlands Antilles and was one of the first VLCC that crossed the strait. She was the fourth ship of those features to cross it, but it was the Captain's first time. Her dimensions were: length 325 m, beam 47 m, draft 19 m, power 90,000 HP. She had 206,000 tons of displacement and her crude oil cargo was 193,472 tons, with a value greater than 18 million dollars.<sup>15</sup> The shipowner was the Curaçaosche Scheepvaart Maats oil company, a Shell subsidiary, and it had been time-chartered to Shell Tankers B.V. of Rotterdam, and, in turn, voyage chartered to Shell International Marine (SIM) of London.<sup>16</sup> There was no doubt about the liability as carrier of the Dutch multinational oil company. However, this trip was under a contract with ENAP (Chile's National Oil Company), which was the owner of the cargo, since its purchase was FOB. This was an essential detail when determining the liability for potential compensation.

Regardless of the amount and due to subsequent consequences, it is important to highlight that the cargo came from Ras Tanura (Saudi Arabia) in the Persian Gulf and was thus Arabian Light Crude Oil.<sup>17</sup> With 34° API gravity, it is possible to understand its characteristics and persistence, especially in cold weather like the one it had to endure until the arrival to its final destination: Quintero Bay in Chile.

There can be little argument about the itinerary chosen to cross southern waters. Since Magellan's time, seamen have preferred the Strait to the waters of the Drake Passage. The cost of pilots could be largely offset by the time gains and decreased risks due to the permanent bad weather in the Passage area. Navigation in the Strait's restricted waters was then limited by the two narrows, which were very well known by Chilean seamen. To go through, it was necessary to take two pilots at the entrance of the eastern mouth of the Strait. The main complication for a vessel of this size was the exit of the First Narrows, which had to be performed a few hours before high tide. This meant sailing against the current, which favoured navigation due to the inertia increased by the full load displacement. In summary, this meant that there were two possibilities to cross the narrows: in the morning or at night.

The captains of VLCC that had previously crossed over the narrows had specifically recommended doing it during daylight. As was established in subsequent investigations by the Chilean Navy, the pilots arrived on board the ship nearly half a day late due to operational issues with another ship. This would prove that Chilean authorities had not made provisions for a suitable manning for this service. The margin for Metula's Captain was thus reduced and the difficulty of the Captain's decision can be understood: shipowners requiring compliance with the time of arrival and the priority of safe navigation in restricted waters, which ended up taking place that day, in relatively calm waters.

The pilots, who came directly from their previous operation, boarded the ship in the evening. The engine was set at full speed to arrive to the narrows as soon as possible. Right then, an unexpected event occurred, and it is difficult to explain it, even today. The Chilean charts used by the pilots are widely used, but they did not coincide with those in the ship, produced by the British Admiralty.<sup>18</sup> In sum, the dangerous Satellite shoal located off of the First Narrows appeared closer than expected to the course that had been plotted as safe, therefore restraining the space to manoeuvre. As a result, the Captain tried to verify the pilots' navigation. According to the investigation, this meant a loss of valuable time, and confusion took over the bridge. It was impossible to stop the vessel, which was sailing at 14.5 knots, as this would have reduced the steering capacity due to the strong spring tide against her (close to 8 knots).

### References

14 The following website (in Spanish) provides general information about the incident, collected from the available reports: <http://www.monografias.com/trabajos7/metul/metul.shtml>  
Author: D'Elía, Eduardo H.

15 <http://www.wtrg.com/prices.html>

16 [http://www.helderline.nl/tanker/65/metula+\(2\)/](http://www.helderline.nl/tanker/65/metula+(2)/)

17 <http://www.eia.gov/todayinenergy/detail.cfm?id=7110>

18 According to the investigation, the Chilean charts were relatively recent, but the Admiralty charts were not. However, there were no differences between the two charts and discrepancies were merely apparent and were the result of the difference in the grid systems used. <http://www.monografias.com/trabajos7/metul/metul.shtml>

## FORTY YEARS AGO - THE METULA INCIDENT (Continued)



There was also no possibility of that massive vessel going astern. The attempt to circumvent the shoal with a zigzag manoeuvre failed and the vessel ran aground at 10:15 PM on the Satellite Patch Shoal with her bow in 15 metres of water.<sup>19</sup>

Oil spills from the fore tanks were immediately detected. The first report, issued the next day, mentioned a spill estimated at 6,000 tons. The hope of high tide (a 6-metre difference) had no results and two days later the situation worsened; the vessel was rotated by the nearly 50-knot wind and the tide. She ended up lying on the bank and its hull suffered further damage caused by rocks. To make matters worse, the engine room flooded, which caused a complete black-out.

The reports issued the following days showed crude oil spills that, on 22 August, reached 40,000 tons. According to direct references, significant oil leaks were detected as far in as 9 September, nearly one month after the incident.<sup>20</sup> Nobody in the area was prepared for an incident of this magnitude. This was proved by the fact that a whole 20 days—i.e., almost three weeks—had passed before technical and logistical problems were resolved and the oil transfer to the Argentine tanker Harvella started. Harvella had a 19,000 ton capacity and was in the area to help with the salvage. The operation was supervised by the company responsible and controlled by the Chilean authorities. Metula was unloaded and lightened for two weeks, which enabled her to be towed away from the shoal. Meanwhile, welding and collision mat works were performed on board. Four trips took place between August 28 and September 14, with an average of 12,000 tons each. The oil was transferred to the Norwegian tanker Bergeland, with some 100,000 tons of displacement, which was anchored to the West of the incident in the Bay of Felipe.<sup>21</sup> This operation required tight calculations by SMIT experts to determine the tanks to be unloaded. There was no equipment with such pumping capacity as required in the area.<sup>22</sup> A layer of water was left under the oil remnants to prevent subsequent losses. Notice the lead time: almost one month for the first oil transfer and then about 15 days to finalize the four manoeuvres and complete the total oil transfer. Taking into account the weather conditions and time of year, one cannot but admire the skill and professionalism of these sailors. The Argentine “Harvella” crew received further praise and recognition from SMIT Dutch experts.<sup>23</sup>

Lastly, on 25 September, the three SMIT Dutch tugs—Zwarte Zee, North Sea, and Smith Salvor—with a total power of 23,500 HP, were successful on releasing the grounded ship and towing her to the protected Bay of Felipe.<sup>24</sup>

After finishing the transfer on 10 October the vessel was towed to Brazil, because Argentina refused to authorize that she be anchored in its waters while her final destination was decided. After some time of being anchored near Ilha Grande, off Rio de Janeiro, the vessel was sent to Maliaño (Cantabria) where she arrived under the name Tula and was scrapped.

### References

19 Schwarz, Jorge – Ibid. pp. 21-23

20 <http://www.gpo.gov/fdsys/pkg/CZIC-td195-p4-g86-1976/html/CZIC-td195-p4-g86-1976.htm>

21 Schwarz, Jorge – Ibid. pp. 84-94. This section describes the reasons that led to the decision to unload the vessel before attempting the refloating operation; however, in essence, the aim was to protect the remaining cargo, valued at more than US\$12 million at the time.

22 The Coast Guard was available and sent several pieces of equipment called ADAPTS that had a very high pumping capacity and were autonomous. Therefore, Metula’s energy deficit was solved.

<https://www.princeton.edu/~ota/disk3/1975/7508/750814.PDF>

23 Schwarz, Jorge – Ibid. pp. 134-138

24 It is important to note that the Argentine Navy Patrol Boat “Somellera” was present in the area from 18 to 23 August, but SMIT did not use her for the salvage operations. Reasons related to lack of agreement on the charter with SIM in Buenos Aires have been put forward. Schwarz, Jorge – Ibid. pp. 104-106. In the author’s opinion it could probably have been due to very sensitive sovereignty issues at the time.

*To be continued next week*



## WORKSHOP - OIL SPILL DISASTERS FROM SHIPPING TRAFFIC ON THE KERALA COAST OF INDIA



An article contributed by Captain D. C. Sekhar, Member of ISCO Council for India

### A REPORT ON THE RECENT WORKSHOP AT TRIVANDRUM, KERALA, INDIA

Captain D. C. Sekhar, Managing Director of AlphaMERS, is an experienced captain of large seagoing tankers and is a trained and experienced internal auditor of ISM, ISPS, WMS, QMS and PMS.

The workshop was organized on 16<sup>th</sup> Sep 2014 at Trivandrum.



Photo: From L to R – Simon Valentine, MISCO (GM, SWIRE ERS), Capt. Sekhar (MD, AlphaMERS), Mr. K. Mohandas (IAS, Retired Secretary, Min of Shipping, GOI), Vice Admiral Jacob (Retired VCNS and DG Coast Guard), Dr. Keshav Mohan (Director, Institute of Land and Disaster Management), Richard Johnson (Director, ITOPF), Commandant Kushwaha (Commander ICGS, Vizinjam).

The workshop was attended by representatives of ICGS Vizinjam, ILDM, ITOPF, SWIRE ERS (Singapore), BPCL, Media, Ports and district disaster management officials.

Vice Admiral Jacob (Retd) mentioned in his keynote address –“An environmental emergency always comes with a ticking clock. The thought process must not start when the emergency comes upon us, it must start now”.

Mr. Mohandas emphasized on the government’s need to involve expert organizations to help expedite commissioning of specialist response services in the

immediate aftermath of a spill. He also laid stress on co-ordination between various government departments and specialist organizations in the aftermath of such a disaster.

Photo on right: Vice Admiral Jacob (Retd) presenting a memento to Mr. Richard Johnson (Director, ITOPF)

Simon Valentine described the service structure of SWIRE ERS, being a very large International emergency service provider with a large amount of resources, including expertise, vessels, equipment stockpile, training facilities strategically distributed around the world.

Capt. Sekhar said “The Kerala coastline is especially vulnerable in view of the large amount of tanker traffic that is passing close to the coast. Large oil tankers breaking up have brought environmental catastrophe to unprepared and unsuspecting population on the world’s coastlines. Oil spill response equipment is often bulky and not easy to move very quickly by air. The state needs mobile units with miles of beach sealing boom to have a reasonable protection for its beaches”



Photo on left: Richard Johnson ITOPF presenting a memento to Dr. Sekhar Kuriakose

Dr. Sekhar Kuriakose spoke about hazardous industry vulnerability mapping recently undertaken in Kerala.

Both Dr. Sekhar and Cmdt Kushwaha felt that there should be one common platform for stakeholders to share knowledge and information related, especially in the area of Hazmat incident response.

Capt. Sekhar stressed that “Timely identification of the chemical pollutant is a must and resources must be available in a timely manner to obtain and accurately identify the specific pollutant and chart further safe response actions.



## OIL SPILL DISASTERS FROM SHIPPING TRAFFIC ON THE KERALA COAST (CONTINUED)



Photo on left: Capt.Sekhar presenting a memento to Mr.Mohandas (IAS) Retired shipping secretary

In response to another question, Capt.Sekhar said “Learn from the maritime sector about disaster preparedness. This sector has an excellent pro-active and preparedness culture towards risk prevention and incident management”.

Dr.Untawale made a presentation on the mangrove ecosystem and how it responds to various manmade challenges for its survival.

A representative from Idea Forge, Deshraj Singh spoke about application of Drone technology in this sector.

Dr.Faizal spoke about the *MOL Comfort* incident that brought containers to the coast of Kerala. He described the social and environmental issues the state had to deal with for the first time.



Above left: Deshraj Singh answering a query from the audience about the surveillance drone “Nethra”  
Above right: Ms.Nivedita Haran, ACS in charge of Home and Environment sharing her views.

Ms.Nivedita Haran, Additional Chief Secretary, in charge of Home Dept. and Environment, in her brief speech, stressed the need for good co-ordination between agencies in dealing with marine emergencies and security matters.



From L to R - Vice Admiral Jacob (Retd), Richard Johnson (Director, International Tanker Owner Pollution Federation), and Capt. D C Sekhar (Director, AlphaMERS Pvt Ltd)

## Publications

### IPIECA LAUNCHES NEW GUIDANCE ON WATER RISK TOOLS

IPIECA has published a new guidance providing a summary and explanation of a number of water risk tools, including the IPIECA Global Water Tool for Oil and Gas, a customised version of the WBCSD Global Water Tool, and the GEMI Local Water Tool™ for Oil and Gas. [More info](#)

## Links for recent issues of other publications

<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	June 2014
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	September 8 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	October 1 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Summer 2014 issue
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	August 16-31 2014
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 40 2014
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	August 2014 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	July 2014
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 1, 2014
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	October 1 issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	October 2014 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	July 2014 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	September 2014 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	September 2014 issue
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 2014 issue
<a href="#">WMU Newsletter</a>	From the World Maritime University in Malmo, Sweden	May 2014 issue
<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	May 2014 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	News from the Sea Alarm Wildlife Protection Organisation	Summer 2014 issue
<a href="#">Regenesis Remediation News</a>	Case studies, articles and upcoming events in Europe	Summer 2014 issue

## Events

### USA: CLEAN GULF'S MEGA SESSION TO COVER THE CHANGING MARKETPLACE AND ITS EFFECT ON THE RESPONSE COMMUNITY

A line-up of top-notch spill response professionals has been confirmed to speak at the Mega Session during the CLEAN GULF Conference & Exhibition. CLEAN GULF is focused on real-world solutions for spill prevention and response and takes place December 2-4 at the Henry B. Gonzalez Convention Center in San Antonio, Texas. Each year it brings together spill response professionals from the Gulf Coast and beyond to connect with colleagues, discuss industry trends, and discover new technologies.

The Mega Session will cover how the explosive growth in domestic oil and gas production has dramatically altered the oil and gas production and transportation industry in North America. A line-up of notable industry leaders has been confirmed to participate in this session, and each will give insight on the topic that relates to the industry they serve. In addition, this session will be streamed live on the CLEAN GULF website for those that cannot attend the event in person.

Mega Session Speakers:

- Greg Pollock, Deputy Commissioner, Texas General Land Office: Moderator
- Timothy P. Butters, Deputy Administrator, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation (Pipeline Perspective)
- Robin Rorick, Director, Marine and Security, American Petroleum Institute (Maritime Industry Perspective)
- Ronald Hynes (Invited), Director, Federal Railroad Administration (Railroad Perspective)
- Scott Metzger, (SCAA President) Sr. VP Field Services, Clean Harbors (Response Challenges)

Following the Mega Session there will be concurrent conference tracks covering response, planning & preparedness, information & response technologies, special interests, case studies, subsea and inland spill response. Along with this in-depth program, CLEAN GULF will include an exhibit floor that features the latest products & technologies for response operations and a learning lounge that will host additional sessions.

For the latest updates on CLEAN GULF visit [www.cleangulf.org](http://www.cleangulf.org). For information on attendance or exhibiting opportunities, please contact Marketing Manager Carey Buchholtz at 713-343-1878.

### CHINA: NEW WEBSITE ANNOUNCEMENT - OIL SPILL RESPONSE WORKSHOP (OSRW 2014)

Topco is happy to announce that the new version of the official website of The 4th Conference and Exhibition – Oil Spill Response Workshop (OSRW 2014) has been on-line. Besides more information and more efficient system, the new version will also have more ways for you to overview the industry peers and experience the event. Please click here to visit our new website: [http://www.oilspillchina.com/osrw\\_2014/info/en](http://www.oilspillchina.com/osrw_2014/info/en)

### USA: UPCOMING MEETINGS OF ASTM F20 – HNS & OIL SPILL RESPONSE

You can find information at [http://www.astm.org/MEETINGS/filtrexx40.cgi?+-P+MAINCOMM+F20+futuremeetings\\_maincomm.frm](http://www.astm.org/MEETINGS/filtrexx40.cgi?+-P+MAINCOMM+F20+futuremeetings_maincomm.frm)

## Training

### AUSTRALIA – TRAINING COURSES & LEARNING OPPORTUNITIES FROM AMSA, AMOSC AND CROIERG

For information here are the links –

<http://www.amsa.gov.au/environment/maritime-environmental-emergencies/national-plan-training/index.asp>

<http://www.amosc.com.au/>

<http://www.croierg.com.au/>

### USA: NOAA - SCIENCE OF OIL SPILLS TRAINING NOW ACCEPTING APPLICATIONS FOR FALL 2014

<http://response.restoration.noaa.gov/about/media/science-oil-spills-training-now-accepting-applications-fall-2014.html>

## Contracts & Tenders

### USA: EPA REGION 2 EMERGENCY AND RAPID RESPONSE SERVICES (ERRS) SOLICITATION

U.S. Environmental Protection Agency, Region 1, Boston, MA.

Federal Business Opportunities, FBO-4680, Solicitation SOL-R2-14-00003, 2014

EPA Region 2 has a requirement for contractor support in providing Emergency and Rapid Response Services for time-critical removals and rapid remedial actions, which includes cleanup for incidents involving weapons of mass destruction; acts of terrorism; nuclear, biological, and chemical incidents; and natural or man-made disasters. Services will be provided within the EPA Region 2 geographic area, i.e., the states of New York and New Jersey, and the territories of Puerto Rico and the U.S. Virgin Islands. The solicitation and its attachments can be located through the search interface at <https://www.fedconnect.net>. Responses to this small business set-aside are due by 3:00 PM ET, October 22, 2014.

[https://www.fbo.gov/index?s=opportunity&mode=form&id=9525c987bcff8b345c5f2d11e79a36a3&tab=core&\\_cview=1](https://www.fbo.gov/index?s=opportunity&mode=form&id=9525c987bcff8b345c5f2d11e79a36a3&tab=core&_cview=1)

## Company News

### ISCO CORPORATE MEMBER, BRIGGS ENVIRONMENTAL SERVICES IN EMERGENCY OIL SPILL RESPONSE EXERCISE - CLEARWATER FORTH 2013



Briggs Environmental Services took part in Exercise Black Anchor, a planned emergency response oil spill simulation, in the Firth of Forth on Tuesday 2nd October at Craigdimas Rock, Aberdeen.

The one day exercise, known as Clearwater Forth, involved organisations including; Fife and Edinburgh Councils, the Maritime and Coastguard Agency (MCA), Forth Ports, SEPA, SNH, Marine Scotland, Scottish Fire & Rescue, Police Scotland, Shell and a number of local environmental agencies.

Clearwater Forth is an established emergency response plan designed to handle incidents on the estuary, which is navigated daily by large tankers en route to and from the oil terminals on the Forth. The plan is the responsibility of Forth Ports and although testing is only required every three years, Forth Ports

run the exercise annually as they view safety as a priority.

Briggs Environmental Services provided technical expertise in marine and shoreline response to Fife Council as part of the routine exercise.

Captain Bill Boyle MNI, FISCO General Manager of Briggs Environmental Services, said: "These annual exercises help us gain experience and permit us to be better equipped to respond speedily and effectively should a real oil spill occur in the Forth. The opportunity to work with highly skilled teams from participating organisations is invaluable and it allows us to demonstrate our capabilities in providing oil spill response services, which we have been skilled in for over 25 years."

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this Newsletter is accurate unintentional mistakes can occur. If an error is brought to our attention, a correction will be printed in the next issue of this Newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website [www.spillcontrol.org](http://www.spillcontrol.org)