

## 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 organisation.

## ISCO COMMITTEE & COUNCIL

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), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veen** (The Netherlands).

The Register of ISCO Members is maintained by **Ms Mary Ann Dagleish** (Membership Director). She is also responsible for collecting membership dues.

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 Psarftis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **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 Sardessai** (USA).

For more info on Executive Committee and Council Members go to [www.spillcontrol.org](http://www.spillcontrol.org)

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## IMO ASSEMBLY CONFIRMS MR. KITACK LIM AS SECRETARY-GENERAL



*Photo: In a symbolic act of transition and succession, Mr. Sekimizu handed over to Mr. Lim a comprehensive briefing paper on IMO's recent achievements and ongoing objectives, the Secretariat's structure and support work, the Organization's financial arrangements and other relevant topics*

November 26 - The IMO Assembly has unanimously endorsed the appointment of Mr. Kitack Lim (Republic of Korea) as the Secretary-General of the International Maritime Organization (IMO), with effect from 1 January 2016, for an initial term of four years.

Mr. Lim was president of Busan Port Authority (until end July 2015). He served as the Republic of Korea's Deputy Permanent Representative to IMO from 2006 to 2009 and was Chairman of the Sub-Committee on Flag State Implementation (FSI) from 2002 to 2004.

Addressing the Assembly, Mr. Lim pledged his commitment to undertake his duties with devotion and prudence throughout his tenure.

"IMO currently faces an array of challenges and issues such as implementation of Member State Audit Scheme, emissions from ships, application of Goal Based Standards, increasing traffic in polar waters, introduction of e-Navigation, the Ballast Water Management Convention, counter-piracy activities, cyber security and safety standards for passenger ships and fishing vessels, etc.

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## International news (continued)

"However, with the collective wisdom and insight of all Member States and stakeholders, I am confident that we can withstand the storm and resolve such difficult issues. I hope we can come together as one to pave a new future for IMO, based on the noble efforts and achievements to date," Mr. Lim said.

Outgoing Secretary-General Mr. Koji Sekimizu congratulated Mr. Lim on his appointment. In a symbolic act of transition and succession, Mr. Sekimizu handed over a comprehensive briefing paper on IMO's recent achievements and ongoing objectives, the Secretariat's structure and support work, the Organization's financial arrangements and other relevant topics.

The IMO Council, which is made up of 40 Member States, elected Mr. Lim as Secretary-General in June, subject to the approval of the Assembly, which is meeting until 2 December. *IMO Press Release* [Read more](#)

## IMO ASSEMBLY ELECTS NEW 40-MEMBER COUNCIL

November 27 - The Assembly of the International Maritime Organization has elected the following States to be Members of its Council for the 2016-2017 biennium:

Category (a) 10 States with the largest interest in providing international shipping services: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

Category (b) 10 States with the largest interest in international seaborne trade: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.

Category (c) 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world: Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand, Turkey. *IMO Press Release* [Read more](#)

## MEDITERRANEAN OIL INDUSTRY GROUP: MOIG DIRECTOR, HOUCINE MEJRI, REPORTS ON THE REGIONAL WORKSHOP HELD IN ADANA, TURKEY ON 17-19 NOVEMBER 2015



The MOIG Regional Workshop "Regional and National Oil Spill Response Capability and Cooperation" was jointly organized by the Mediterranean Oil Industry Group (MOIG), Botas International Limited (BIL) and Turkey National Response Corporation (NRC) from 17 to 19 November 2015 at the Sheraton Hotel in Adana-Turkey.

The main objectives of the workshop was to explore ways to enhance communication and expert networking (MOIG Initiative), recognize regional efforts and identify further actions, benefit from manufacturers and responders technical expertise, clarify preparedness and response expectations and establish key recommendations.

## International news (continued)

A total of twenty (20) speakers from Turkey Government, Oil and Gas Industry, Responders, Manufactures, contributed to this event providing specific presentations. The workshop gathered Fifty five (55) participants from twenty-eight (24) companies, responders, manufactures, specialized agencies and associations and Government and non-governmental organizations such as REMPEC, ETAP, NOC, SHELL, SEREPT, NRC, BIL, BTC, OSRL, MEKE, IEMS, AOST, OSRA, TANKMED, DESMI, TRAPSA, STIR, MARKLEEN, STAR, ATRAC, NOVAR, MARINPAK, VIKOMA and SIGMA ENVIRONMENTAL. The Turkish Government support was also present from the Ministry of Transport Maritime Affairs and Communication Ministry of Environment and Urbanization of Turkey, Turkish Petroleum (TP) and Municipality of Adana.

The two first days, 17-18 November 2015, was dedicated to technical in which eight main topics were presented: Regional and National Response Capacity Building, Contingency Planning and Legislation, Development of Tier 2 Oil Spill Response Centers, Oil Spill Preparedness, Capability and Integrated Response, Oil Spill Response Services and New Technologies and National and Regional Emergency Response Exercises.

The third day, 19 November 2015, was dedicated to a visit to NRC Turkey, BOTAS International Ltd and BTC Bases at the Ceyhan Marine Oil Loading. Attendees were afforded a tour of the CMT Warehouse and the opportunity to observe a number of static and interactive demonstrations highlighting the deployment and management of Oil Spill Resources. In addition to CMT Base visit, NRC Turkey and BIL conducted a Tier 2 Oil Spill Response Exercise demonstration using local resources.

The exercise scenario was prepared for a simulated collision between a crude oil tanker and a bulk carrier vessel with leakage of crude oil from the tanker vessel estimated to 150 m3. Attendees were able to view all the exercise steps consisting of water deployment of marine response equipment including offshore oil containment boom, skimmers and barges, oil recovery operation, shoreline clean up and wild life operation. Participants also visited the BTC Control room and the BIL CMT Fire & Rescue Services.

NRC Turkey, BIL and BTC were presented with a certificate of appreciation by the MOIG Chairman for their contribution, sponsorship and support of the MOIG Regional Workshop.

The MOIG Management Committee would like to express its sincere thanks to Local Technical partners BIL and NRC Turkey, Government Representatives, Guests from Turkey, Croatia and the UK, Chairpersons, Speakers, members and Technical Partners for supporting this event.

The workshop report is under preparation and will be displayed on the MOIG Website in Mid-December 2015.

## Incident reports from around the world

### USA: CAROLINA - ANIMALS DYING FROM OIL SPILL IN CHARLOTTE CREEK

November 27 - The Carolina Waterfowl Rescue is still working to clean and save animals after 1,000 gallons of oil was spilled into Little Sugar Creek in Charlotte.

The spill is said to have started at the NASCAR Plaza in Uptown when a generator crashed and diesel fuel leaked into a storm drain -- which then was washed into the nearby creek. The spill covers at least four miles of the creek, which runs alongside the Greenway Trail. *Fox 46* [Read more](#)

### NIGERIA: EXXONMOBIL KEEPS MUTE OVER FRESH OIL SPILL IN IBENO

November 28 - A fresh oil spill has allegedly occurred from the facility of ExxonMobil at Atia community in Ibendo local government area of Akwa Ibom State. Sources in the community told THISDAY on Friday that the oil spill might have occurred last Tuesday but became prominent the following day, Wednesday, November 25th, 2015. *This Day Live* [Read more](#)

### RUSSIA: OIL SPILLS AFTER RUSSIAN TANKER GROUNDED

November 29 - Russian emergency officials say clean-up operations are under way after an oil tanker was grounded, damaging one of its fuel tanks.

The tanker Nadezhda hit a reef during a storm on November 28 near the port city of Nevelsk on Sakhalin Island in Russia's Far East. It was carrying 786 tons of fuel oil and diesel fuel.

The Emergency Services Ministry said operations were taking place to collect spilled oil and also contaminated soil from along the shore. Oil remaining on the damaged tanker was being pumped into other vessels. *Radio Free Europe* [Read more](#)

**November 30 - Oil spill from grounded Russian tanker contaminates 3,500 meters of coastline** - Some 3,500 meters of coastal territory in the Russian Far East have been contaminated by oil spill from the grounded Russian tanker, the press service of the regional emergencies ministry said on Monday.

The Nadezhda oil tanker ran aground near the port city of Nevelsk on Sakhalin Island in Russia's Far East on Saturday. The vessel, with eight people onboard, carrying 786 tons of fuel oil was some 150 meters off the shore.

"The contamination of the coastline by oil products has been found on the territory of 3,500 meters," the ministry said in a statement. *TASS* [Read more](#)



## Incident reports from around the world

### USA: UTAH - WATER MANAGERS TOUT COORDINATED EFFORT TO CONTAIN CRUDE OIL SPILL IN PROVO CANYON

December 2 - Crude oil came dangerously close to spilling into a water supply intake that provides drinking water to residents of Utah and Salt Lake counties. But, thanks to the quick efforts of several different agencies, the potential environmental disaster was thwarted. *Fox 13* [Read more](#)

### USA: COLORADO - COTTER PIPE RUPTURES AGAIN AT URANIUM SITE, CAUSES 500-GALLON SPILL

December 4 - For the second time in a week, a pipeline carrying uranium-laced wastewater at Cotter Corp.'s defunct uranium mill site in central Colorado ruptured Thursday causing a small spill.

Colorado Department of Public Health and Environment officials said about 500 gallons spilled and seeped into soil along the pipeline — uphill from where a pipeline coupler broke last week spilling an estimated 1,800 gallons. *Denver Post* [Read more](#)

## Other news reports from around the world (countries listed in alphabetical order)

### INDIA: BENGALURU - BARRIER KEEPS TRASH FROM FLOATING IN ULSOOR LAKE

November 24 - Morning walkers frequenting Ulsoor Lake are relieved to some extent. Usually welcomed by trash and hyacinth floating in the lake, they are being treated to a pleasant sight. Even after repeated spells of rain last week, most pollutants are not making their way into the lake, at least at the Tamil Sangam side where a stormwater drain is located. The garbage entering the drain is being restricted to a corner, thanks to a floating trash . Two months ago, the barrier was installed by a private agency in association with the BBMP on a pilot basis. The company, AlphaMERS Ltd, has applied for a patent for the barrier, which has actually been designed to cleanse the Ganga. A basic version is being used in Ulsoor Lake.

DC Sekhar, director of the company , told TOI the barrier can be positioned in a way to enable the trash to slide down the downstream end of the barrier. Once accumulated, the waste can be easily removed by municipal workers."By deploying the barrier, the water body can be made to look clean, atleast on the surface," he added. When TOI visited the lake recently , hyacinth and solid waste could be seen accumulated on one side of the barrier. *The Times of India* [Read more](#)

### ISRAEL: EVRONA RESERVE'S ECOLOGY IN DANGER DUE TO OIL SPILL'S DAMAGE TO TREES

November 23 - Though an intense flood last month obscured the oil from view and tucked it beneath the top layers of soil and sand, the environmental damage runs deep. *Haaretz* [Read more](#)

### NEW ZEALAND: OIL SPILL CLEAN-UP UNDER WAY IN WHANGAREI

December 2 - Hundreds of tonnes of sticky black fuel oil leaked into the harbour yesterday from the Hong-Kong-registered cargo ship Ning Po, which was berthed at Northport near Marsden Point.

An intensive clean-up operation cleared most of the oil from nearby beaches and the Marsden Cove marina.

Northland Regional Harbourmaster Jim Lyle said it appeared a systems failure on the cargo ship allowed fuel oil to escape through the ballast system. He said some oil ended up on nearby beaches, but most of it was recovered from the water between the ship and the port. *Radio New Zealand* [Read more](#)

### NEW ZEALAND: MARITIME NEW ZEALAND SPECIALIST GIVES GISBORNE'S OIL RESPONSE TEAM THE THUMBS UP

December 2 - A Specialist from Maritime New Zealand yesterday gave feedback to Gisborne's oil spill response team after an oil-spill-simulation exercise was carried out on the rivers by Marina Park.

The team members operated booms and skimmers while Dayne Maxwell, Maritime New Zealand's Marine Pollution Response Service's planning leader, assessed their efforts and gave feedback. He said they are as prepared as any other regional team for an oil spill. *Gisborne Herald* [Read more](#)

### NEW ZEALAND: DUNEDIN OIL SPILL RESPONSE TRAINING (+ VIDEO)

December 4 - Helicopters Otago pilot Roger Cochran sprays water into the sea off Brighton during an oil spill response training exercise yesterday.

Helicopters Otago was one of the operators selected from across the country by Maritime NZ to undertake training in case they are called on to respond to a spill.

Maritime NZ spokesman Steve Rendle said Dunedin was the eighth town or city where its pollution response service team had worked for training purposes so far this year. *Otago Daily Times* [Read more](#)

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

### NIGERIA: OIL SPILL CONTRACTS: NOSDRA TO STOP UNACCREDITED CONSULTANTS

November 26 - The National Oil Spill Detection and Response Agency (NOSDRA) has warned that it would no longer be business as usual to allow unwholesome practices by some consultants not accredited by the agency to continue getting job contracts from oil companies.

NOSDRA Director-General, Sir Peter Idabor disclosed this at the two-day workshop/retreat for NOSDRA accredited and prospective environmental consultants held at Atlantic Hall, Hotel Presidential, Port Harcourt, Rivers State capital. *The Nation* [Read more](#)

### NORWAY: NEWS FROM KYSTVERKET - THE NORWEGIAN COASTAL ADMINISTRATION

#### November 25 - Shared emergency towing experience to be better prepared



*Photo: Norwegian Sea Rescue, the Joint Rescue Coordination Centre and various fields of expertise from the industry in Norway, Sweden and Denmark contributed to good technical discussions.*

Specific proposals for improved emergency and ocean towing were made when experts from the industry assembled for a workshop in Tromsø on 18-19 November.

The 60 or so participants who assembled in Norway's gateway to the Arctic Ocean covered a broad range of maritime expertise. Hailing from Sweden and Denmark as well as Norway, they represented both government agencies and the private sector. Norwegian Sea Rescue, the Joint Rescue Coordination Centre and various fields of expertise from the industry in Norway contributed to good technical discussions. The workshop was organised by the Norwegian Coastal Administration (NCA) in collaboration with the Norwegian Marine Technology Research Institute (Marintek).

[Read more](#)

#### November 26 - Industry meeting highlighted common challenges and possible solutions

*Photo: The people responsible for the Danish, Norwegian and Swedish emergency towing response assembled: (from left) Tim Lillelund from the Danish Coastal Rescue Service, Kjetil Aasebø from the Norwegian Coastal Administration and Fredrik Thyrén from the Swedish Coast Guard. Photo: NCA/Marianne Henriksen*

International requirements, collaboration across national frontiers and the need for simulator training held centre stage at an industry meeting on emergency and ocean towing in Tromsø during November.

This gathering provided good confirmation that the industry needs a meeting place received. The level of engagement in the technical discussions during and after the event has left little doubt of that.



Staged by Norwegian Coastal Administration (NCA) and the Norwegian Marine Technology Research Institute (Marintek), the workshop is intended to become an annual event. Kjetil Aasebø and Tor Einar Berg (picture under) from the NCA and Marintek respectively report that planning of the next event in 2016 has already begun. [Read more](#)

**Slepeworkshop 2015** [View many more photographs](#)

### RUSSIA & ALASKA: RUSSIAN OIL SPILL IN NORTH PACIFIC CALLS ATTENTION TO LACK OF REGULATIONS IN BERING STRAIT

December 3 – See also Incident Reports on Page 3 - Pictures of an oiled shoreline quickly surfaced online, leading many to worry about the far-reaching effects of the spill. Melanie Smith, Director of Conservation Science for Audubon Alaska says that, along with contaminating the local wildlife, some Alaskan species may be affected as well.

"There's a very large sea lion rookery there and several globally significant bird areas are in the region and a number of Alaskan species use those IBAs- important bird areas," Smith explained.

"We're not sure whether individual birds that travel between Sakhalin and Alaska are being affected, but we do know that a number of Alaskan species are present in that area, which is part of our concern."

The Bering Strait not only serves as a chokepoint for vessel traffic, but also as one of the world's most active migratory corridors, which in turn helps feed the region's Native communities.





Photos: Left - Workers cleaning Sakhalin's oiled shoreline. Right - Oiled birds on Sakhalin's coast in the Russian Far East. Both photos courtesy of Sakhalin Watch and Club Boomerang.

The Bering Strait sees the migration of hundreds of thousands of mammals, about 12 million birds nesting in the region, and serves as an important cultural subsistence area. *KNOM* [Read more](#)

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## SPAIN: OIL SPILL FROM SUNKEN TRAWLER CONTAINED

November 27 - Spanish authorities have announced that remediation work on the sunken trawler Oleg Naydenov has been completed.

Salvage company Ardent was contracted to contain the leaking oil, and working with ROV operator Oceaneering and Spanish salvage authorities SASEMAR, the salvors removed some 500 cubic meters of oily wastes. The Naydenov went down in nearly 3,000 meters of water, far more than the limit for human divers. The effort employed three ROVs to cut open tank penetrations and pump oily waste into containment vessels. *The Maritime Executive* [Read more](#)

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## THAILAND: OIL SPILL IN CHUMPHON BURIED



December 2 - Provincial authorities yesterday employed heavy machinery to clear nearly 100-kilometres of a beach in Chumphon's Lang Suan district after it was covered in crude oil on Monday evening. Most of the oil deposit was disposed off by burying it.

The operation in Tambon Bang Nam Cheud was reportedly started after provincial governor Somdee Khachayangyeun asked people to look for a solution to solve the problem. The oil deposit will be buried 20-metres underground about 200 metres from the shore, Bang Nam Cheud's village chief Suchat Tangsurat said, adding that he suggested this method because "residents have to help themselves before responsible agencies look into it later". *The Nation* [Read more](#)

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## USA: CALIFORNIA - OIL SPILL RESPONSE TRAINING

November 20 - Santa Barbara County emergency responders conducted a four hour oil spill training exercise Friday in the Santa Barbara Harbor.

Global Diving and Salvage, Inc. has helped oversee 37 training exercises like this in California in the past five years.

"It's a very beautiful place and it's a very sensitive environment," said Kyle Watson, operations manager of Global Diving and Salvage. "We have a lot of endangered species. We have pristine shorelines and trying to keep them that way."

The training is part of two \$30,000 grants provided by the California Department of Fish and Wildlife's Office of Spill Prevention and Response (OSPR). The goal is to make sure fire crews, harbor patrol, environmental health and other first responders work well as a team. The grant process was already in the works before the May spill. *Keyt.com* [Read more](#)

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

### USA: NEW LIABILITY LIMITS UNDER OPA 90

November 24 - On 19 November 2015 the US Coast Guard published a Final Rule increasing the liability limits for vessels, deepwater ports and onshore facilities under the Oil Pollution Act of 1990 (OPA 90).

These periodic adjustments are required by law in order to reflect significant increases in the Consumer Price Index (CPI) and preserve the “deterrent effect and ‘polluter pays’ principle embodied in OPA 90.”

- For double-hull tank vessels greater than 3000 gross tons, the new limits are the greater of USD2,200 per gross ton or USD18,796,800.
- For non-tank vessels, including vessels carrying edible oil and oil spill response vessels, the new limits are the greater of USD1,100 per gross ton or USD939,800.
- The limit of liability for deepwater ports (other than the Louisiana Offshore Oil Port or LOOP) and onshore facilities is now USD633,850,000.
- The OPA 90 financial responsibility requirements are automatically updated when the limits of liability are adjusted for inflation.
- Although as of 1 January 2015 single-hull tank vessels can no longer operate in US waters, OPA 90 continues to specify limits for single-hull tank vessels and the Coast Guard will continue to adjust those limits for inflation.
- The new limits for single-hull tank vessels greater than 3,000 gross tons are the greater of USD3500 per gross ton or USD25,845,600.

The Final Rule clarifies that a mobile offshore drilling unit (MODU) that is not “constructed or adapted to carry, or carries, oil in bulk as cargo or cargo residue” is not subject to the single-hull tank vessel limits of liability, but is instead subject to the lower limits applicable to double-hull tank vessels. *Green4Sea* [Read more](#)

### USA: NOAA GRAPHICS SHOW HOW A MACKINAC STRAITS OIL SPILL MIGHT LOOK

November 30 - If you've ever wondered what an oil spill in the Straits of Mackinac might look like from the air, now you know.

These six images, obtained by MLive and The Grand Rapids Press through the Freedom of Information Act, show the simulated oil spill trajectory that local, state and federal agencies were using in September when [Enbridge Inc.](#) practiced a cleanup scenario imagining a break in its Straits of Mackinac pipeline.

The graphics, prepared by the National Oceanic & Atmospheric Administration (NOAA) in July, cover a three-day period between Sept. 23 and 25 this year, during which Enbridge orchestrated a [mock response](#) to a three-minute, 4,500-barrel release of light crude oil from its 62-year-old submerged twin Line 5 pipeline.

Enbridge considers that a realistic scenario for a break in its controversial Line 5, which relies on pressure-triggered automatic shutoff valves to stop the flow. *Michigan Live* [Read more and look at the six images](#)

### USA: CREWS FINISH PUMPING HAZARDOUS TANKS FROM SUNKEN BARGE IN LAKE ERIE

December 3 - Salvage crews have finished pumping hazardous oil-based substances from a sunken barge that apparently had been sitting undiscovered on the bottom of Lake Erie for nearly 80 years, the U.S. Coast Guard said Thursday.

Federal officials overseeing the underwater operation say the barge no longer poses an environmental threat. *Daily Tribune* [Read more](#)

### USA: HARD TO SAY HOW BP OIL SPILL AFFECTED LIFE IN DEPTHS OF GULF, REPORT SAYS

December 3 - Scientists know too little about life in the depths of the Gulf of Mexico to properly assess the damage done by the 2010 BP oil spill, according to a report by the Ocean Conservancy released this week.

The report, "Charting the Gulf: Analyzing the Gaps in Long-term Monitoring in the Gulf of Mexico," found that offshore environments are not being monitored as closely as those in coastal areas to determine the harm caused by the worst oil spill in U.S. history.

*Chron.com* [Read more](#)

## ISCO news

### TECHNICAL PROBLEMS WITH WEBSITE AND EMAIL

During the past six days ISCO has been experiencing problems affecting the website and email communications. The website went down on Tuesday 1<sup>st</sup> December and service was lost on [info@spillcontrol.org](mailto:info@spillcontrol.org) and [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

Mike Watson, our IT Support Contractor, has been working hard to resolve the problems which arose from factors that were completely outside our control. At time of writing it looks as though we should be back to wholly normal by the time the newsletter goes out on Sunday night.

Accessing the newsletter depends on the website being operational and if you didn't manage to open and read it before the website went down, you should be able to do so now. After clicking on the red click “HERE” link in the covering letter, the page that opens



## ISCO news (continued)

enables you to open both this and other recent newsletters. To open and read last week's newsletter select and click on ISCO 511 Newsletter.

If you attempted to send email to either of the affected ISCO email addresses after the problem developed it is likely that it will not have gone through and will not have been received here. Because of the email problem it's probable that the Secretariat will have missed out on receiving news items for publication, comments on content and other messages. It will be very much appreciated if you would kindly re-send any messages that failed to go through.

## Correspondence

### CHALLENGING THE VALIDITY OF RECENT CLAIMS THAT DISPERSANTS SUPPRESS BIODEGRADATION

**Comment received from Dr Douglas Cormack former director of the UK Government's Warren Spring Laboratory**

"I agree with Alun's comments and I am happy to support them in the ISCO Newsletter with my comments as follows.

Dispersant-use is intended to convert continuous slicks to dispersed droplets to prevent them stranding as continuous layers: it is not to stimulate micro-organisms to biodegrade them. They do this naturally, as the paper admits, the rate of biodegradation being enhanced by the total droplet-surface area of microorganism contact being greater than that of the slick itself.

The plumes reported at the DWH Incident must have consisted of such droplets dispersed naturally or by dispersant-inducement, but prevented from diluting throughout the entire water column by density stratification, the droplets themselves being water-in-oil emulsions and not only water accessible fractions. In any case, the dispersants would long since have been lost to the seawater, their bipolar nature causing them to leave the oil phase to enter the greater quantities of surrounding water in which they would dilute unaffected by density stratifications. Thus, the micro-organisms of biodegradation would have been as active as ever, dispersant residues being in any case absent.

Thus, experiments with water accessible fractions only, or mixed dispersants, do not replicate the subsurface conditions at the DWH incident, in that they totally exclude the oil or the water-in-oil emulsions which need to be included in any replicate experimentation. Again, while the preference shown for the biodegradation of dispersants over oils confirms that they are non-toxic to the organisms which biodegrade them, the claim that this preference shows oil bioremediation to be reduced by the presence of dispersants cannot be sustained given that dispersants are lost from oil and its emulsions to infinite dilution in seawater".

Douglas Cormack

*Note from Editor – I had anticipated more comments from readers on Alun Lewis' article in last week's newsletter. If you did write and your email failed to get through because of the technical problems, please re-send. If you were just thinking about writing, please do so now for publication next week.*

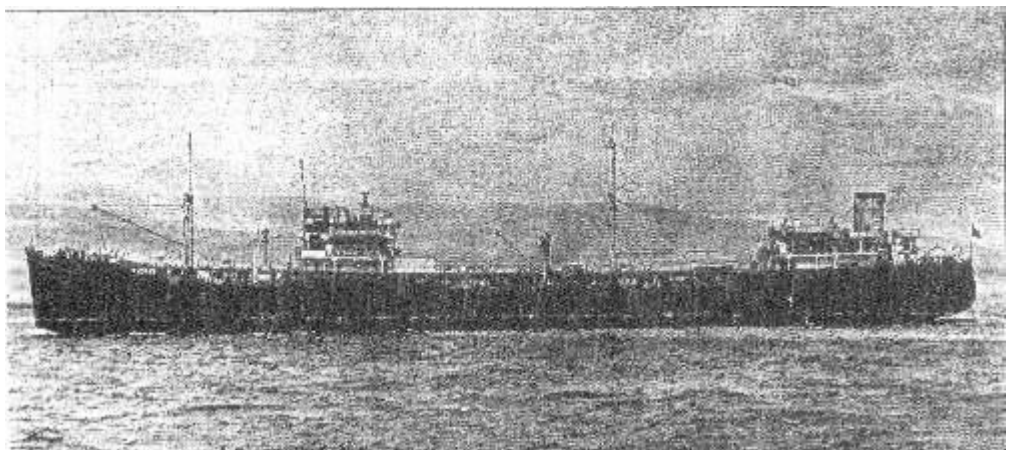
## Case history

### RFA DARKDALE OIL REMOVAL PROJECT

**Simon Valentine, Emergency Response Manager, Swire Emergency Response Services, Dubai, UAE, recounts the very challenging project to remove oil from the Royal Fleet Auxiliary offshore St. Helena in the South Atlantic**

On 22nd October 1941, the RFA Refueling Tanker, RFA Darkdale was struck by three torpedoes while anchored 600 metres off of Jamestown, the capital of the remote South Atlantic Island of St Helena. The tanker sank and 41 lives were lost as a result. The Darkdale had been on station to replenish passing British Warships.

Since 1941, the wreck had leaked small amounts of oil sporadically, but as the wreck aged and deteriorated, it was recognised that the wreck presented an increasing threat to the environment. It was estimated that up to almost 5,000 cubic metres of oil remained onboard the tanker.



In 2013, the UK Ministry of Defence decided to issue a tender to qualified companies for the removal of the remaining oil from the RFA Darkdale, a challenging task for many reasons, not least due to the sensitive nature of the wreck as an official 'Protected



## Case history (continued)

Place', under the UK's 1986 Protection of Military Remains Act or more commonly termed a 'War Grave'.

Swire Salvage, part of the Emergency Response Division of Swire Pacific Offshore successfully won the tender. On 3rd June 2015, Pacific Dolphin, one of SPO's new 6,600gt multi-purpose offshore vessel arrived in Cape Town, South Africa to begin preparations. Her arrival was followed shortly by another SPO vessel Pacific Supporter, both of which would play a significant role in the operations.

Through the next few weeks, Pacific Dolphin transformed from a mighty anchor handler to a ROV support, dive support and oil removal vessel. Equipment such as decompression chambers, ROV launch and recovery systems, dive launch and recovery systems, specialist medical equipment and oil removal tools were loaded onto the two large mezzanine decks that were fabricated to fit majority of the equipment. The task of de-oiling the Darkdale, was further complicated by the fact that St Helena has no airport and is only reachable by vessel – everything required, including additional specialist personnel and divers, had to be carried onboard the two vessels. The 17 person crew was supplemented with an additional 20 specialists and divers.

The Pacific Supporter was loaded with oil spill response equipment including 600-m offshore boom, various skimmers, dispersant application systems and dispersant and temporary storage tanks from the Swire Emergency Response stockpile. In addition to this, equipment needed for the four anchor spread, which had to be fitted to ensure that the vessel could manoeuvre above the wreck while removing the oil was also loaded.

On 26th June, both Pacific Dolphin and Pacific Supporter set sail for St Helena. The trip lasted seven days and the vessels experienced the full wrath of the South Atlantic in winter. The two SPO vessels were also joined by the Golden Oak, a 8,500gt product tanker, that would act as the reception vessel for the recovered oil.



*Photo on left - SPO's vessel crew, with the dive team and project manager from UK MOD, on the deck of Pacific Dolphin*

Upon their arrival, the vessels and all crew onboard received a warm welcome from the Harbour Master and customs officials of St Helena. They were also greeted by the UK Ministry of Defence's Explosives and Ordnance Divers (EOD), who were tasked to remove 38 explosive shells from the wreck the following week to ensure that the area was safe for the Swire Salvage team to deploy their equipment.

After recovering and disposing all explosive ordinance successfully, the EOD formally handed the wreck site over to the Swire Salvage team, who could then safely deploy the equipment needed for the oil removal.

Phase 1, carried out in the first week, involved mapping out of the wreck. This was done by placing various subsea beacons around the wreck,

which gave the team a clear indication of the position of the wreck. This was then translated into a scaled representation of the wreck, which could be marked out for the placement of the valves required for the oil removal.

Once a clear picture of the wreck was established, Pacific Supporter carefully positioned the four anchor spread which was then used to hold Pacific Dolphin in place, above the wreck.

Phase 2 commenced in the second week and this was essentially the cleaning of the hull followed by identifying and marking out the tanks that contained the fuel oil. As the Darkdale had been submerged for about 74 years, the team thought that the hull would have been damaged by years of corrosion. To the surprise of everyone involved, the wreck's hull had maintained a thickness measuring in excess of 12mm.

*Photo on right: Swire Salvage Diver fitting one of the many valves on the RFA Darkdale*

After cleaning and marking the affected area of the wreck, Swire Salvage team collaborated with the vessel's crew to deploy the oil removal tool. Once deployed, the tool was then lowered to the hull to commence the drilling and valve fitting. This method, together with the diver fitted valves, was conducted over the following weeks until successfully completed.

Phase 3 involved hot tapping the wreck and took place over the fourth and fifth week. Started by the Swire Salvage team in collaboration with the UK MOD Salvage team, this was done using a specialised coring tool designed to drill through the valve into the hull of the wreck.



Once the valves had been hot tapped, specialised subsea pumps were fitted and the oil was pumped initially into the two mud tanks on Pacific Dolphin. Once these tanks were full, the oil was transferred via Pacific Supporter to the oil reception tanker, Golden Oak, which was chartered to provide storage facilities for the recovered oil.

On 12th August, the last of the tanks was successfully pumped out and duly signed off by the UK Ministry of Defence. A total of 1,263 cubic metres of Bunker Fuel Oil and 69 cubic metres of aviation fuel had been successfully removed from the wreck.

## Case history (continued)

According to the UK MOD Salvage Director, Andy Liddell, "The team had extracted all the oil that can possibly be removed; we are now confident that St Helena is at no risk of environmental damage from a large spill, and that was our overriding objective."



*Above: RFA ensign placed on the wreck in remembrance of the sailors*

Upon the completion of the oil removal phase, the Swire Salvage team then started the lengthy process of removing all the equipment from the wreck. Before Pacific Dolphin left the site, a RFA Ensign was placed on the wreck by the UK MOD divers as a sign of respect to the sailors who lost their lives on the vessel back in 1941

Having recovered all the subsea equipment and mooring spread, both vessels departed for Cape Town on 14th August. This project had been extremely challenging, but it was completed successfully and more importantly, safely. The successful completion of this project was commended by the Governor, Harbour Master, HM Customs and local media, and showcased SPO's motto of 'Excellence in Marine Services'. <http://www.swire-ers.com>

## Contributed article

### SMOKE PLUMES OVER MOBILE BAY RESULT OF MILITARY TEST-BURN

**This article by FOX10 News Reporter Hal Scheurich was kindly sent in by Kurt A. Hansen, P.E. of the U.S. Coast Guard Acquisition Directorate Research & Development Center.**

Kurt advises – "It describes the first step in getting our ISB burn pan ready for work like we did last back in 1998-2000. It should be available later next year depending upon the test needed. Anyone interesting in using the facility should contact me or LCDR Mike Turner". Your editor will forward any expressions of interest to Kurt Hansen / Mike Turner.

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"A big plume of black smoke could be seen over Mobile Bay near downtown Mobile Thursday, November 19, 2015. It was from a controlled burn where the Coast Guard, Navy and other agencies set fire to 1,000 gallons of diesel fuel. It's the first time a burn of this nature has happened on Little Sand Island since the late 1990s. The purpose was to test repairs to the test facility, train response personnel and to make sure these types of burn-offs are done in such a way as to protect as much of the marine environment as possible.

The burn test facility used by the Navy and Coast Guard is the only one of its kind in the country. Damages caused by Hurricane Katrina in 2005 put it out of commission for years until the needed repairs could be made. Thursday's exercise was designed to simulate an oil spill in open water and to test the burn procedure that might be used.

"The most efficient way of disposing of oil in place is by burning, especially when you don't have the response resources available and the best example of that is the Deep Water Horizon where it happened many miles offshore and it was a lot of effort to get response resources out there," said Lieutenant Commander, Kurt Brandstaetter of US Coast Guard Sector, Mobile.

The exercise took an hour to burn through 24 barrels of fuel. Coast Guard officials estimate the amount of oil burned in place during the 2010 Deep Water Horizon spill at 247,000 barrels or 10.3 million gallons. With collection resources at a minimum, burning was the safest and most environmentally friendly option.

## Contributed article (continued)

Crews were set up at strategic locations along the bay to continuously monitor the air quality before, during and after the burn test. Weather conditions played a big factor in scheduling it. Strong winds out of the north ensured the smoke would blow out over open water and allow the participants to focus on the task at hand.

“As long as procedures are in place and those are tested and done well, the most important thing outside of that is to get our personnel experience and the training that they need so that when we are faced with these disasters again and any other kind of environmental disaster that we have personnel that are trained and ready to operate immediately,” Brandstaetter explained.

The test burn site on Little Sand Island is completely self-contained to protect the environment. Coast Guard officials said the test was a success by all accounts and will spend the next few weeks compiling the data collected before putting together a final report”.

[View source document and watch video of the burn](#)

## Links for recent issues of other publications (in alphabetical order)

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	November 2015 issue
<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	October 2015
<a href="#">Celtic Biogenie enGlobe Newsletter</a>	Latest Remediation and related technology news	Autumn 2015 issue
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	Current issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	November 2015 issue
<a href="#">Energy Institute eBulletin</a>	News from the Energy Institute	April 2015 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	November 2015 issue
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 3, 2015
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	November 2015
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 48 2015
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 12 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	October 2015 issue
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	Most recent Issue
<a href="#">NOAA update</a>	Oil spill response news from NOAA OR&R	April 2015
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	October 2015 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	November 25 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Autumn 2015 issue
<a href="#">SAC News</a>	Oil spill related and other news from Alaska	Nov 17 issue 2015
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	October 1-15, 2015
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	October 19 issue
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	Winter 2014 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	Nov 1, 2015 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Summer 2015 issue
<a href="#">WMU Newsletter</a>	News from the World Maritime University	October 2015 issue

Your editor depends on regular receipt of updated links for listed publications. If these are not received, relevant entries may be discontinued.

## Events

### UK: IMarEst JOINT MEETING - OIL SPILL RESPONSE: OLD AND NEW CHALLENGES

London, December 7 – See listing in table below. Your editor apologises for the very late appearance of this listing. Unfortunately the details of this event were not received in time for earlier publication.

### UPCOMING EVENTS SUMMARY

COUNTRY	2015	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
BELGIUM	Dec. 7	<a href="#">MSP &amp; Marine Env. Conference</a>	Brussels
UK	Dec. 7	<a href="#">IMAREST Joint Meeting - Oil Spill Response: Old and New Challenges</a>	London
UK	Dec. 7-11	<a href="#">Salvage &amp; Wreck Removal Conference</a>	London
UK, N. IRELAND	Dec. 15	<a href="#">ISAA Meeting and Christmas Luncheon</a>	Hillsborough
	<b>2016</b>		
USA	Jan. 4-6	<a href="#">No Spills Annual Conference</a>	Acme, Michigan
UK	Feb 9	<a href="#">UK Spill Members' Meeting and Dinner</a>	London
UK	Feb 15-19	IMO Pollution Prevention & Response S/C'ttee.	London
UK	Feb 17-18	<a href="#">Society of Maritime Industries Conference</a>	Hull



SAUDI ARABIA	Feb 22-24	<a href="#">PetroEnvironment 2016</a>	Dammam
CANADA	Mar 23-24	<a href="#">8<sup>th</sup> Arctic Shipping Summit</a>	Montreal
NIGERIA	Mar 29-31	<a href="#">Clean Niger Delta Conference</a>	Abuja
UK	April 18-22	IMO Marine Environment Protection Committee	London
AUSTRALIA	May 2-6	<a href="#">Spillcon 2016</a>	Perth, WA
CROATIA	May 10-12	ADRIASPILLCON 2016	Opatija
UAE	May 17-18	<a href="#">Offshore Arabia Conference &amp; Exhibition</a>	Dubai
USA	June 21-23	<a href="#">Clean Pacific Conference &amp; Exhibition</a>	Seattle, WA
CANADA	July 7-9	<a href="#">AMOP Technical Seminar</a>	Halifax
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

## Company news

### ISCO MEMBER, LAMOR, ANNOUNCES NEW WEBSITE, GAINS OPERATING LICENCE IN PERU LAUNCHES NEW PRODUCTS AND OPENS PHOTO COMPETITION

Click [HERE](#) to visit Lamor's new website.

Lamor Peru has obtained a full operations license as an Oil Spill Response Operator in all Peruvian waters. The operations license, granted by the Peruvian Coast Guard on October 16, 2015, allows Lamor Peru to provide service in all waters where spills may occur including ports, terminals, refineries and offshore platforms.

Oil contaminating Industrial water reservoirs and water holding areas can pose a large problem in plants and factories, resulting in compromised functionality of the system and/or a loss of revenue due to temporary solutions. Lamor was contacted by a steel mill in Northern Finland to resolve this problem. The Industrial Process Skimmer (IPS) was developed as the long-term solution to this dilemma. [Read more](#)

Take part in our photo contest to win a GoPro HERO4 Black 4K Standard Edition and other great prizes! We are looking for the best Lamor related photo out there, the dirtier the better! This is a world-wide competition so bring your best. Submit photos to [LamorMedia@lamor.com](mailto:LamorMedia@lamor.com) The contest runs to March 1, 2016 so start shooting or looking through your old photos! [More info](#)

### ISCO MEMBER, SWIRE EMERGENCY RESPONSE SERVICES IS INTEGRATED WITH SWIRE SALVAGE

Swire Emergency Response Division has been formed by the integration of two of Swire Pacific Offshore's (SPO) specialised companies; Swire Salvage and Swire Emergency Response Services. The integration brings together the key competencies, resources and expertise of SPO to provide five core services; Marine Towage, Marine Salvage, Emergency Preparedness and Response, Consultancy and Project Management and Environmental Consultancy and Training.

SERS provides Emergency Preparedness and Response: Provision of emergency preparedness and response services for Oil Spill Response, Hazardous and Noxious Substances and onshore Fire and Rescue Service. Swire Emergency Response is able to tailor services to suit the risk profile of individual clients. Strategically located resources ensure rapid mobilisation with 24/7 access to Incident Managers and Specialist Advisors with extensive experience in responding to incidents globally. [Read more](#)

### ISCO MEMBER, ALPHAMERS, WINS INNOVATION AWARD

It has been announced that AlphaMERS, based in Bangalore, India has been awarded the 2015 innovation award by The Associated Chambers of Commerce and Industry of India.

AlphaMERS successfully completed a pilot project in Halasuru lake in Bengaluru for containing floating trash in flowing waters like lake storm water inlets and rivers.

The company has developed several new products in recent times including the trash barrier mentioned in The Times of India article referred to on page 4 of this issue of the ISCO Newsletter.

*Note from Editor – Because this issue of the newsletter has already extended to 12 pages some news and other content has been held over for the next issue – but do please keep on sending in reports articles that you would like to share with members and readers in more than 60 countries.*

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following 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. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website [www.spillcontrol.org](http://www.spillcontrol.org)