



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is dedicated to raising worldwide preparedness and co-operation in response to oil and chemical spills, promoting technical development and professional competency, and to providing a focus for making the knowledge and experience of spill control professionals available to IMO, UNEP, EC and other organisations.

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International news

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MEETING OF IMO COUNCIL



The IMO Council met for its 118th session (24-28 July), chaired by Mr Jeffrey G. Lantz (United States). The 40-Member Council reviewed the work of the Organization since its last session and considered strategy and policy matters, including the proposed budget for the 2018-2019 biennium.

WMU charter updated - The Council approved amendments to the Charter of the World Maritime University (WMU), to reflect the academic institute's changing role since it was established by IMO in 1983 as an international centre of excellence for the advancement of maritime education, research and study, including capacity building, in particular for developing countries. The amendments will be submitted to the IMO Assembly for adoption and entry into force on 1 January 2018. WMU today has expanded the scope of its educational and research programmes to encompass ocean studies, external programmes and distance learning including e-learning. WMU is cooperating with the International Maritime Law Institute (IMLI), academic institutions and other partners in furthering the objectives of the University.

International Maritime Prize for 2016 goes to Koji Sekimizu, former IMO Secretary-General - The prestigious International Maritime Prize for 2016 is to be awarded to former Secretary General of the International Maritime Organization (IMO), Mr. Koji Sekimizu, for his contribution to the work of IMO over many years. [See report in last week's ISCO Newsletter]

<http://www.imo.org/en/MediaCentre/WhatsNew/Pages/default.aspx>

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The Dakar workshop was organized under the Global Initiative for West, Central and Southern Africa (GI WACAF) – a joint IMO-IPIECA project. IMO's Julien Favier of the GI WACAF project, Clement Chazot, Project Manager of the GI WACAF, and a team of consultants are facilitating the event, which is hosted by HASSMAR – the Senegalese authority in charge of maritime safety and security, and the protection of the marine environment.

* Benin, the Congo, Côte d'Ivoire, Democratic Republic of the Congo, Gabon, Guinea, Guinea-Bissau, Mauritania, Sao Tome and Principe, Senegal, Togo.

Watch IMO's film "[Oil. Spill. Response](#)" to find out more about IMO-IPIECA collaboration. [IMO](#)

EUROPE: CALL FOR EXPRESSION OF INTEREST TO SET UP A POOL OF MARITIME EXPERTS

August 8 - EMSA has launched a call for expression of interest from maritime experts to assist the agency in the provision of technical assistance to partner countries under the European Neighbourhood Policy.

EMSA has been providing this form of assistance since June 2013 in the areas of maritime safety, maritime security, and marine pollution prevention, preparedness and response. The [complete documentation related to the call](#) can be downloaded from EMSA's website. Candidates matching the profiles listed in the call are invited to participate.

The call will remain open for a period of four years from the date of publication and the pool of experts valid until this time. Where a particular task is to be performed, EMSA will assign one or more experts on the basis of their skills, experience and knowledge, and in line with the principles of non-discrimination, equal treatment and absence of conflict of interest. [EMSA](#)

Incident reports

AUSTRALIA: NSW - OIL SPILL IN MURRAY RIVER AT ECHUCA

August 3 - Campaspe Shire council is working with authorities to contain and clean an oil spill in the Murray River at Echuca. The spill occurred on Monday at Riverboat Dock in Echuca after maintenance works by an external contractor to council's steam display at the Port of Echuca Discovery Centre accidentally caused oil to leak into the river. *Bendigo Advertiser* [Read more](#)

International news (continued)

EMSA CONDUCTS FACT-FINDING MISSION IN AZERBAIJAN

As part of the ongoing project to provide technical assistance to the Black and Caspian Sea regions, EMSA performed a fact-finding mission in Azerbaijan on 11–13 July.

The purpose of the mission was to identify Azerbaijan's specific needs in the fields of maritime safety, maritime security, vessel traffic monitoring, human element and the protection of the marine environment. These are now expected to be addressed during the implementation of the project. EMSA representatives visited the national vessel traffic monitoring centre which is under the governance of the state's maritime administration. Preparatory work also got underway on the signature of the conditions of use for CleanSeaNet, in order for EMSA to be able to supply images which will facilitate the identification of possible polluters. [Read more in the EMSA Newsletter](#)

REGIONAL OIL SPILL RESPONSE WORKSHOP IN SENEGAL

The use of oil spill dispersants, which can be used to break down an oil slick into smaller droplets as part of response efforts, was the subject of a workshop taking place in Dakar, Senegal (17-20 July).

Participants from 11 countries* attended the sub-regional workshop, which analysed national policies on dispersant use and provided training on further development and implementation of these policies.

The event also looked at how Net Environmental Benefit Analysis – a decision-making concept used to help ensure that the response to an incident does not result in greater harm to the environment than may have already occurred.

Incident reports (continued)

USA: VIRGINIA - FISH KILL EXTENDED 8 MILES DOWNSTREAM OF CLOVERDALE CHEMICAL SPILL, STATE SAYS

August 4 - An estimated 165 gallons of an agricultural-use chemical that spilled into a Botetourt County creek and killed 40,000 fish last week affected a much larger stretch of the waterway than many at first realized. The state Department of Environmental Quality its "biologists determined that the downstream extent of the kill was between Clearwater Avenue and Hollins Road in Cloverdale" on Tinker Creek. That's a distance of approximately 4.5 miles. *Richmond Times-Dispatch* [Read more](#)

USA: MINNESOTA - FINAL REPORT ON BOISE SPILL WEEKS AWAY

August 4 - Crews were checking out reports of a foul odor and unusual bubbles about a half mile downstream of a recent sulfuric acid spill in International Falls, but no other problems have been documented. That was the report from the Minnesota Pollution Control Agency on Friday. The agency continues to investigate a spill of up to 3,0000 gallons of sulfuric acid at the Boise Paper Mill in the Falls that occurred late on July 19. *Duluth News Tribune* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: TEXAS - PRODUCED WATER SPILL REPORTED IN DELAWARE RIVER

August 4 - An estimated 18,000 barrels of produced water spilled into the Delaware River which runs across Texas into New Mexico. Beth Wojahn, spokeswoman for the New Mexico Oil Conservation Division (OCD) said the spill originating in Culberson County, Texas, was reported Friday. *Current-Argus* [Read more](#)

USA: SOUTH CAROLINA - TRAIN DERAILMENT DAMAGES TRACK, DUMPS 1,500 GALLONS OF DIESEL FUEL

August 5 - A train derailment by Kershaw County destroys track, dumps 1,500 gallons of diesel fuel from a locomotive, and causes a amtrak train to become stranded Saturday morning. Around 1am Lugoff Fire respond to a reported cargo train derailment off US 601 southbound towards Elgin on the CSX rail line. Crews found several cargo train cars derailed including a locomotive, hopper cars, and hazardous material tanker cars. *ABC Columbia* [Read more](#)

USA: CALIFORNIA – CONTAINER SHIP SPILLS CHEMICALS AT LONG BEACH

August 6 - Propyl acetate spilled from a container on the container ship, Harbour Bridge, in the Port of Long Beach on Sunday. The incident occurred at Pier G Berth 232, and 12 longshoremen were exposed to the product. One has been transported to Long Beach Memorial Medical Center, and a member of the Long Beach Fire Department was transported to the same hospital due to a fall.

The spill occurred when a tank, containing 6,600 gallons of propyl acetate was punctured during loading operations. The chemical was mostly contained on the pier, but some residual recovered material reached the water. *The Maritime Executive* [Read more](#)

August 9 - Six thousand gallons of flammable chemical compound propyl acetate spilled from a container tank on board container ship Harbour Bridge (IMO 9302152) on August 6th while it was berthed at the ITS Long Beach Container Terminal. A hazardous materials unit, an SAR unit and paramedics were dispatched to the scene. Two Long Beach fire boats and one of the city's lifeguard rescue boats deployed a 1,000-foot boom in the water alongside the ship to protect against environmental damage. *Insurance Marine News* [Read more](#)

Other related reports: August 6 [KTLA.com](#) [Thanks to Vance Bennett, Hazmat 101 Group], August 7 [Maritime Bulletin](#) August 7 [Maritime Professional](#)

CHINA: HONG KONG - TANKER BREACHED IN COLLISION, 9000 TONS OF PALM OIL SPILLED

August 7 - Two ships said to collide near Hong Kong in Pearl River Estuary on Aug 3, one of them being tanker. Tanker was breached, or maybe even sank, some 9,000 tons of palm oil reportedly spilled, polluting Hong Kong coastline, including several popular beaches. The names of the vessels and collision details remain unknown. 10 public beaches were closed, large-scale cleansing operation under way. *Maritime Bulletin* [Read more](#)

August 7- Questions over two-day delay on notice of palm oil spill that left 11 Hong Kong beaches closed. Smelly, congealed clumps from spill in mainland waters mar island beauty spots in Hong Kong. Environmental experts have questioned why it took two days for mainland authorities to inform Hong Kong about a ship collision and palm oil spill that left nearly a dozen local beaches closed to the public at the weekend. *South China Morning Post* [Read more](#)

Incident reports (continued)



Photo credit: Hong Kong Free Press

August 8 - Video: Palm Oil Spill Forces Beach Closures in Hong Kong - Palm oil spilled in a ship collision in Chinese waters has forced the closure of 11 popular beaches in Hong Kong, with white chunks of solidified oil drifting ashore and fouling the sand. The vessels involved in the collision have not been identified.

Debris and refuse from the Chinese mainland often clogs Hong Kong's beaches, but the palm oil is a new and unusual development. The sticky white solid reportedly has a rancid smell, and the waters just off the beaches are greasy from suspended oil. Beach cleanup crews have been working to remove it, and environmental authorities say that any remaining amounts will biodegrade without long-term harm to marine life.

The Maritime Executive [Read more](#)

More reports and updates – August 8 [qCaptain](#) and [South China Morning Post](#) August 9 [aol.com](#) August 10 [Reuters](#) and [The Maritime Executive](#)

GERMANY: SODIUM HYDROXIDE LIGHTERING OPERATION ON RIVER RHINE

August 9 - Twenty-five ships had to interrupt their Rhine transit on August 2nd because of salvage work on tanker Galileo (IMO 8643559). 300 tons of the cargo of 1,710 tons sodium hydroxide were lightered before the tanker could be refloated, after which it was towed to Loreley port. There the remainder of the cargo was pumped onto another ship. Ship traffic was stopped at Bingen during the salvage work. On August 3rd the ship headed to a yard in Moerdijk for repairs. *Insurance Marine News* [Read more](#)

CANADA: BULK CARRIER AGROUND, ST. MARYS RIVER, ONTARIO UPDATE

August 11 - As of 0400 UTC Aug 11, vessel was still aground. Laker is in ballast, the St. Marys River traffic remains closed from the Soo Locks to 6 Mile Point.

Says USCG: The Army Corp of Engineers conducted an assessment of the river bottom around the vessel. Contracted divers conducted an initial assessment of the vessel's stern and determined that it is structurally sound. Oil Spill Removal Organization was hired to place boom near vessel to protect the environment as a precaution. Grand River Navigation was to present to the U.S. Coast Guard salvage plan for review and approval on Aug 10.

Maritime Bulletin [Read more](#)

News reports from around the world (countries listed in alphabetical order)

BERMUDA: NAMEPA LAUNCHES BERMEPA CHAPTER



Photo: (L to R) Cynthia Hudson (Hudson Analytics and NAMEPA Board Director), Carleen Lyden Walker, Paul Scope, the Honorable Jamahl Snaith Simmons, Marilyn Feldman, Tammy Richardson-Augustus

August 2 - The North American Marine Environment Protection Association (NAMEPA) last week officially welcomed Bermuda as its newest chapter- BERMEPA. The objectives of NAMEPA are similar to those set out by the 1982 HELMEPA Inaugural Declaration of Voluntary Commitment "To Save our Seas".

NAMEPA is a pro-active, marine industry-led organization of environmental stewards preserving the marine environment by promoting sustainable marine industry best practices and educating seafarers, students and the public about the need and strategies for protecting global ocean, lake and river resources.

The Maritime Executive [Read more](#)

News reports from around the world (continued)

BRAZIL: ONE YEAR LATER: GUANABARA BAY STILL FILTHY, MARÉ RESIDENTS DEBATE SANITATION AND ARTISANAL FISHING



August 6 - On July 27, community, municipal, and environmental organizations [gathered in Maré to discuss](#) 22 years since the [Guanabara Bay Remediation Program \(PDBG\)](#) was initiated, and the unfortunate consequences for the region of two decades of failed public policy in cleaning up the Bay. The [Guanabara Bay's pollution was made famous](#) around the world one year ago when Olympic athletes were subjected to its contamination, fruit of continued remediation failures.

At Thursday's event, the relationship between pollution, quality of life of residents, and the bay was dissected, drawing audience members to understand the interconnectedness of these issues. [The event is part of a series](#) of sessions to be held in different communities bordering the

Cunha Canal, a waterway in the [North Zone](#) that drains to the bay, and considered the most polluted of all the Bay's waterways. *Rio on Watch* [Read more](#)

CANADA: QUEBEC ASSESSMENT AGENCY RELEASES LAC-MEGANTIC PUBLIC CONSULTATIONS REPORT

Photo: In this July 6, 2013 file photo, smoke rises from railway cars carrying crude oil after derailing in downtown Lac-Megantic, Quebec. (Paul Chiasson/THE CANADIAN PRESS)

July 31 - The population of Lac-Megantic and its neighbouring towns are heavily divided on what to do with the railway that runs through the heart of the town, Quebec's environmental review agency said Monday.

The debate over a rail bypass has raged since a train carrying crude oil derailed and exploded in July 2013, killing 47 people and wiping out much of Lac-Megantic's downtown core.

The Globe & Mail [Read more](#)



CANADA: NEW OIL SPILL RESPONSE VESSEL TAKES TO THE WATER

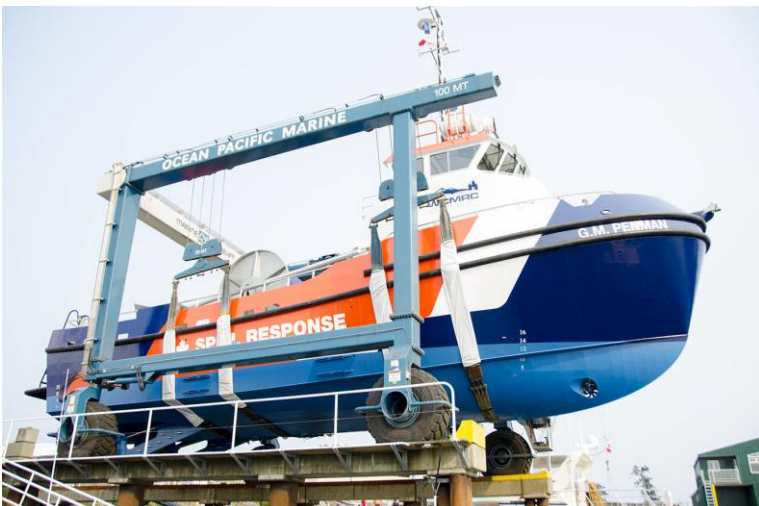


Photo: The newest member of the Western Canada Marine Response Corporation fleet, the G.M. Penman, hit the water earlier this week at Ocean Pacific Boatyard. Photo by Mike Davies/Campbell River Mirror

August 10 - The G.M. Penman is a 65-foot spill response vessel – the first of at least five new skimming vessels that will reside on our coast to respond to marine emergencies involving fuel or oil spills.

The Penman is owned and operated by Western Canada Marine Response Corporation (WCMRC), which already has 40 response vessels in the water on our coast, but this new one is something special. It's the first in a complete redesign of the fleet, according to WCMRC communications manager Michael Lowry. *Campbell River Mirror* [Read more](#)

News reports from around the world (continued)

INDIA: JUNE 30 ONGC OIL SPILL CONTAMINATES TAMIL NADU'S THANJAVUR, THIRUVARUR AND NAGAPATTINAM ENVIRONMENT

August 9 - Examination of soil, groundwater and surface water samples from Tamil Nadu's Thanjavur, Thiruvavarur and Nagapattinam have revealed that hydrocarbon operations by the Oil and Natural Gas Corporation and the Chennai Petroleum Corporation Limited are harming the environment, The Coastal Resource Centre said on Wednesday. It added that its studies had confirmed that the ONGC had not employed the best international practices while responding to the oil spill in Kathiramangalam on June 30.

The CRC said that all seven samples collected for the study were found to have been contaminated by hydrocarbons released during oil extraction or refining.

The report also debunked the ONGC's claim that it promptly attends to oil spills and leaks, and that villagers had prevented their team from tending to the spill in June. *India Live Today* [Read more](#)

Another related report in [One India](#)

INDIA: NEED PROACTIVE APPROACH FOR CONTINGENCY PLAN TO DEAL WITH MARITIME POLLUTION: COAST GUARD

August 11 - Underlining the need to adopt a proactive approach in preparation of a contingency plan to deal with marine pollution, the Coast Guard today stressed on provisioning of response equipment to deal with instances like minor oil spills.

During the 22nd National Oil Spill Disaster Contingency Plan (NOS-DCP) and preparedness, Coast Guard Director General Rajendra Singh, who chaired the meeting, called for setting up of technical committee for monitoring health of marine environment and publish report bi-annually, said a statement from the Coast Guard. *New Indian Express* [Read more](#)

JAPAN: 777,000 TONS OF RADIOACTIVE WASTE TO BE DUMPED IN PACIFIC

July 16 - Approximately 580 barrels of radioactive water is to be released into the Pacific Ocean, according to the head of the company responsible for the Fukushima clean-up operation.

Residents are displeased with the plan to release 777,000 tons of tainted water, from the 2011 Fukushima nuclear plant, into the sea.

The water is a radioactive form of hydrogen, called tritium – which was used to cool the nuclear plant's damaged reactors. *TeleSur* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

NIGERIA: ANXIETY AS MOSOP, OTHERS PROTEST SHELL'S RESUMPTION OF OIL PRODUCTION IN Ogoniland

August 5 - Thousands of Ogoni people, from the four Local Government Areas of Khana, Gokana, Tai and Eleme, yesterday defied the heavy rain to massively protest the return of the Shell Petroleum Development Company of Nigeria Limited (SPDC) to resume crude oil production and laying of pipelines, after the Anglo/Dutch oil giant was sent packing from Ogoniland over 24 years ago.

The protesters, comprising elderly men, women and youths, who were armed with placards, bearing various inscriptions, drumming and singing anti-Shell songs, were led by the President of the Movement for the Survival of the Ogoni People (MOSOP), Chief Legborsi Saro Pyagbara. *The Nation* [Read more](#)

NIGERIA: \$200M YEAR ONE OGONI CLEAN-UP FUND IS READY – SPDC

August 7 - Shell Petroleum Development Company (SPDC) has come out to douse tension and doubt over the fund needed to begin actual clean-up of Ogoni areas as recommended by the United Nations (UNEP Report of 2011), saying the first batch of \$200 million is ready and intact.

The general manager, external relations of SPDC, Igo Weli, says those searching for the money (about N700bn) in the Federal Government's 2017 budget may not find it there but in the Joint Venture (JV) budget domiciled with the Nigerian National Petroleum Corporation (NNPC) budget, as the JV majority equity holder of 55 percent. Weli said at the weekend in Port Harcourt that money was not cause of any perceived delay in starting the clean-up, but that institutional governance structures were still being put in place. The failures of the past made the stakeholders to take every step carefully to ensure that this time nothing must go wrong to require starting afresh, he said. *Business Day* [Read more](#)

News reports from around the world (continued)

USA: PREPARING FOR A RAPID RESPONSE TO MAJOR OFFSHORE OIL SPILLS: A WORKSHOP ON RESEARCH NEEDS TO PROTECT THE HEALTH AND WELL-BEING OF COMMUNITIES

August 11 - On August 2-3, the National Academies of Sciences, Engineering, and Medicine – Gulf Research Program – sponsored a public workshop in Washington, D.C. to explore research needs and other opportunities for improving public health response and protection before, during and after oil spills. *NOAA OR&R* [Read more](#)

USA: MICHIGAN - LINE 5 STUDY NEEDS MAJOR REVISION, SAY STATE AGENCIES

August 7 - The state of Michigan says a hotly-debated report on Enbridge Line 5 needs some major revisions.

State regulatory agencies told Dynamic Risk Assessments of Calgary to re-do a risk analysis and broaden possible Line 5 oil spill impacts, consider historical stress on the pipeline's integrity and explain in detail how long the controversial pipeline segment under the Straits of Mackinac can reasonably operate without replacement.

The Department of Environmental Quality, Department of Natural Resources, Michigan Agency for Energy, Michigan Public Service Commission and Attorney General office filed the public comments Aug. 4 on the Line 5 alternatives analysis draft report. [In a joint comment](#), the state said Dynamic Risk failed to assess "worst case" scenarios as stipulated by the contract, did not consider all ways the pipeline could rupture and did not adequately consider how a spill would impact Great Lakes ecology, drinking water supplies, local property values and the regional tourism economy. *Mlive.com* [Read more](#)

USA: THIS DAY IN HISTORY - 1993 THREE-SHIP COLLISION CAUSES OIL SPILL

August 10 - A rare collision of three ships in Tampa Bay, Florida, results in a spill of 336,000 gallons of fuel oil on this day in 1993. Fortunately, a combination of favorable weather conditions and preparedness kept the damage to a minimum.

It was about 6 a.m. when two fuel barges heading into Tampa Bay's harbor and one phosphate freighter heading out collided. The collision caused a fire on the Maritrans barge Ocean 255, crippling the ship, which was carrying 8 million gallons of gas and diesel fuel. Although it took nearly 16 hours to put out, no one onboard was killed. However, more than 300,000 gallons of oil were dumped into Tampa Bay.

This incident marked the first use of a computerized trajectory model to track an oil spill. Using data on wind, weather and the movement of tides, the extent of a spill could be predicted for the first time. Despite the limits of the data, the trajectory model proved to be accurate over a six-hour time period. On this day, the model showed that the tides and wind were pushing the massive spill away from the shore. *History.com* [Read more](#)

People in the news

USA: CHARLIE MILLER RETIRES AS CEO OF ECOCHLOR; STEVE CANDITO NAMED AS SUCCESSOR



August 9 - Ecochlor, Inc. announced that Charlie Miller has retired as CEO with Steve Candito named as his successor. Steve started his new role on August 8, 2017 with Charlie to assist during the transition.

Tom Perlich, Ecochlor Founder and President, said, "Charlie has been instrumental in Ecochlor's growth over the last 15 years. During his tenure, we have put together a skilled and experienced team, and find ourselves positioned as a global front-runner in the BWT industry. While Charlie will be missed, I am equally confident in the leadership of his replacement, Steve Candito, as he assumes the role of our new CEO. Steve comes from a strong background in the maritime industry and has an excellent performance record in all that he has undertaken. I look forward to being part of Steve's vision for Ecochlor's continued growth!" *The Maritime Executive* [Read more](#)

Obituary

HELCOM'S CONDOLENCES FOR LEONID KOROVIN'S PASSING

July 20 - On behalf of the Baltic Marine Environment Protection Commission, the HELCOM Secretariat and all the members of the HELCOM family, in particular the Heads of Delegation, we would like to express our heartfelt condolences on the passing away of Leonid Korovin, the Russian Federation representative in HELCOM. This loss is felt very deeply in the HELCOM community, particularly because of Leonid Korovin's remarkable contribution to HELCOM work and personal dedication to the protection of the Baltic Sea environment. *Helcom* [Read more](#)

OIL SPILLS: INLAND RESPONSE GOOD PRACTICE GUIDELINES FOR INCIDENT MANAGEMENT AND EMERGENCY RESPONSE PERSONNEL

Part 8 of a new serialised article contributed by IPIECA and IOGP



Response techniques (continued)

Controlled in-situ burning

There have been numerous cases of spilled oil accidentally catching fire and damaging facilities and vessels. However, deliberate burns have succeeded in limiting the spread of the spilled oil, rapidly removing oil from water, snow or ice surface and thereby mitigating its consequences from a NEBA perspective. Inland burning has been successfully and routinely used in North America.

Photo right : Controlled in-situ burning in a peatbog; the white powder is fire retardant.

Controlled in-situ burning is usually considered when access is limited or when it is necessary to remove the oil quickly. Mechanical equipment may not be able to access a spill site if, for example, the terrain is too steep, too forested or water-logged. While mechanical clean-up can take considerable time, controlled burns can remove large amounts of oil in a few hours. This saved time may be critical if heavy rains are forecast that could flush oil to wider or more sensitive areas. Another consideration is waste disposal. If large amounts of waste will be generated and/or there are no convenient disposal sites available, controlled in-situ burning may be the best option to remove the oil.



Wetlands and other sensitive environments are highly susceptible to damage by the intrusive actions of clean-up workers. Wet conditions may prevent equipment from accessing the site and can make responders' actions more damaging, but the moisture will protect plant roots and soil from the heat of a burn.

When considering the use of a controlled burn, the following should be borne in mind:

- **Safety:** responders and the public should be protected from any risk of spreading fire. Often local fire departments are present to wet surrounding vegetation to protect against the fire spreading beyond the spilled oil.
- **Ignition:** simple and safe methods are preferred. Flares, flare guns, torches and propane burners have been used successfully.
- **Moisture:** many ecosystems are tolerant of the heat from fires because fire is part of their life cycle (e.g. wetlands). However, heat from burning oil may be more intense than even these plants can tolerate. High moisture levels are therefore desirable, in particular to protect roots from heat stress and to limit the risk of the fire spreading beyond the oiled area.
- **Season:** in higher latitudes, winter burning often creates little environmental damage because many plants are dormant and could be covered in snow. Burns in late summer conditions can cause stress to plants as they are still building food reserves.
- **Weather conditions:** unpredictable weather can produce safety-related hazards at a controlled burn. Low, steady winds with no threatening storms or weather fronts are preferred because such conditions reduce the risk of the fire spreading. Atmospheric temperature inversions can trap the smoke plume and are not desirable because they restrict the dispersion of the smoke.

Contributed article (continued)

- Residue collection: some unburned oil or oily residue is almost always left after burning. If quantities are sufficient, the unburned oil could be collected and burned. Residues from crude oil burns can have varying consistencies from tarry to brittle; this residue needs to be collected. On water, oils subject to intense burns may create residues that sink after they cool, and it may be unacceptable to leave these behind.

Photos: Below left - Below left: snow and ice protects this wetland from oil exposure and aids fire control. Below right: a large smoke plume rises from a wetland burn.



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To be continued next week

Science and technology

SCIENTISTS DEVELOP 'GELATOR' TO EASILY RECOVER MARINE OIL SPILLS

July 31 - In a bid to ease recovery of oil from marine spills scientists from the Indian Institute of Science, Education and Research (IISER), Thiruvananthapuram have developed a compound named gelator that has the capability to congeal oil from an oil and water mixture.

To develop the gelator the scientists used glucose as a starting material and by conducting various chemical reactions finally developed gelators that selectively congeal oil, including crude oil, from an oil-water mixture.

More about the compound, Gelator -

A team led by Dr. Kana M Sureshan from the School of Chemistry developed the compound that is in powder form and can be easily applied over oil-water mixture and also they do not cause any environmental damage

Unlike current methods gelators can be used many times, however, if used for extracting crude oil from a spill it can't be reused

The gelator molecule is partly hydrophobic and partly hydrophilic. The hydrophilic part helps in self-assembling to form gelator fibres, the hydrophobic part is responsible for its diffusion into the oil layer

Since the outer part of the fibre is hydrophobic, oil tends to get into the spongy network made of fibres

Once the oil is sucked in the fibre network, it loses its fluidity and becomes a gel.

As the self-assembly is strong, the gel is able to maintain its structure and rigidity even under pressure.

The results based on laboratory studies were published recently in the journal *Angewandte Chemie*.

India Today [Read more](#)

Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
SINGAPORE	Sept. 4-6	Salvage & Wreck Asia	Singapore
NIGERIA	Sept. 5-7	National Workshop on Liability and Compensation	Abuja (TBC)
UK	Sept. 5-8	SPE Offshore Europe	Aberdeen
UK	Sept. 6-7	8th Maritime and Salvage Response	London
FRANCE	Sept. 12-14	Cedre Mariner Project Workshop	Brest
GABON	Sept. 19-22	National workshop on waste management	Libreville
UK	Sept. 20-21	The Emergency Services Show	Birmingham
NORWAY	Sept. 25-29	International Oil Spill Exercise SCOPE 2017	Grenland Area
EQUATORIAL GUINEA	Sept. 26-29	National Workshop on Contingency Planning	Malabo
UK	Sept. 27-28	Contamination Expo Series 2017	London
FRANCE	Sept. 28	CEDRE Information Day – “Spills in Ports”	Paris
USA	Oct. 2-4	Elastec Inland Spill Workshop (Focus on Rivers)	Carmi, IL
CANADA	Oct. 3-5	40th AMOP Technical Seminar	Calgary
TUNISIA	Oct. 10-11	Oiled Shoreline Clean-up W'shop & Tier1 Exercise	Sfax City
NORWAY	Oct. 17-19	NOSCA Seminar 2017	Horten
CANADA	Oct.30-Nov.1	Arctic Shipping North America Forum	Montreal
UK	Nov. 1-2	Offshore Decommissioning & Operations Seminar	London
CHINA	Nov. 1-3	Oceanology International China	Qingdao
IVORY COAST	Nov. 6-9	GI WACAF Regional Conference	Abidjan
UAE	Nov. 13-16	Abu Dhabi Int'l Petroleum Exhibition & Conference	Abu Dhabi
UK	Nov. 29-30	11th Arctic Shipping Summit	London
USA	Dec. 5-7	Clean Gulf Conference and Exhibition	Houston, TX
2018			
UAE	Feb 28 – Mar 1	Offshore Arabia Conference & Exhibition	Dubai
UK	March 13-15	2018 INTERSPILL Conference and Exhibition	London
UK	March 13-15	Oceanology International 2018	London
USA	April 4-5	Clean Waterways Conference	St. Louis, MO
FINLAND	April 17-20	Arctic Shipping Forum	Helsinki
UK	May 23-24	HAZMAT 2018	Stratford on Avon
USA	June 19-21	Clean Pacific Conference and Exhibition	Portland, OR
INDIA	July 5-6	Oil Spill India 2018 Conference & Exhibition	New Delhi
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

Company news

MARINE POLLUTION CONTROL (MPC) GAINS NON-FLOATING OIL OSRO CLASSIFICATION

MPC has been classified by the USCG as a Non-Floating Oil OSRO (NFO) servicing the US waterways from coast to coast. Congratulations to the MPC team for gathering the resources for Planning, Detection, Surveillance, Containment, Recovery and Storage of a Non-Floating Oil (NFO) release.

MPC is a Corporate Member of ISCO

ELASTEC'S AMERICAN MARINE DIVISION CELEBRATES 50 YEARS OF MANUFACTURING BOOMS, BARRIERS AND TURBIDITY CURTAINS TO KEEP OUR WATERWAYS CLEAN

It was 1967 in Cocoa, Fla., when the late Jim Pearce, a highly decorated World War II U.S. fighter ace turned test pilot (and the first person to break the sound barrier flying an F-86), formed a new company to help control water pollution - American Marine. An early innovator in the development of oil containment booms, fire booms and turbidity curtains, Jim wrote about the company's accomplishments in his autobiography, "A 20th Century Guy", published in 2007.

"A long-time associate and I joined forces, and with the assistance of my son, Jeff, and a couple of kids from the neighborhood, we formed American Marine, Inc.," he wrote. The plan was to build Hull Guards, a device used to help small boat owners keep the bottom of their vessels free of barnacles—at a reasonable cost.

Company news (continued)

Jim enjoyed a fascinating life. He was a U.S. Navy pilot during WWII and spent 16 years in experimental flight testing. That was followed by six years' involvement in the Apollo Lunar Landing Program where he was director of test operations for the manufacturer's command and service modules.

Oil Pollution Boom

"To add to the line of anti-pollution devices we made at American Marine, I spent my time there designing and developing new products, as well as the tools to build them. An oil spill in nearby Port Canaveral, Fla. led to the development of the company's first oil containment boom, which outperformed a rival and led to bigger things".

"I got busy designing a real version of an oil boom which would retain the good features of the prototype but be designed from the start as an oil boom", he wrote. The American Marine shop was redesigned, and the company bought its first electronic heat sealing machine to take the place of all the gluing of seams.

An extruded aluminium quick-connect system was developed to join lengths of oil boom together (and it survives as one of two industry-wide standards today).

Because Jim's boom worked well, competitors copied it, proving once again that "imitation is the sincerest form of flattery", in the words of Oscar Wilde.

Elastec Acquires American Marine

We were approached by Elastec, based in Carmi, Ill., a manufacturer of oil spill recovery equipment, and the inventor of the oleophilic drum oil skimmer. They expressed an interest in buying American Marine. Talks led to an agreement and Elastec officially acquired American Marine. The new corporation was called Elastec/American Marine, Inc. Today, the company is under one name, "Elastec".

Jim Pearce died in 2011, but his legacy of innovation and environmental concern survives him. Jeff Pearce, Jim's son, remains associated with the company today.

Fifty years after American Marine was formed, it remains an integral part of the Elastec mission of keeping the world clean with an array of floating containment booms, trash and debris barriers, turbidity curtains, oil skimmer systems, work boats, portable incinerators and vacuum equipment in use in 155 countries. ([Read complete text of this article](#))

Elastec is a Corporate Member of ISCO

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

AMSA Aboard	News from the Australian Maritime Safety Authority	December 2016
ASME EED EHS Newsletter	News and commentary on HSE issues from George Holliday	Most recent issue
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	June 2017
CROIERG Enews	Canberra & Regions Oil Industry Emergency Response Group	Current issue
EMSA Newsletter	News from the European Maritime Safety Agency	July 2017 issue
Environmental Technology Online	Environmental Monitoring, Testing & Analysis	August 2017 issue
IMO News Magazine	News from the International Maritime Organization	Summer 2017 issue
IMO Publishing News	New and forthcoming IMO publications	July 2017
Intertanko Weekly News	International news for the oil tanker community	August 11, 2017
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q3 2017 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	May-June 2017
MOIG Newsletter	News from the Mediterranean Oil Industry Group	July 2017 issue
NOWPAP Quarterly	News from the North West Pacific Action Plan	Quarter 1, 2017 issue
Ocean Orbit	Newsletter from the International Tanker Owners Pollution Federation	May 2016
OCIMF Newsletter	News from the Oil Companies International Marine Forum	June 2017 issue
Pollution Online Newsletter	News for prevention & control professionals	August 9, 2017
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	December 2016 issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2017 issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	June 1-30, 2017
Transport Canada Newsletter	News and articles re transport of dangerous goods in Canada	December 2016 issue
UK NCEC	News from the National Chemical Emergency Centre	July 2017 issue
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	August 1, 2017
USA EPA Tech News & Trends	Contaminated site clean-up information	Spring 2016 issue
WMU Newsletter	News from the World Maritime University	December 2016

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

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