

## 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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## IOPC FUNDS MEETINGS: THE LATEST INFORMATION ON THE BIMCO-ISCO SPILL RESPONSE CONTRACTS



This week at the IOPC Funds meetings in London Donald Chard\* will give an update on the progress of the recently launched RESPONSECON international and USA contracts. ISCO Secretary, Matthew Sommerville will also be on hand to help answer questions.

In contrast to the well-known use of Lloyd's Open Form by salvors responding to an incident there has, to date, been no single set of terms for the distinct and separate activities of contractors undertaking spill response and clean-up operations;

To fill this gap, ISCO has worked with BIMCO to help develop standard contractual provisions. Work was undertaken through a specialist Sub-committee comprising BIMCO, ISCO, the International Group of P&I Clubs, the International Salvage Union and the Spill Control Association of America with help and advice from the International Tanker Owners Pollution Federation.

The sponsoring organisations are encouraging potential users to review and consider the benefit of the contracts for future clean-up operations. Subject to acceptance of Conditions of Use, the contracts can be downloaded free of charge from the BIMCO and ISCO websites.

The new contracts are not only applicable to marine oil and chemical spill events but can also be used for response to inland pollution accidents involving pipelines, bulk storage facilities, rail derailments, inland waterways, etc.

\* *Donald Chard FCIS, FCI Arb, is a Chartered Shipbroker and Fellow of the Chartered Institute of Arbitrators. After more than 38 years at the UK Chamber of Shipping, where he was Head of Legal & Documentary, he is now a practising maritime arbitrator and Consultant with BIMCO's Contracts and Clauses Department. He was a member of the BIMCO-ISCO Working Group and made a major contribution to the drafting of the RESPONSECON contracts.*

## DATES SET FOR 2018 EDITION OF BALTIC SEA DAY

Global and regional environmental matters will be in focus during the XIX International Environmental Forum "Baltic Sea Day", to be held on 22–23 March 2018 in St. Petersburg, Russia. The agenda of the Forum, will be based on proposals to be developed by key stakeholders, will reflect the latest issues concerning the Baltic Sea

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## International news (continued)

environment and current regional activities, including involvement of municipalities, assuring good environmental status of the Sea and environmental safety in the region. Discussion themes of plenaries and roundtables will include the outcome of the HELCOM Ministerial Meeting, to be held in Brussels two weeks earlier, on 6 March. The upcoming 19th Baltic Sea Day Forum will be devoted to the memory of Mr. Leonid Korovin, who passed away in 2017.



*Photo: HELCOM Executive Secretary Monika Stankiewicz speaking at Baltic Sea Day 2017.*

Baltic Sea Day is an esteemed platform for environmental dialogue and a popular live meeting point for representatives of national, regional as well as global organizations working in different sectors. The Forum is the largest event of its kind in the Baltic Sea region, gathering Russian national and international media. The next Forum

will be organized and supported by HELCOM, the Ministry of Environment and Natural Resources of the Russian Federation, and the Government of St. Petersburg.

For additional information and suggestions please contact: Ms. Natalia Bobyleva Tel: +7 (812) 470-6012 E-mail: [bobyleva@helcom.ru](mailto:bobyleva@helcom.ru) or Mr. Dmitry Frank-Kamenetsky, Professional Secretary, HELCOM, Tel: +358 40 630 9933 E-mail: [dmitry.frank-kamenetsky@helcom.fi](mailto:dmitry.frank-kamenetsky@helcom.fi)

## OUTCOME OF THE NINTH MEETING OF THE HELCOM EXPERT WORKING GROUP ON OILED WILDLIFE RESPONSE (EWG OWR 9-2017)

The Ninth Meeting of the HELCOM Expert Working Group on Oiled Wildlife Response (EWG OWR 9-2017) was held in Helsinki, Finland on 19 October 2017. The Meeting was attended by representatives of Finland, Germany, Latvia and Poland as well as Sea Alarm and WWF as Observers and invited guests. The Meeting was chaired by Mr. Hugo Nijkamp, Sea Alarm and Chair of EWG OWR. Ms. Laura Meski, Assisting Professional Secretary and Ms. Susanna Kaasinen, Project Manager of HELCOM, acted as Secretaries of the Meeting. *HELCOM* [Read more](#)

## IMO: TRAINING FOR SPILL RESPONSE IN EAST AFRICA

October 20 - The question of how to manage emergency preparedness and response in the oil and gas sector was on the agenda at a workshop in Zanzibar, United Republic of Tanzania (17-20 October).

Participants from countries across the East Africa region\* gathered to highlight good practices in developing national preparedness and response systems, as well as how to improve understanding of risk assessments related to oil and gas development and potential impacts on environment. The group also worked to identify areas for strengthening emergency preparedness and response at national and regional levels.

IMO's Colleen O'Hagan helped to facilitate the workshop and provided an overview of the Organization's International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) – the treaty covering measures for dealing with pollution incidents.

## International news (continued)



This Zanzibar workshop was funded by the Norwegian Oil for Development (OfD) Programme and implemented through their partnership program with UNEP in collaboration with the Nairobi Convention Secretariat, the Indian Ocean Commission and hosted by the Zanzibar Environment Management Authority (ZEMA).

\*Participants from Comoros, Kenya, Madagascar, Mauritius, Mozambique, Seychelles, Somalia, South Africa, United Republic of Tanzania, Uganda, as well as resource personnel from Nairobi Convention, Indian Ocean Commission, Norwegian Coastal Administration, East Africa Community, ITOFF, State University Zanzibar and IMO. <http://www.imo.org>

## Incident reports

### TRINIDAD & TOBAGO: IMA CARRIES OUT FINGERPRINTING TO FIND OIL SPILL CULPRIT

October 17 - The Institute of Marine Affairs (IMA) said it has taken samples of the oil spill at Chaguaramas in order to identify the source of the spill.

In a statement issued Monday, the IMA said it received a report of the spill from the Environmental Management Authority (EMA) on Sunday after the oily black substance was seen spreading rapidly near the Chaguaramas area. The IMA said a team accompanied the EMA to do a visual assessment of the impacted areas around midday on Sunday and samples were collected and sent to the IMA's lab for fingerprinting analysis. *Loop* [Read more](#)

**October 25 - Oil rig not source of spill** - The Institute of Marine Affairs, along with other agencies investigating the source of an oil spill which has covered a mass of water along the peninsula from St Peter's Bay to Scotland Bay on October 16, still have not established the source of the spill. However, according to a release sent to the media investigators have eliminated an oil rig as one of the suspected sources. Investigators are working on the theory that the source of the spill is at the east of Point Gourde. *Newsday* [Read more](#)

### RUSSIA: CONTAINER SHIP TAKEN OUT OF PORT AFTER HAZMAT SPILL IN HOLD, SAKHALIN

October 19 - Feeder container ship SHUN YUE 19 was taken to outer anchorage from Korsakov Port, Sakhalin, Russia, where she was berthed on arrival from Busan Korea. During offloading three barrels with inflammable liquid fell into hold, spilling the contents. *Maritime Bulletin* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### CANADA: ALBERTA - STURGEON COUNTY NEIGHBOURHOODS EVACUATED AFTER TRAIN CARRYING CRUDE OIL DERAILS



*Photo: At least a dozen rail cars derailed in Sturgeon County at around 1:30 p.m. on Oct. 22, 2017. No injuries were reported. Photo courtesy Patrick Potter.*

October 22 - At about 1:45 p.m., 12 cars overturned on the railway northwest of Edmonton. The rail cars were carrying crude oil and two of them leaked, releasing about 30 to 50 litres, said Sheila Moore, communications officer for Sturgeon County. *CBC News* [Read more](#)

### October 23 - Cleanup continues after railcars went off the track in Sturgeon County

Residents were allowed to return home around 7 p.m. Sunday after investigators determined there was no danger to the public.

CN crews as well as dangerous goods and environmental teams were still on scene Monday

afternoon cleaning up, removing the toppled railcars and repairing the damaged track. *Edmonton Journal* [Read more](#) [Thanks to Dr Merv Fingas FISCO, Member of ISCO Council for Canada]

## Incident reports (continued)

### USA: TEXAS - OIL BARGE EXPLOSION: USCG SEARCH AND RESCUE SUSPENDED

*Photo: The Coast Guard, Texas General Land Office and Bouchard Transportation representatives continue to respond to a barge that caught fire Friday morning three miles off the jetties of Port Aransas, Texas on Oct. 21, 2017. U.S. Coast Guard Photo*

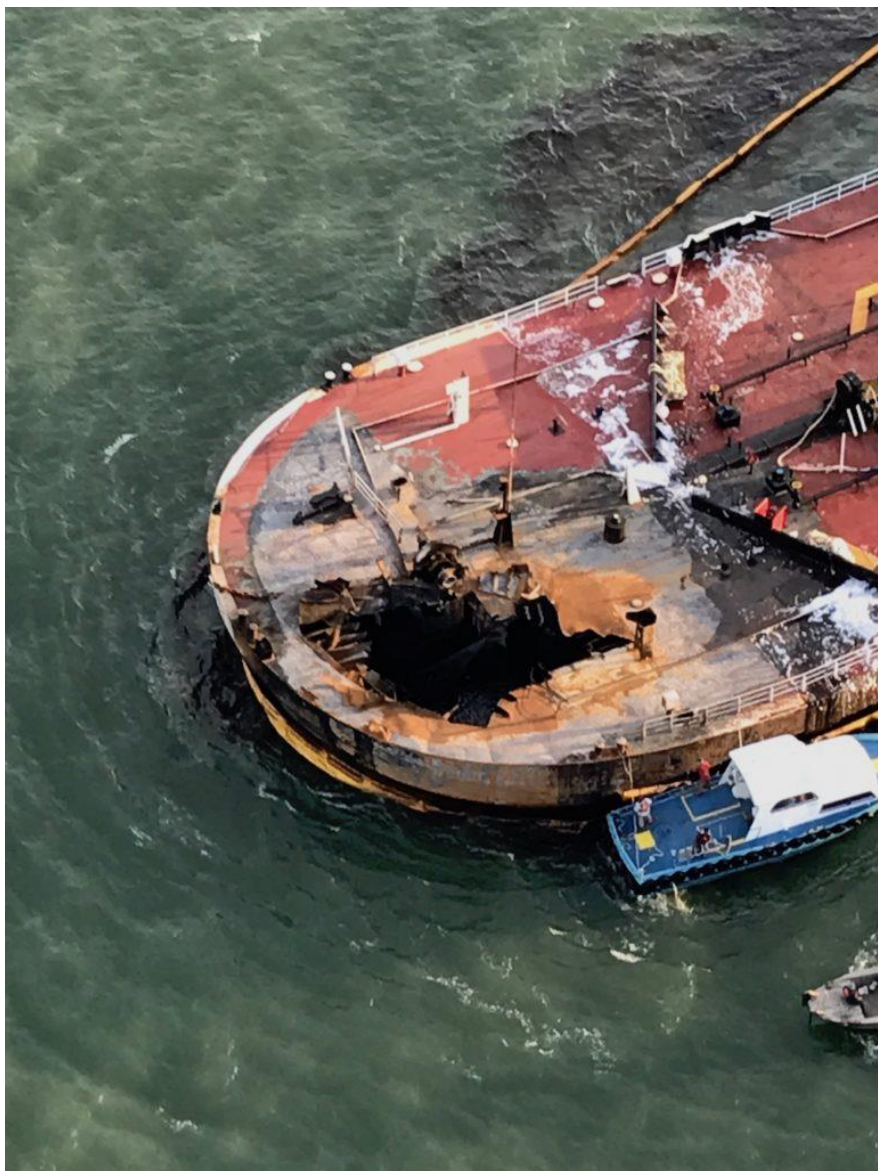
October 23 - The US Coast Guard (USCG) has suspended its search and rescue mission for a missing crew member belonging to an oil barge which exploded off the coast of Port Aransas in Texas on October 20, 2017.

The barge was carrying some 133,000 barrels of crude oil to a refinery in Corpus Christi when the explosion occurred.

In a press release by USCG on Friday, Captain Jason Smith, Sector/Air Station Corpus Christi, said: "In this situation, safety is paramount. "Our first objective is to find the missing crewmembers, and our immediate second objective is pollution response and ensuring navigational safety in the affected area." *Port Technology* [Read more & watch video](#)

**October 23 - Texas Beach Clean-up Underway after Barge Fire** - Beach clean-up operations have removed approximately 48 cubic yards of oily solids from the impacted shoreline on Mustang Island and North Padre Island.

Six clean-up teams, over 120 people, are actively engaged in beach clean-up. Two wildlife response teams and one wildlife response vessel continue to assess any impacted wildlife between the Padre Island National Seashore and Port Aransas. *The Maritime Executive* [Read more](#)



**October 24 - Oil Cleanup Continues in Texas after Barge Explosion, Fire** - A Unified Command made up of representatives from the U.S. Coast Guard, Texas General Land Office, and Bouchard Transportation continue to respond to an oil discharge after a crude oil barge exploded and caught fire three miles off the jetties of Port Aransas, Texas.

The Coast Guard reports that there has been no further discharge of oil from the barge and air overflights observed no oil remaining on the water. As of Sunday, crews had removed of 2,500 barrels of oil-water mix from the barge through lightering operations. The Coast Guard meanwhile was able to reopen the Entrance Channel to the port of Corpus Christi to inbound and outbound traffic. *gCaptain* [Read more](#)

**October 24 - Wildlife affected by oil spill expected to grow in coming days** - The spill coincides with the southern migrations of many birds through the Coastal Bend, including the threatened red knot and piping plover. About 2,500 barrels of oil/water mix from the damaged barge, which was offshore of San Jose Island last week began washing ashore on Mustang Island Sunday, according to Jace Tunnell, director of the Mission-Aransas National Estuarine Research Reserve, headquartered at the Marine Science Institute.

So far, mostly oiled sanderlings, another small white shorebird, have been spotted. Tunnell and Newstead said they spotted several oiled birds Sunday and they expect more to come. Staff and volunteers at the Animal Rehabilitation Keep at the marine science institute are qualified to clean oiled wildlife and are standing by, Tunnell said. *Corpus Christi Caller Times* [Read more](#)

## Incident reports (continued)

### CANADA: BRITISH COLOMBIA - HYDRAULIC OIL SPILL IN NANAIMO HARBOUR CLOSES DUKE POINT FERRY TERMINAL

October 23 - BC Ferries says there has been a hydraulic fluid spill at the Duke Point terminal in Nanaimo that is causing sailings to be redirected to a different terminal.

Director of fleet engineering Frank Camaraire says the spill came from the doors at the bow end of the Coastal Inspiration and resulted in an estimated 120 litres of fluid spilling into the ocean. The Nanaimo Harbour Authority estimated the time of the spill at 10:30 a.m. PT. Camaraire says all relevant authorities were notified about the spill and BC Ferries and the Nanaimo Port Authority were able to clean up the "majority" of it with booms, skimmers and absorbent pads. *CBC News* [Read more](#)

**October 24 - Duke Point ferry terminal reopens after 120-litre hydraulic oil spill** [CTV News](#)

### USA: HAWAII - CHALLENGES AHEAD FOR PACIFIC PARADISE SALVAGE



October 25 – The fishing vessel Pacific Paradise remains grounded on a reef off Waikiki, Hawaii, despite two weeks of salvage efforts and multiple refloat attempts. The Coast Guard seeks to assess the vessel's structural integrity before proceeding further.

The Paradise is aground in shallow water, in an area of ecologically sensitive coral heads, and she is carrying 1,500 gallons of fuel. She caught fire during a previous salvage effort and burned for several days, raising questions about the strength of her decks, and she has taken on water over the course of her two weeks on the reef. In addition to these

challenges, accounts from local officials suggest that her hull (or a hull protrusion) may be physically stuck in the reef. *The Maritime Executive* [Read more](#)

### SOUTH AFRICA: OVERBOARD CONTAINER THE SOURCE OF NURDLE SPILL

*Photo: Andreas Mathios*

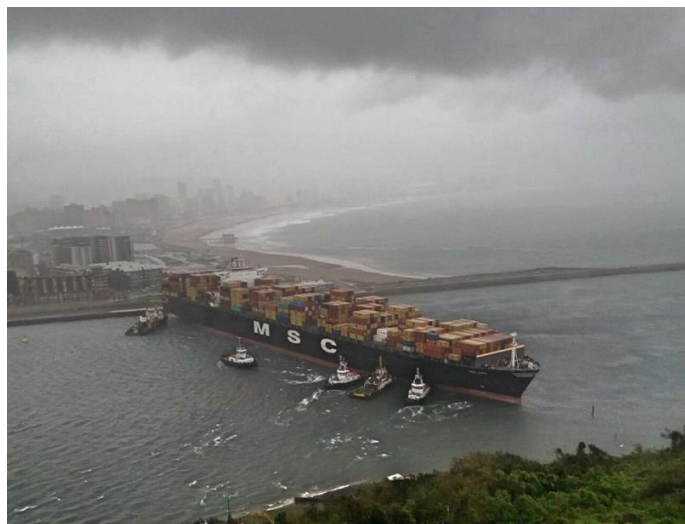
October 25 - Reports indicate that the origin of the spill of millions of nurdles\*, said to be as detrimental as an oil spill, occurred when a container fell from a ship in Durban harbour during the extreme weather experienced along the KZN coast on Tuesday, 10 October.

"The dramatic image of the ship that flooded social media on the day of the storm, as it ran aground across the harbour mouth and completely blocked the port entrance. It is believed that when the port's tugboats finally managed to drag the ship free, its run of bad luck continued. As the tugs towed it towards its mooring, it is believed to have again broken free, due to the strong wind, and was pushed into another ship. This caused some serious damage to the other ship which was crushed between the heavy container ship and the quayside," a source told the Sun.

He said as the wind-blown ship crashed into the other, at least one severely ruptured container was flung overboard and into the harbour waters. He added that at about noon the following day, the damaged container was noticed in the water and hours later it was removed by crane.

Two weeks after the incident the plastic nurdles now litter the entire coastal strip, causing severe harm along their journey. *South Coast Sun* [Read more](#)

[\* Nurdles are tiny pellets of plastic that can be melted down and formed into new shapes. It is estimated that over 250 billion pounds (113 billion kilograms) of nurdles are manufactured and shipped globally every year.]



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

### ARGENTINA: PORT OF BUENOS AIRES CARRIES OUT OIL SPILL DRILL



October 26 - Buenos Aires Port has carried out a regulated drill to prepare it for fighting against oil spills, completing the containment in minutes.

An incident was simulated at the North Dock of the Port of Buenos Aires, where a collision between two boats was recreated.

It was required by the Argentinean National Contingency Plan (PLANACON), adopted in 1998 for cleaning up oil and other noxious substances in the country. PLANCON conducts an audit the Emergency Plan of Puerto Buenos Aires through the drill.

*Port Technology* [Read more](#)

### CANADA: BRITISH COLOMBIA - CANADIAN COAST GUARD HOLDS MAJOR MARITIME INCIDENT EXERCISE

*Photo: The MV Coastal Renaissance gets ready for Exercise Salish Sea 2017, the largest major maritime incident exercise in Canadian Coast Guard history. Canadian Coast Guard Photo*

October 25 - The MV Coastal Renaissance gets ready for Exercise Salish Sea 2017, the largest major maritime incident exercise in Canadian Coast Guard history. Canadian Coast Guard Photo

On Day 2, the CCGS Bartlett will be simulating the ferry near Salt Spring Island for the marine Environmental Response portion of the exercise. An Incident Command Post, to oversee the coordination of the simulated clean-up efforts, will be organized by Coast Guard at the Institute of Ocean Sciences in Sidney for that day. *gCaptain* [Read more](#)



### NAMIBIA: MARINE POLLUTION LEVY COMING



*Deputy director of marine pollution control and search and rescue, Pinehas Auene, inaugurated the National Marine Pollution Contingency Plan management committee on behalf of transport minister Alpheus Naruseb at Walvis Bay yesterday.*

October 25 - The introduction of a pollution levy payable by companies operating in Namibia's coastal waters are among the priorities of the newly established National Marine Pollution Contingency Plan (NMPCP) management committee.

The committee was inaugurated at Walvis Bay yesterday by works and transport minister Alpheus Naruseb, who was represented by deputy director for marine pollution control Pinehas Auene. *Namibian* [Read more](#)

## News reports from around the world (continued)

### USA: COLORADO PROPOSES NEW RULES FOR OIL-GAS LINES AFTER BLAST

October 16 - Colorado energy regulators on Monday proposed tighter rules for shutting down oil and gas pipelines after a fatal explosion blamed on natural gas leaking from a line that was thought to be out of service but was still connected to a well.

The Colorado Oil and Gas Conservation Commission rules govern flow lines, which carry oil, gas and wastewater from wells to tanks and other gathering equipment.

A public hearing is scheduled for Dec. 11-12, and the commissioners could vote to approve the rules after that. *SF Gate* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: PUBLIC UTILITIES COMMISSION SAYS ENBRIDGE MUST DISCLOSE LINE 3 OIL SPILL PROJECTIONS

October 26 - Enbridge Energy must publicly disclose its projections for potential oil spills from its proposed Line 3 replacement pipeline across northern Minnesota, regulators decided Thursday.

The modeling data set includes the probability of large spills at seven water crossings. Enbridge submitted it to the Minnesota Department of Commerce for the project's environmental impact statement but had the agency redact the data from the public version of the document, citing trade secrets and security reasons. Enbridge said the data could be used by "bad actors" intent on damaging the pipeline, thus threatening the nearby environment. *Kansas City Star* [Read more](#)

### USA: NOAA OR&R COORDINATES WITH INDUSTRY REGARDING EFFECTIVE SITUATIONAL AWARENESS FOR OIL SPILL RESPONSE

October 27 - IPECA, the global oil and gas industry association for environmental and social issues and the American Petroleum Industry (API) have initiated a joint project to determine how situational awareness and the Common Operating Picture can be better utilized to inform key response decisions and the development of response strategies.

A half-day exploratory workshop was held on October 24 at API's offices in D.C., which sought input from regulators, state and federal trustees, OSROs, and industry representatives. Those participating from OR&R and attending on behalf of NOAA included Director Dave Westerholm; Scott Lundgren, Emergency Response Division Chief; and Michele Jacobi, Data Coordinator.

IPECA provided background materials regarding their [Recommended Practices for COPs \(link is external\)](#) and insights from the USCG's [Deepwater Horizon Oil Spill Incident Specific Preparedness Review](#) to help focus the workshop. The group discussed the types of data that are critical for informing response decisions, the strengths and improvement opportunities for the data management process, and priority areas of interest for further development. Based on these robust discussions IPECA and API will continue to work this topic together and follow up discussions and / or working groups may be formed. OR&R will continue to engage with industry regarding this effort to support effective situational awareness during incidents and to help improve our [Environmental Response Management Application \(ERMA®\)](#) Common Operating Picture.

For more information please contact [Scott.Lundgren@noaa.gov](mailto:Scott.Lundgren@noaa.gov) (link sends e-mail) or [Michele.Jacobi@noaa.gov](mailto:Michele.Jacobi@noaa.gov) (link sends e-mail). NOAA OR&R [Read more](#)

## ISCO news

### INDIA: MEMBER OF ISCO COUNCIL, CAPT. D. C. SEKHAR, TO SPEAK AT TWO UPCOMING EVENTS



**2nd November 2017: Prakruthi Parichaya, Bengaluru - A One Day Seminar on Risk Assessment, Disaster Prevention and Environmental Protection** – Capt. Sekhar's presentation will include information on the work being done by ISCO. For more info contact Capt. Sekhar at [sekhar@alphamers.com](mailto:sekhar@alphamers.com)

**20<sup>th</sup> January 2018: NITK Surathkal - National Conference on Risk Reduction and Disaster Management in Process Industries** – Capt. Sekhar will speak on "Oil Spill Management" For more info contact [vidyaks68@yahoo.com](mailto:vidyaks68@yahoo.com)

### UK: ISCO REPRESENTATION AT THIS WEEKS IOPC FUNDS MEETINGS IN LONDON

ISCO Secretary, Matthew Sommerville and Dr Douglas Cormack Hon.FISCO will both be attending. See also info on Page 1 regarding presentation by Donald Chard FCIS, FCIArb. on the recently launched RESPONSECON contracts.

### ARCTIC RESEARCH EXPLORES THE 'ROOMBA' APPROACH



October 19 - The pace and quality of oil spill research in the United States typically ebbs and flows as a function of two, if not three important variables. First, after the 1989 Exxon Valdez grounding, there was a flurry of activity to ramp up oil spill research because it had been dormant for so long. The need was recognized, with plenty of money made available. Primarily, this research centered on conventional spill remediation techniques – for example, a tanker or barge spilling oil – and not much else. Predictably, when memory of the spill faded, so did interest in research and funding followed.

A new era of heightened focus on spill response research and testing started with the so-called Deepwater Macondo spill. Stakeholders quickly lamented the dearth of recent research. Even

those who could point to what had been done since the Exxon Valdez, also couldn't deny that much of this work was not well aligned with events and situations then happening in the U.S. Gulf of Mexico. Research had largely stopped a decade before. A new call went out for robust research, and this new commitment is delivering results.

Today, the chances of oil spills become more likely as previously permanent sea ice diminishes in the Arctic and as maritime activity in the region increases. To be ready, the U.S. Coast Guard places a high priority on developing options for recovering oil in the Arctic. To that end, an important research project took place this August during the Coast Guard's annual science patrol aboard the cutter Healy, the United States' newest and most technologically advanced polar icebreaker.

#### Arctic West Summer 1701

'Arctic West Summer 1701' started July 20 and concluded August 17 when the Healy returned to Seward, Alaska. The research agenda was extensive, including autonomous surface, underwater and aerial vehicles, an electrically powered shore transfer craft and a passive millimeter wave camera.

Critically, in addition, the research agenda included testing the capabilities of a self-propelled oil skimmer – the Aqua-Guard Triton RotoX – designed and built by Aqua-Guard, based in Vancouver. The Healy team wanted to evaluate the skimmer's maneuverability, buoyancy and ability to move among broken ice. Ice floes present a fragmented and scattered seascape, adding a dangerous variable to an already challenging environment. In these conditions, oil that could otherwise be recovered may be inaccessible to crews and equipment.

"Recovering oil in broken ice is the challenging part," Chief Petty Officer Angela Vallier, a member of the strike force team, said in a CG report. "We have proven technology in open water and proven technology in packed ice, but those technologies would be inefficient in broken ice." During the trials, the skimmer easily propelled itself through the ice floes and its thrusters provided ample power, the CG reported. However, ice-cutting teeth, designed to chop the ice into small pieces, did not work as well as expected.

"The testing of these technologies is extremely important to ensure the capability to deal with an incident is available in the future should one occur," said Scot Tripp, the chief scientist aboard the Healy during the skimmer trials. "Each time we test a technology, we get a better handle on its capabilities and its limitations."

The testing was a joint effort between Coast Guard RDC, Coast Guard National Strike Force, Navy Supervisor of Salvage and Diving, the Oil Spill Recovery Institute of Cordova, Alaska, and Coast Guard Cutter Healy.

#### The Aqua-Guard RotoX Skimmer

Importantly, Aqua-Guard's RotoX skimmer was not originally designed for Arctic operations. The Arctic equipment was a modification; an advancement of Aqua-Guard's RBS-TRITON, or rotating brush skimmer, technology. The RotoX is designed to macerate (soften or separate a mixture); in this case, large oil solids, into constituent elements, then recovering the slurry and pumping it out of the water. Company co-founder and principal, Nigel Bennett, explained that the system is designed to break up and recover ultra-heavy oil/sludge floating islands.

Bennett said that his company became part of the Arctic West Summer 1701 expedition after Coast Guard staff from the Research & Development Center (RDC) viewed a video of the RotoX, operating in ultra-heavy oil. That video was presented at the International Oil Spill Conference in Long Beach, last May. "RDC had solicited companies," Bennett explained, "with the request to get an operational skimming system with thrusters to Alaska by mid-July for the 2017 Arctic Technology Evaluations, but no entity was able to fulfill the deadline request." Subsequently, Coast Guard personnel contacted the Aqua-Guard team in Vancouver. Bennett said Aqua-Guard's team "jumped on the opportunity to have a RotoX tested in ice" and they built and tested a skimmer modified for Arctic operations in time for the Healy's departure. *Marine Link* [Read the complete text of this article by Tom Ewing](#)



## Science and technology (continued)

### NOAA'S OFFICE OF NATIONAL MARINE SANCTUARIES AND LIQUID ROBOTICS COLLABORATE TO PROTECT VULNERABLE MARINE SANCTUARIES AND ECOSYSTEMS

October 26 - Liquid Robotics and NOAA's Office of National Marine Sanctuaries (ONMS) Pacific Islands Region (PIR) announced a multi-year agreement to develop solutions to help protect and preserve the Hawaiian and American Samoa marine sanctuaries and monuments. Liquid Robotics' Wave Glider, an autonomous surface ocean robot, will be the core technology to conduct long-term environmental monitoring and surveillance of the Pacific's most diverse and endangered underwater ecosystems. This partnership will help address the critical long-term monitoring and scientific data collection gaps that are not economically feasible with traditional research assets. *Oceanbuzz*  
For further information, visit [www.liquid-robotics.com](http://www.liquid-robotics.com)

## Technical support

### SEAFOOD SAFETY AFTER AN OIL SPILL

October 26 - When oil spills into coastal waters, both federal and state governments have established protocols to test and monitor seafood safety. When spill response managers determine that seafood may be affected, the next step is to assess whether seafood is tainted or contaminated to levels that could pose a risk to human health through consumption. According to the U.S. Food and Drug Administration (FDA), there are two ways that oil can cause seafood to be unfit for consumption.

The first is through the presence of certain levels of chemicals known as polycyclic aromatic hydrocarbons (PAHs), some of which are carcinogenic. (Oil is composed of many chemicals. However, it is the carcinogenic, or potentially cancer-causing, PAHs which are of greatest concern because they can be harmful if consumed in sufficient amounts over a prolonged period of time.)

The second way seafood would be considered unfit for consumption is if it smells or tastes like a petroleum product. This is known as the presence of "taint." Under U.S. law, a product tainted with petroleum is considered "adulterated" and is not permitted to be sold as food. Petroleum "taint" in and of itself is not necessarily harmful and may be present even when PAHs are below harmful levels; however, it should not be present at all.

NOAA, in collaboration with FDA and state health agencies, may conduct a combination of both sensory analysis and chemical analysis of tissue to determine if seafood is safe following a spill. The [NOAA Seafood Inspection Program](#) is often called upon to perform screening and training tasks following major oil spills. Program experts perform sensory analysis to detect oil taint. Additionally, NOAA's science centers may conduct chemical analysis for petroleum contaminants.

**Related Publications** - The following OR&R publications provide information about monitoring seafood for contamination after an oil spill:

[Managing Seafood Safety after an Oil Spill \[PDF, 1.0 MB\]](#): This 2002 guide was written to help seafood managers and other spill responders determine appropriate seafood management actions in response to a spill.

[Guidance on Sensory Testing and Monitoring of Seafood for Presence of Petroleum Taint Following an Oil Spill \[PDF, 1.7 MB\]](#): This 2001 guidance document describes how to conduct sensory testing on seafood suspected of petroleum taint.

**Order a copy:** [Contact us by email \(link sends e-mail\)](#) or phone (206.526.6400) to request a printed copy of these publications.

**Seafood Safety during the Deepwater Horizon/BP Oil Spill** - During the Deepwater Horizon/BP oil spill in 2010, NOAA Fisheries Service worked closely with the FDA, the Environmental Protection Agency, and state health and fisheries agencies in the Gulf of Mexico region to establish a protocol for use in [re-opening oil-impacted areas closed to seafood harvesting](#). You can read more about the FDA's [testing protocol \(link is external\)](#) to re-open harvest waters that were closed in response to the Deepwater Horizon/BP oil spill.

#### **More Information about Seafood Safety -**

[Passing the "Sniff Test": In Assessing Gulf Coast Seafood, the Nose Knows \[PDF\]](#): The chief quality officer for NOAA's Seafood Inspection Program provides a behind-the-scenes look at what it takes to ensure that the seafood that reaches your local market or seafood counter is safe to eat.

[The Science behind Oil Spills and Seafood Safety \[PDF\]](#): This fact sheet, produced by NOAA's Northwest Fisheries Science Center, describes the Center's work to detect toxic petroleum compounds in aquatic life.

[Sensory Analysis of Seafood Samples in Pascagoula, Miss. \(link is external\) \[Video\]](#): Learn more as Rear Adm. Paul Zukunft, the Deepwater Horizon response FOSC tours NOAA's seafood sample testing facility in Pascagoula, Miss.

[Improving Seafood Safety Management After an Oil Spill \(link is external\) \[PDF, 1.6 MB\]](#): This paper, published at the 2003 International Oil Spill Conference, aims to ease and expedite the decision-making process of seafood safety managers in the wake of an oil spill. [With thanks to NOAA OR&R] <https://response.restoration.noaa.gov/>

## Publications

### TECHNICAL NOTE: ENVIRONMENTAL ISSUES IN AREAS RETAKEN FROM ISIL MOSUL, IRAQ RAPID SCOPING MISSION JULY - AUGUST 2017

September 2017 - During his visit to Iraq in May 2017, Erik Solheim responded positively to the government's request for support in conducting an assessment of the environmental impacts in areas formerly occupied by ISIL (so-called Islamic State in Iraq and the Levant, alias Daesh). The Head of UN Environment witnessed first-hand the devastating environmental impacts affecting the inhabitants of Qayarah town, 60 kilometres south of Mosul, from oil wells deliberately set on fire. ISIL's scorched earth tactics provide a dramatic illustration of how pollution from conflicts and deliberate sabotage and looting of industrial facilities and civil infrastructure can affect people's health and livelihoods for decades, and impede reconstruction and peacebuilding efforts. *UNEP* [Download this publication](#)

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

<a href="#">AMSA Aboard</a>	News from the Australian Maritime Authority	December, 2016
<a href="#">Newsletter from George Holliday</a>	News and commentary on HSE issues from George Holliday	On request via email
<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	September 2017
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	October 2017
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	October 2017 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	September 2017 issue
<a href="#">EUROWA Newsletter</a>	European Oiled Wildlife Response Assistance Module	October 2017
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	Autumn 2017 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	September 2017
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	October 27, 2017
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	Q3 2017 issue
<a href="#">Maritime Executive Magazine</a>	Often contains articles of interest to the spill response community	July-August 2017
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	October 2017 issue
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 1, 2017 issue
<a href="#">Ocean Orbit</a>	Newsletter from the International Tanker Owners Pollution Federation	August 2017
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	September 2017 issue
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	October 25, 2017
<a href="#">Safe Seas, Clean Seas</a>	Quarterly Newsletter from Maritime New Zealand	August 2017 issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2017 issue
<a href="#">Technology Innovation News Survey</a>	News from US EPA – Contaminated Site Decontamination	Sept. 1-15, 2017
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	December 2016 issue
<a href="#">UK NCEC</a>	News from the National Chemical Emergency Centre	July 2017 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	October 1, 2017
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	Spring 2016 issue
<a href="#">WMU Newsletter</a>	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

### Upcoming events summary

COUNTRY	2017	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
CANADA	Oct.30-Nov.1	<a href="#">Arctic Shipping North America Forum</a>	Montreal
UK	Oct.30-Nov.2	<a href="#">IOPC Funds Meetings</a>	London
UK	Nov. 1-2	<a href="#">Offshore Decommissioning &amp; Operations Seminar</a>	London
CHINA	Nov. 1-3	<a href="#">Oceanology International China</a>	Qingdao
IVORY COAST	Nov. 6-9	<a href="#">GI WACAF Regional Conference</a>	Abidjan
UK	Nov. 8	<a href="#">UK Spill Seminar info@ukspill.org</a>	Southampton
UAE	Nov. 13-16	<a href="#">Abu Dhabi Int'l Petroleum Exhibition &amp; Conference</a>	Abu Dhabi
AZERBAIJAN	Nov. 20-22	<a href="#">Oil Spill Control Caspian – Onshore &amp; Offshore</a>	Baku
UK	Nov. 29-30	<a href="#">11th Arctic Shipping Summit</a>	London
USA	Dec. 5	<a href="#">SCAA Reception at CLEAN GULF</a>	Houston, TX
USA	Dec. 5-7	<a href="#">Clean Gulf Conference and Exhibition</a>	Houston, TX
UAE	Dec. 6-7	<a href="#">MENA Oil Spill Response &amp; Management Workshop</a>	Dubai
UK	Dec. 6-8	<a href="#">Salvage &amp; Wreck Removal Conference</a>	London
UK (N. Ireland)	Dec 12	<a href="#">ISAA Christmas Meeting and Lunch</a>	Hillsborough
MALAYSIA	Dec. 13-15	<a href="#">Oil Spill Management and Response Workshop</a>	Kuala Lumpur
<b>2018</b>			
CANADA	Feb. 21-22	<a href="#">12<sup>th</sup> Arctic Shipping Summit</a>	Montreal

## Upcoming events summary (continued)

UAE	Feb 28 – Mar 1	<a href="#">Offshore Arabia Conference &amp; Exhibition</a>	Dubai
UK	March 13-15	<a href="#">2018 INTERSPILL Conference and Exhibition</a>	London
UK	March 13-15	<a href="#">Oceanology International 2018</a>	London
USA	March 20-21	<a href="#">SCAA Annual Meeting &amp; Conference</a>	Arlington VA
RUSSIA	March 22-23	<a href="#">Baltic Sea Day International Environmental Forum</a>	St. Petersburg
USA	April 4-5	<a href="#">Clean Waterways Conference</a>	St. Louis, MO
FINLAND	April 17-20	<a href="#">Arctic Shipping Forum</a>	Helsinki
NEW ZEALAND	May 1-3	<a href="#">NZ 5th Contaminated Land Conference</a>	Christchurch
UK	May 23-24	<a href="#">HAZMAT 2018</a>	Stratford on Avon
ITALY	June 20-22	<a href="#">INTERTANKO Annual Event 2018</a>	Rome
USA	June 19-21	<a href="#">Clean Pacific Conference and Exhibition</a>	Portland, OR
INDIA	July 5-6	<a href="#">Oil Spill India 2018 Conference &amp; Exhibition</a>	New Delhi

To request posting of an event of interest to the Spill Response Community please send details to the Editor

## Last words

Ray and Bob, two Government maintenance guys, were standing at the base of a flagpole, looking up. A woman walked by and asked what they were doing.

"We're supposed to find the height of the flagpole", said Bob, "But we don't have a ladder."

The woman said, "Hand me that wrench out of your toolbox." She loosened a few bolts, then laid the pole down.

She then took a tape measure from their toolbox, took a measurement and announced, "Eighteen feet, six inches" and walked away.

Ray shook his head and laughed. "Well, ain't that just like a 'Miss-know-it-all' woman?" he said.

"We need the height and she gives us the length!"

Ray and Bob are still working for the Government.

[Thanks to John Brinkman of ISCO Corporate Member, Imbibitive Technologies]

## The Wisdom of Aviators

The pilot was sitting in his seat and pulled out a .38 revolver. He placed it on top of the instrument panel, and then asked the navigator, "Do you know what I use this for?"

The navigator replied timidly, "No, what's it for?"

The pilot responded, "I use this on navigators who get me lost!"

The navigator proceeded to pull out a .45 and place it on his chart table.

The pilot asked, "What's that for?"

"To be honest sir," the navigator replied, "I'll know we're lost before you will."

[Thanks to Paul Dixon and Sam Ignarski of the Maritime Advocate Online]

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