

## ISCO & THE ISCO NEWSLETTER

The International Spill Control Organization, a not-for profit organization 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 Intergovernmental, Governmental, NGO's and interested groups and individuals

ISCO holds consultative status at the International Maritime Organisation and observer Status at International Oil Pollution Compensation Funds

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## INTERNATIONAL NEWS

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# SPILLCON

20 – 24 May 2019 Perth, Australia

## OIL SPILL RESPONSE LIMITED ANNOUNCES ENHANCED AIR FREIGHT CAPABILITY FOR CAPPING STACKS



September 4 - Oil Spill Response Limited (OSRL) has reached another important milestone in the development of its subsea capping and containment response capabilities – successfully completing an air transport test flight of a fully assembled subsea capping stack for the first time.

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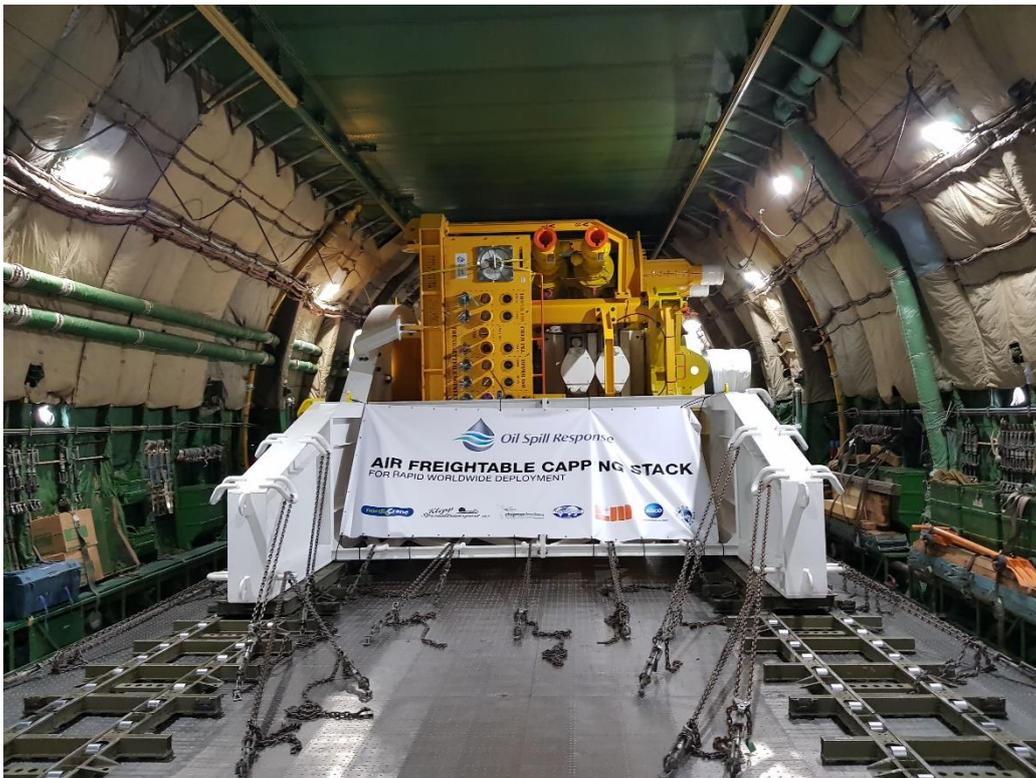
## INTERNATIONAL NEWS (CONTINUED)

The newly demonstrated capability has the potential to significantly reduce capping stack mobilisation times, and represents the realisation of a key objective for OSRL and all those involved in its Subsea Well Intervention Services (SWIS).

Matt Clements, OSRL's director of SWIS, commented: "At OSRL, part of our mission is to constantly identify new ways to better support our members and adapt to their changing requirements through new technology, equipment and processes. From our leading role working with the Subsea Well Response Project (SWRP), to the recent development of our Offset Installation System for subsea wells, to today and the realisation of another major achievement, we are continuing to lead and demonstrate the value we provide to our members and the wider industry."

OSRL worked with our Subscribers Technical Advisory Forum (STAF) to understand members' requirements, looking at various options to reduce capping stack mobilisation response times, including an assessment of existing alternative air freight capping stacks and new-build proposals. A STAF working group, led by BP, was established to investigate and develop the best technical solution for the AFCS project with OSRL. The recommendation from the STAF's investigation conveyed that expediting mobilisation of the existing best-in-class OSRL Capping stacks (developed under the industry Subsea Well Response Project (SWRP)) would be the preferred solution. Key for the members was the compatibility of the OSRL capping stacks with the extensive suite of tooling, including the Containment Solution and Offset Installation System, also offered through OSRL.

Commenting on the collaboration, Andrew Worrall, Senior Technical Specialist for BP Capping and Containment, said: "BP are delighted to have led the multi-operator workgroup in delivering a significant reduction of incident response times that the industry rightfully demands."



After an extensive logistics study by Chapman Freeborn, looking at the members' areas of operations, the AN-124 was chosen as the most suitable airframe due to its payload capacity (ability to travel up to 5,000km with a 120-tonne payload), self-loading / off-loading capabilities (alleviating airport deck loader capacity concerns) and availability on the European spot market.

To facilitate the movement of the capping stack in a single operation, OSRL worked with L+M to design and fabricate a bespoke frame, with support from Trendsetter as the original equipment manufacturer (OEM) for the capping stacks. Both Antonov Airlines and Volga Dnepr reviewed and approved the combined skid / capping stack design and physical load for flight.

Prior to the successful mobilisation exercise and test flight, which took place at Sola Airport, Stavanger, Norway (10 kilometres from OSRL's base in Tananger), transporting the equipment by air would have required the 85-tonne capping stack to be broken down into multiple payloads, and delivered on several Boeing 747 (or equivalent) transport planes, before being reassembled at the destination location and moved to the incident site.

Chris Lund, Technical Manager for OSRL's SWIS team added: "When every minute counts, the number one priority is stopping the flow of hydrocarbons as quickly as possible. The ability to transport a fully assembled capping stack by air is a critical development for the industry. Sea transport remains the most likely mobilisation option for the majority of well sites, which is why we have four capping

stacks strategically located in key upstream regions – fully assembled at storage bases with direct quayside access. But for wells in more remote areas, and for members looking to secure drilling licenses in new or remote exploration locations, this is a vital addition to our subsea capping and containment offering.”

OSRL would like to thank all its partners in successful completion of the mobilisation demonstration for industry; Antonov Airlines, Asco Norge AS, Chapman Freeborn, Klepp Special Transport, L+M, News on Request, Nordic Crane and Trendsetter Engineering

One min short video: <https://vimeo.com/286015083> Embed Link: <https://player.vimeo.com/video/286015083>

## AN OPPORTUNITY FOR THE PUBLIC TO VISIT THE IMO HEADQUARTERS BUILDING



As part of the continuing celebrations of IMO's 70th anniversary, IMO will be opening its Headquarters to the public within the framework of the annual London Open House Weekend Initiative. This exciting event, a first for IMO, will take place on Saturday 22 and Sunday 23 September 2018 from 11 am to 4 pm, and it will give the public a rare opportunity to visit our building and learn about the role and importance of IMO.

The IMO building is the headquarters of the Organization and was formally opened by Her Majesty Queen Elizabeth II on 17 May 1983. It was purpose-built by the Government, which remains IMO's landlord, and overlooks the River Thames by Lambeth Bridge.

In addition to office accommodation for some 300 international civil servants, the building features:

- a state-of-the-art 700-seat conference hall, where the Organization's Member States meet to discuss issues of importance to international shipping;
- two further, smaller conference rooms and a range of other meeting facilities;
- a remarkable collection of gifts (artworks, sculptures, hangings, models) donated to the Organization over the years; and
- an outstanding view of the Houses of Parliament from the fourth-floor terrace.

A monumental bronze sculpture, the International Memorial to Seafarers, stands by the main entrance. It was designed by Michael Sandle and was unveiled by IMO Secretary-General William A. O'Neil on 27 September 2001.

To learn more about the IMO Open Day, visit <https://openhouselondon.open-city.org.uk/listings/7730>

## ITOPF ANNUAL REVIEW 2018 & NOTICE OF AGM

ITOPF has just published its Annual Review for 2018. This report incorporates Financial Statements for the year ending 20th February 2018 and provides notice of its Annual General Meeting on 8th November 2018.

In his opening statement, ITOPF's Chairman, Paddy Rodgers, highlights the activities of the team during the last financial year. This saw ITOPF respond to 15 incidents on site, including its first spill in Togo, which marks the 100th country that ITOPF has assisted.

In a change to the trend observed in recent years, about two thirds of the incidents attended involved tankers, with nearly half of the total cases occurring within a 5½ week window in August/September.

ITOPF's first-hand experience on site at spills was shared at many training and advisory assignments over the course of the year. The team has also been working on several agreements in order to facilitate damage assessment and claims processes.

ITOPF celebrates its 50th anniversary in 2018 and Mr Rodgers commends the consistently high-quality service that ITOPF delivers to shipowners, their insurers and the wider maritime community. [Download ITOPF's Annual Review](#)



### **SOUTH BALTIC OIL SPILL RESPONSE - TABLE TOP EXERCISE - TESTING A NEW OIL SPILL RESPONSE TECHNIQUE ACROSS BORDERS**

10 am – 5 pm, THURSDAY, 8th NOVEMBER 201 at Świnoujście, Poland (exact location to be sent out soon)

Globally, there is no country with enough resources and equipment to respond to an extremely large oil spill on its own. This is especially true when special equipment that is missing in one country can be found in a neighbouring country.

The SBOIL project (South Baltic Oil spill response) started in 2016 and will run for three years. It is a continuation of the research project BioBind within which an “environmental friendly” concept was developed to respond efficiently to an oil spill at sea.

In November the SBOIL project will arrange an international table top exercise together with project partners from Sweden, Germany and Poland. We also welcome local, regional and national stakeholders involved in oil spill preparedness and response from the countries around the South Baltic Sea.

The exercise will focus on operational aspects of using new and so called “green technology” in oil spill response. Outcomes of the exercise will be documented and used for future improvements in relation to emergency response management. More information about hotels, location and dinner will be sent out prior to the event.

Program for Thursday the 8th of November:

10 am – 10.30 am – Morning mingle with Coffee and Introduction

10.30 am – 1pm – Table Top Exercise – Part one.

1 pm – 2 pm – Lunch for all participants

2 pm – 5 pm – Table Top Exercise – Part two

5 pm – 10 pm – Dinner with all participants

If you are interested to join, please sign up by sending an email to [sboil@uni-rostock.de](mailto:sboil@uni-rostock.de) before 20/9.

## INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

### **USA: CALIFORNIA - COAST GUARD SAYS CREWS WORKING TO CONTAIN DIESEL SPILL AFTER BOAT SINKS OFF LONG BEACH**

August 26 - The U.S. Coast Guard on Saturday confirmed a 44-foot boat that sunk off Long Beach was a threat to an environmentally sensitive site and called in an organization to contain the pollution, authorities said.

The boat was damaged when it struck the Long Beach Harbor breakwater, Long Beach firefighters said. The boat sank at 2:15 p.m. with marine-grade batteries and about 240 gallons of diesel fuel, the Coast Guard said. An oil spill removal organization was on scene setting a boom to contain the fuel and preparing to clean up the spill. Press Telegram / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### **CANADA: NOVA SCOTIA - AUTHORITIES INVESTIGATING SLICK IN HALIFAX HARBOUR**

August 27 - The Canadian Coast Guard is trying to determine the source of a slick in Halifax harbour. What appeared to be a patch of oil was visible on the water's surface close to Bishop's Landing along the Halifax waterfront on Monday.

Alexandra McNab, a spokesperson for the Department of Fisheries and Oceans, said in a statement members of the Coast Guard Environmental Response group have been in the area since the morning and are monitoring the patch. She said at this point, they're calling it a "mystery sheen."

On Aug. 2, about 5,000 litres of bunker C fuel leaked into the harbour on the Dartmouth side. An additional 9,900 litres leaked into a containment trench and another 9,400 litres entered the cooling water system of one of the utility's generators.

CBC News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### **CARIBBEAN: ST. MAARTEN – NATURE FOUNDATION TACKLING DIESEL SPILL**

August 27 – Nature Foundation has been tackling an ongoing diesel fuel spill in Simpson Bay Lagoon since Sunday when an alert about a large amount of fuel entering the lagoon from a channel in Cole Bay close to Kool Baai Villas.

It appears as if the diesel was intentionally dumped into the channel which eventually leads into the Simpson Bay Lagoon. Diesel evaporates in about six hours; but in the meantime significant damage has already been done to some mangrove areas and associated wildlife. Daily Herald / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: TEXAS - U.S. COAST GUARD RESPONDING TO OIL SPILL NEAR CORPUS CHRISTI

August 31 - The U.S. Coast Guard said about 1,176 gallons of oil was spilled from an overloaded barge moored at Flint Hills east dock near Corpus Christi, Texas Thursday evening. Multiple crews were involved in the clean-up efforts, the Coast Guard said. US News / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: LOUISIANA - NTSB REPORTS ON 2017 TOWBOAT SINKING WHILE FUELING

August 31 - The National Transportation Safety Board has issued its report on the August 23, 2017, sinking of the 1977-built Triple S Marine LLC towing vessel Gracie Claire while moored in Tiger Pass near mile marker 10 on the Lower Mississippi River in Venice, LA.

While taking on fuel and water, the towboat began to slowly list to starboard. The towboat sank partially, its bow being held above the water by the lines connected to the dock. Approximately 1,100 gallons of diesel fuel were discharged into the waterway. Marine Log / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### USA: TEXAS - PHOTOS: FISHING VESSEL BURNS, SINKS OFF BROWNSVILLE

September 3 - On Saturday, the shrimp boat Master D went down about 50 nm off Brownsville, Texas after burning for two days. Her three crewmembers were rescued from a life raft on Friday.

The Coast Guard established a safety zone around the vessel, which continued to burn into Saturday. The Master D eventually sank in 380 feet of water with an estimated 20,000 gallons of diesel fuel on board. A slick was visible on the surface after her sinking, and the USCG has opened the Oil Spill Liability Trust Fund in anticipation of a pollution incident. Local media report that T&T Marine Salvage has been contracted for the response effort. The Maritime Executive / [Read more](#)

### USA: NOAA OR&R –SUMMARY OF INCIDENT RESPONSES FOR AUGUST 2018

Every month our Emergency Response Division provides scientific expertise and services to the U.S. Coast Guard on everything from running oil spill trajectories to model where the spill may spread, to possible effects on wildlife and fisheries, and estimates on how long the oil may stay in the environment.

This month OR&R responded to 13 incidents, including oil discharges, sunken vessels, and hazardous material releases.



*Photo: On Aug. 24, the U.S. Coast Guard notified NOAA that a 42-foot tuna boat caught fire at the dock on Merrimack River in Newburyport, Massachusetts.*

Here is the complete list of last month's incidents, click on the links to find out more:

- [Oil Transfer Accident / Chemistry Support](#)
- [F/V BEACH RUNNER Sinking](#)
- [Mystery Sheen MC 807](#)
- [Failed Wellhead, Gulf of Mexico](#)
- [Grounded F/V Pacific Quest](#)
- [Main Pass 69 Sheen](#)
- [Synthetic Oil Spill Blount Island Jacksonville, FL](#)
- [Vermilion Gasoline/Asphalt Marina Discharge](#)
- [Hurricane Lane, Hawaiian Islands](#)
- [F/V HIT LIST Fire](#)
- [Barge CBR 2017](#)
- [Corpus Christi Inner Harbor Discharge](#)
- [F/V Master D](#)

## NEWS REPORTS FROM AROUND THE WORLD (COUNTRIES LISTED IN ALPHABETICAL ORDER)

### CANADA: TRUDEAU CONSIDERING AN APPEAL OR LEGISLATION TO END TRANS MOUNTAIN IMPASSE



*Prime Minister Justin Trudeau said Wednesday the government is considering all options to get the Trans Mountain expansion project built. (Darryl Dyck/The Canadian Press)*

September 6 - Federal Court of Appeal ruling halted \$7.4 billion project last Thursday - A week after the Federal Court of Appeal quashed cabinet approval of the Trans Mountain pipeline expansion project, Prime Minister Justin Trudeau said Wednesday his government is looking at all options to get construction back on track — including an appeal of the ruling and new legislation.

Speaking to reporters in Edmonton, Trudeau said he wants to see "shovels in the ground as quickly as possible" because the project is in the country's best interests, adding he also wants to satisfy the court's concerns to avoid further litigation.

"We're looking at various options, including legislation, including appeals, and we're looking at what we need to do to satisfy the court," Trudeau said. "We have to move forward on a path that takes community and environmental assessments into account."

Also in Edmonton, Trudeau touted Bill C-69, [a piece of government legislation currently before Parliament that will overhaul the NEB](#) and streamline environmental regulatory process. Trudeau said the new process for projects will ensure that proponents are "much less likely to be slapped down by a court case like this."

CBC News / [Read the complete text of this article by John Paul Tasker and watch video](#)

### FINLAND: RENOVATED MARINE RESEARCH VESSEL ARANDA EMBARKS IMMEDIATELY ON A RESEARCH CRUISE



*Photo: The renovated marine research vessel Aranda embarks on a research cruise next week. © Sammeli Korhonen / Sideways Eight Finland*

September 7 - The renovated marine research vessel Aranda was delivered to the Finnish Environment Institute SYKE today. The overhaul was carried out by Rauma Marine Constructions Oy at its shipyard in the city of Rauma. Next week the Aranda heads out on her first research cruise on the Baltic Sea.

"It is very important to get the Aranda back in action," says Lea Kauppi, Director General at SYKE. "This summer has been an unpleasant reminder of how much there is still to improve

in the condition of the Baltic Sea. The work carried out aboard the Aranda creates, on its part, an important knowledge base for the actions that reduce pollution, and helps focus them wisely." SYKE / More info - Director General Lea Kauppi, The Finnish Environment Institute SYKE SYKE / [Read more](#)

### GUYANA: HOW GUYANA MUST PREPARE TO COPE WITH THE 'JEOPARDIES AND PERILS' OF OIL DISCOVERY

*Photo: The Essequibo River is the longest river in Guyana, and the largest river between the Orinoco and Amazon. As oil production in Guyana is expected to commence in the first quarter of 2020, experts say the increasing environmental risks of more oil wells require increasing capacity to understand and manage these risks. Courtesy: Conservation International Guyana.*

September 3 - Recent huge offshore oil discoveries are believed to have set Guyana— one of the poorest countries in South America— on a path to riches. But they have also highlighted the country's development challenges and the potential impact of an oil boom.

Oil giant ExxonMobil has, over the last three years, drilled eight gushing discovery wells offshore with the potential to generate nearly USD20 billion in oil revenue annually by the end of the next decade.



"For Guyana where the current oil sector is located offshore, the direct environmental risks are primarily associated with oil spills, but will also include emissions from the operations, and from seismic activities that can affect marine species," Dr David Singh, executive director of [Conservation International Guyana](#), told IPS. IPS News / [Read more](#)

### NIGERIA: Ogoni CLEAN-UP: HYPREP DEPLOYS 100 COMPANIES FOR SCOPING

September 6 - The Hydrocarbon Pollution Remediation Project, HYPREP, has deployed over 100 companies to carry out scoping exercise in the impacted communities of Ogoni ethnic nationality.

This is part of the selection process for companies that will participate in the remediation of the oil polluted communities of Ogoni ethnic nationality. Vanguard / [Read more](#)

## PORTUGAL: EMSA EVENTS SCHEDULED TO BE HELD WITHIN THE FRAMEWORK OF PORTUGAL SHIPPING WEEK

September 6 - List of EMSA events scheduled to be held within the framework of Portugal Shipping Week (17-21 September 2018)

**EMSA OPEN DAY TOUR** - Find out more about EMSA and our many tasks and responsibilities in this guided tour which includes a visit to the Maritime Support Services Operation Centre, where you will get to see first-hand EMSA's maritime monitoring and information systems in action. 17 and 19 September @ 2pm - 3:30pm at EMSA premises, Praça Europa, Cais do Sodré, Lisbon. Book a place - Send an email to [information@emsa.europa.eu](mailto:information@emsa.europa.eu) Places are limited, so book early to secure a spot

**EMSA OPEN SHIP EVENT** - Join us for a guided tour on board EMSA's Stand-by Oil Spill Response Vessel, the Bahia Tres. EMSA project officers, assisted by the ship's crew will present the challenges of recovering oil at sea and the various techniques and equipment installed on board the ship. 19 September, tours start @ 11:00, 13:00, 14:00 & 15:00. Where? - The Bahia Tres ship will be located at the Alcantara public berth (access via the side entrance of the Gare Maritima de Alcantara). No prior registration required [Max. 20 participants per slot]

**EMSA WORKSHOP ON ACCIDENT INVESTIGATION** - Find out more about EMSA's tasks and responsibilities in relation to marine accident investigation with a focus on the European Marine Casualty Information Platform (EMCIP) and the development and use of EMSA's safety analysis methodology. 19 September @ 9 am - 10 am at Auditorium, Gare Maritima de Alcantara. To attend, you must be a registered delegate of the Portugal Shipping Week conference.

**EMSA WORKSHOP ON MARITIME SURVEILLANCE** - Find out more about EMSA's activities in the domain of maritime surveillance and how these are channelled to member states and EU bodies to support them in the implementation of their tasks. 19 September @ 10 am - 11 am at Auditorium, Gare Maritima de Alcantara. To attend, you must be a registered delegate of the Portugal Shipping Week conference.

EMSA / [Information URL](#)

## SWEDEN: BALEX DELTA 2018 COMPLETES



*Photo: KBV 314 with Turva. Photo: Swedish Coast Guard*

August 31 - Numerous naval and coast guard assets participated in Helcom Balex Delta 2018, a major Baltic operational exercise in oil spill response.

Coordinated by the Swedish Coast Guard and backed by the EU, the exercise took place in the waters of Karlskrona from August 27 to 31, 2018.

Balex Delta is an annual oil response exercise with participants from all Baltic Sea nations. It covered several different elements such as

combating/handling both chemical and oil at sea as well as onshore response. An alarm exercise, including pre-exercise, was also conducted within the project.

Around 550 people from 32 countries and 20 ships, airplanes and helicopters were involved in the exercise, inventing, combating and limiting oil spills and emissions of toxic chemicals both at sea and on land.

During the exercise with chemical release, Swedish Coast Guard salvage/rescue vessel KBV 003 Amfitrite was in focus, together with Finnish Border Guard's offshore patrol vessel Turva and Swedish Navy's submarine rescue ship HMS Belos.

Balex Delta has been taking place since the 1980's. The exercise is part of the cooperation within the framework of the Baltic Sea Action Plan and is arranged and hosted annually by the Baltic Sea coastal nations following a rotation schedule.

Naval Today / [Read more](#)

## **UK: NATIONAL STANDARD FOR MARINE OIL SPILL RESPONSE ORGANISATIONS**

September 8 - A document outlining standards to be met by organisations delivering Tier 2 response services in the UK. First published 8<sup>th</sup> June 2018 and last updated on 7<sup>th</sup> September 2018.

The Merchant Shipping (Oil Pollution Preparedness, Response and Co-operation Convention(OPRC)) Regulations 1998 (SI 1988 No.1056) (as amended) state that certain UK ports, harbours and oil-handling facilities and all offshore installations on the UK Continental Shelf must submit OPRC Plans to the Maritime and Coastguard Agency (MCA) (in the case of ports, harbours and oil handling facilities) or the Department for Business, Energy and Industrial Strategy (in the case of offshore installations, as defined in the Regulation) for approval.

As part of the approvals process for ports, harbours and oil handling facilities to which the Regulations apply, the MCA require contingency plans to detail the contract they hold with an accredited third-party Tier 2 Oil Spill Response Organisation (OSRO). BEIS similarly require responsible persons of offshore installations to detail in Oil Pollution Emergency Plans (OPEPs) any arrangements in place with an OSRO.

Following a consultation with industry on the creation of a UK National Standard for OSROs, carried out between January and March 2018, a final version has been published. The Standard will remain a living document, evolving with the requirements of industry and new best practice guidance, but any new amendments will be based on further dialogue and consultation between the appropriate government departments and agencies, approved Accrediting Bodies and the OSRO industry.

The date of implementation for the UK national standard has been postponed by two weeks. The delay is to allow time for the accrediting bodies approved to deliver the standard to co-ordinate on key areas of their schemes (not including price) to ensure that they are consistent in their assessments of OSROs.

The amendment to the OPRC guidelines for ports and the guidance notes for preparing oil pollution emergency plans, to state that only oil spill response organisations accredited under the UK national standard will be recognised for the purpose of fulfilling their specified Tier 2 response service requirements, will now be published on 24th September 2018. From this date, a one-year grace period will be in effect. During this time OSROs will still be recognised by the MCA and BEIS in their review of OPRC plans and OPEPS (respectively) for the purpose of Tier 2 service provision. Before the end of the grace period OSROs are expected to seek re-accreditation in accordance with the UK standard from an accrediting body which has been approved by the MCA and BEIS to deliver this service. From the 23rd September 2019, OSROs which have not been re-accredited in accordance with the UK standard will no longer be recognised by the MCA and BEIS as fulfilling Tier 2 service requirements in their reviews of OPRC plans and OPEPs.

The MCA and BEIS will now be accepting applications from Accrediting Bodies wishing to be approved to deliver the UK Standard. Details on the requirements for provision can be found in the final UK Standard document. Proposed schemes of accreditation, detailing how the requirements have been fulfilled should be submitted by email to [ukresponderstandard@mcga.gov.uk](mailto:ukresponderstandard@mcga.gov.uk) or by post to: Counter Pollution and Salvage Branch, Spring Place, 105 Commercial Road, Southampton SO15 1EG

Follow up meetings will be held after review of the proposed scheme by the MCA, at which point a Memorandum of Agreement for the delivery of this accreditation service on behalf of the MCA and BEIS will be signed. The version of the UK Standard published here is Version 1. [Download Version 1 of UK Standard for Marine Oil Spill Response Organisations](#)

Any questions can be submitted to: [ukresponderstandard@mcga.gov.uk](mailto:ukresponderstandard@mcga.gov.uk)

For details on which ports and harbours the OPRC Regulations apply to, see: [The Merchant Shipping \(Oil Pollution Preparedness, Response and Co-operation Convention\) Regulations 1998, Regulation 3: Application](#)

## **USA: BERING STRAIT MORE PREPARED FOR OIL SPILL RESPONSE**

August 20 - Eight communities in the Bering Strait are now more prepared with experience and training to protect our land and waters in the event of an oil spill emergency through the Oil Spill Response Course, August 14-16 in Nome. Brevig Mission, Diomedes, Golovin, Nome, Shishmaref, Stebbins, Unalakleet and White Mountain were represented in the class of 18 students.

Community leaders and emergency response personnel were able to learn from local case studies on natural disasters, local emergencies, and discuss what works, what doesn't work, and what is lacking in our communities to be better prepared for an emergency.

Workshop leaders stressed the importance of local incident action plans and encouraged the group to advocate to the community for development of a plan. Regulations, environmental impacts, safety protocols and health impacts were also discussed at length to give participants a chance to consider the big picture in a response situation.

Participants in the workshop got to handle and explore different emergency and oil spill response equipment first-hand in colorful connexes full of equipment owned by Chadeaux. Incorporated into the course was also the Hazardous Waste Operations and Emergency Response (HAZWOPER) Refresher.

The training was provided free to participants, and travel scholarships were awarded thanks to the generous support of Kawerak's Environmental Program, the U.S. Environmental Protection Agency (EPA), the US Coast Guard (USCG), and the Alaska Department of Environmental Conservation (ADEC). [Kawerak.org](http://Kawerak.org) / [Read more](#)

### USA: EMERGENCY RESPONSE CAPABILITIES – ARE YOUR TEAMS US READY?

September 5 - A complex regulatory environment makes operating vessels in United States waters demanding. An article by Sanjay Mittal in the September 2018 issue of Response Newsletter.

The ability to withstand and recover from a difficult situation makes an organization resilient and, often, that is the key differentiator between a big crisis and a controlled one. Good operators manage their risk better through continual honing of their response capabilities.

Manifold risks arising from operating mobile floating assets in different jurisdictions, and often transporting dangerous goods, are integral to the nature and business of shipping. The monetary and reputational costs of any incident can be extremely high. It takes years of training, experience, and good leadership to effectively respond to an unplanned event and curtail a crisis to manageable levels. It is not surprising, therefore, that response training is high on the agenda of ship owners, operators and managers.

Operating vessels in United States waters is even more demanding due to a complex regulatory environment. The Qualified Individuals, across the spectrum, have done a marvellous job helping their clients navigate and fulfil these requirements. However, very few operators have had first-hand exposure to the methodology practiced in the US for handling incidents. Most emergency plans fall well short of addressing this important aspect.

The United States uses a standardised approach towards command, control and coordination of emergency response, called the Incident Command System (ICS). The system brings together key stakeholders under a unified command so that coherent directives are given to the responders with clearly laid out objectives from a single source. This helps in synergising the response effort of diverse teams towards common goals that are reviewed and adjusted based on evolving situations.

Navigate Response / [Continue reading this article](#)

### USA: STUDY EXAMINES WHAT LIVES IN THE GULF OF MEXICO AFTER BP DISASTER

July 9 - Eight years ago, when the Deepwater Horizon rig exploded and sank off Louisiana, one of the big problems facing scientists trying to assess the damage caused by the oil spill was that no one knew much about what lives in the Gulf of Mexico.

That's no longer a problem, according to the University of South Florida's College of Marine Sciences.

Partially funded by money BP had to pay after the 2010 disaster, USF scientists joined with colleagues from three other universities to put together the first-ever comprehensive look at what fish and other wildlife call the gulf their home.

Compiling the data for their study, just published in the scientific journal Marine and Coastal Fisheries, required 12 separate voyages over seven years on the USF research ship R/V Weatherbird II. That included two trips to Mexico and one to Cuba, according to lead research scientist Steve Murawski of USF.

During those voyages the scientists caught 15,000 fish of 166 species from 343 locations. They tested the specimens for oil residues and other pollutants. Overall, the degree of oil contamination of fish from the northern gulf continues to decline, the report said, but none of the areas assessed so far has been free of oil. Phys.org / [Continue reading](#)

## ISCO NEWS

### ISCO WILL NOT BE AT CONTAMINATION EXPO IN BIRMINGHAM UK

We regret to advise that due to unforeseen circumstances ISCO has had at short notice to cancel its plans to exhibit at Contamination Expo in Birmingham this week. Unfortunately staff commitments have made it impossible for us to cover the event.

We are sorry that this time we cannot be there to meet with you but would like to wish our members and other visitors at the show every success. If you would like to receive information about ISCO, please contact the Secretary, Matthew Sommerville, at [matthewsommerville@hotmail.co.uk](mailto:matthewsommerville@hotmail.co.uk) or visit our website [www.spillcontrol.org](http://www.spillcontrol.org)

## PUBLICATIONS

### SEASONAL ECOLOGY IN ICE-COVERED ARCTIC SEAS - CONSIDERATIONS FOR SPILL RESPONSE DECISION MAKING

Sept 5 – Just released by Elsevier and available online 5 September 2018.

Abstract: Due to retreating sea ice and predictions of undiscovered oil and gas resources, increased activity in Arctic shelf sea areas associated with shipping and oil and gas exploration is expected. Such activities may accidentally lead to oil spills in partly ice-covered ocean areas, which raises issues related to oil spill response. Net Environmental Benefit Analysis (NEBA) is the process that the response community uses to identify which combination of response strategies minimises the impact to environment and people. The

## PUBLICATIONS (CONTINUED)

vulnerability of Valued Ecosystem Components (VEC's) to oil pollution depends on their sensitivity to oil and the likelihood that they will be exposed to oil. As such, NEBA requires a good ecological knowledge base on biodiversity, species' distributions in time and space, and timing of ecological events. Biological resources found at interfaces (e.g., air/water, ice/water or water/coastline) are in general vulnerable because that is where oil can accumulate. Here, we summarize recent information about the seasonal, physical and ecological processes in Arctic waters and evaluate the importance these processes when considering in oil spill response decision making through NEBA. In spring-time, many boreal species conduct a lateral migration northwards in response to sea ice retraction and increased production associated with the spring bloom. However, many Arctic species, including fish, seabirds and marine mammals, are present in upper water layers in the Arctic throughout the year, and recent research has demonstrated that bioactivity during the Arctic winter is higher than previously assumed. Information on the seasonal presence/absence of less resilient VEC's such as marine mammals and sea birds in combination with the presence/absence of sea ice seems to be especially crucial to consider in a NEBA. In addition, quantification of the potential impact of different, realistic spill sizes on the energy cascade following the spring bloom at the ice-edge would provide important information for assessing ecosystem effects.

[Details of authors and other information](#)

## EVENTS

### CANADA: PRE-AMOP WORKSHOP ON THE RECENTLY COMPLETED USCAT PROTOCOL

Delta Ocean Point Hotel, 1 October 2018, 1:30 to 4:30pm - Coastal & Ocean Resources will be offering a pre-AMOP Workshop on the recently completed **uSCAT Protocol** (*Underwater Seabed Cleanup Assessment Technique for Sunken Oil*). The uSCAT protocol generally follows the SCAT Protocol (Shoreline Cleanup Assessment Technique) but recognizes that sunken oil will require different technologies for documenting oil on the seabed. The protocol provides guidance on uSCAT program management, selection of appropriate detection techniques and differences in reporting standards for sunken oil spills. The protocol includes a Sunken *Oil Risk Assessment Tool* for evaluating the pathways and sinking risk of a spilled product.

The uSCAT Workshop will be offered as a half-day session the prior to the AMOP Conference (afternoon of 1 October 2018). The Workshop size is limited to 20 attendees. More details can be found at the uSCAT Project website: [www.uSCAT.ca](http://www.uSCAT.ca). Please contact [michelle@coastalandoceans.com](mailto:michelle@coastalandoceans.com) for registration details.

## RESPONSE EVENTS DURING SEPTEMBER 2018

### UK: THE SPILL RESPONSE EXPO 2018

Birmingham, September 12-13. The Spill Response Expo is the UK's largest event designed to showcase the latest innovations that further the prevention, detection and management of chemical spills on water and on land.

This is Europe's leading event for environmental professionals, showcasing the latest in modern strategies, techniques and technologies currently used across the industry.

The Expo incorporates seven zones:

Hazardous materials

Land Remediation

Spill Response

Clean Air Technology

Nuclear Decommissioning and Remediation

Geotechnical and Geoenvironmental Engineering

Wastewater

Inclusion of all seven of these zones makes the Contamination Expo Series one of the most comprehensive exhibitions of its type in the world. Its focus is firmly fixed on providing solutions by highlighting and demonstrating the new, efficient, and cost-effective methods of preventing and managing contamination of our environment. Whether you're a professional working to prevent further contamination of the planet's water, land or air – the technologies, designs and research that will shape the future of the sector will all be found at this show. <http://www.contaminationexpo.com/index.asp>

### UK: 9TH MARITIME SALVAGE & CASUALTY RESPONSE

London, September 12-13. ACI's 9th Maritime Salvage & Casualty Response Conference will once again bring together senior executives and experts from Salvage Companies, technology providers, P&I Clubs, Law Firms and Global Regulators to discuss the latest challenges and developments making an impact on the industry.

The 2017 event also took place in London and brought together industry professionals from organisations including Tsavlis Salvage Group, Resolve Marine, Five Ocean Salvage, The Standard Club and IMO to name just a few.

This year's edition will look further into the relationship of all stakeholders in the industry and attempt to create healthy discussions between all to achieve productive results for the industry. There will also be insightful and technical presentations on salvage operations from the top industry experts. <https://www.wplgroup.com/aci/event/maritime-salvage-casualty-response/>

## RESPONSE EVENTS DURING SEPTEMBER 2018 (CONTINUED)

### UK: EMERGENCY SERVICES SHOW

Birmingham, September 19-20. The Emergency Services Show offers ALL emergency workers a great place to network and learn. As well as being able to meet with [over 450 exhibitors](#) there were also many other opportunities at the Show for visitors

- Over 90 groups who work with the blue light services in [The Collaboration Zone](#)
- [Free CPD accredited seminars](#) covering Lessons Learnt, Technology, Collaboration and Health & Wellbeing
- Over 80 [new exhibitors](#) to see
- Free CPD workshops with [The College of Paramedics](#)
- [WMFS Extrication Challenge](#) and [First Aid & Trauma Challenge](#)
- A huge range of [new products](#) to see at the Show

[More info](#)

### SINGAPORE: SALVAGE & WRECK ASIA 2018

Singapore, September 24-26. Analyse the final versions of the BIMCO/ISCO spill response contracts. Gauge industry opinion on whether salvage contracting will really change.

What steps ensure effective management of salvage claims? What should shipowners be asking insurers?

Forge new business connections and network with existing contacts including salvage companies & contractors, port & state authorities, insurance companies (P&I, H&M), shipowners, technology providers, and lawyers, consultants and surveyors.

<https://maritime.knect365.com/salvage-wreck-asia/>

### FINLAND: CEFIC-LRI AND CONCAWE WORKSHOP ON RECENT DEVELOPMENTS IN SCIENCE SUPPORTIVE TO THE PERSISTENCE/BIODEGRADATION ASSESSMENT

Helsinki, September 27. The objective of the workshop is to discuss results from recent and ongoing research (e.g. Cefic LRI) and other programmes and projects (e.g. ConcaWE, ECHA), and consider how the results of these projects could be used to improve persistence assessments of chemicals. A poster on persistence/biodegradation assessment will be featured at [SETAC](#), in Rome. Read the [abstract](#) for more details. [More info](#)

*If we have omitted to include an event of interest to our community, please let us know.*

## UPCOMING EVENTS – OCTOBER 2018 ONWARDS

COUNTRY	2018	TITLE OF EVENT	LOCATION
<b>For more information click on Title of Event</b>			
USA	October 1-3	<a href="#">Elastec's Annual Oil Spill Response Workshop</a>	Carmi, IL
CANADA	October 2-4	<a href="#">41<sup>st</sup> AMOP Tech. Seminar on Environmental Contamination and Response</a>	Victoria, BC
UAE	October 1-3	<a href="#">EI Middle East HSE &amp; Sustainability Forum</a>	Dubai
AUSTRALIA	October 2-5	<a href="#">Ecoforum Conference &amp; Exhibition</a>	Townsville
FRANCE	October 8-12	<a href="#">Sea Tech Week</a>	Brest
UAE	Postponed*	<a href="#">RECSO EnviroSpill Conference &amp; Exhibition</a>	Abu Dhabi
CANADA	October 17-19	<a href="#">Arctic Shipping Forum N. America Conference</a>	Newfoundland
BRAZIL	October 22-25	<a href="#">NOSCA Seminar on Spill Response</a>	Rio de Janeiro
UK	October 22-26	<a href="#">IMO Marine Environment Protection Committee</a>	London
UK	Oct 29 – Nov 1	<a href="#">Meeting of IOPC Funds Governing Bodies</a>	London
TURKEY	Nov. 6-8	<a href="#">Regional Workshop &amp; Oil Spill Exercise</a>	Istanbul
TURKEY	Nov. 7	<a href="#">MOIG General Assembly Meeting</a>	Istanbul
POLAND	Nov. 8	<a href="#">Transboundary Response Exercise</a>	Świnoujście
USA	Nov. 13-15	<a href="#">Clean Gulf Conference and Exhibition</a>	New Orleans, LA
PHILIPPINES	Nov. 27-30	<a href="#">East Asia Seas Conference 2018</a>	Iloilo
UK	Dec. 5-6	<a href="#">Salvage &amp; Wreck Removals Conference</a>	London
GERMANY	Dec. 5-6	<a href="#">13<sup>th</sup> Arctic Shipping Summit</a>	Hamburg
COUNTRY	2019	TITLE OF EVENT	LOCATION
USA	February 4-7	<a href="#">Gulf of Mexico Oil Spill &amp; Ecosystem Conference</a>	New Orleans, LA
USA	March 26-27	<a href="#">SCAA Annual Meeting &amp; Conference</a>	Arlington, VA
USA	April 16-18	<a href="#">Clean Waterways Conference</a>	Cincinnati, OH
Australia	May 20-24	<a href="#">SPILLCON 2019 Conference and Exhibition</a>	Perth
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

\* Event postponed. New dates will be advised ASAP.

## LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

<a href="#">Alga Chronicle</a>	News from Australia on Contaminated Land Remediation	August 2018
<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	December 2017
<a href="#">ATRAC Newsletter</a>	News from the Adriatic Training and Research Centre	July 2018 issue
<a href="#">Newsletter from George Holliday</a>	News and commentary on HSE issues from George Holliday	On request 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	April 2018
<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	August 2018 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	Summer 2018 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	June 2018
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	September 7, 2018
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	Q3 2018 issue
<a href="#">Maritime Executive Magazine</a>	Often contains articles of interest to the spill response community	March-April, 2018
<a href="#">MOIG Newsletter</a>	News from the Mediterranean Oil Industry Group	April 2018 issue
<a href="#">Nautical Institute News</a>	News from the Nautical Institute	June-July, 2018
<a href="#">Navigate Response</a>	Global crisis communications network for shipping & marine	September 2018
<a href="#">NOWPAP Quarterly</a>	News from the North West Pacific Action Plan	Quarter 2, 2017
<a href="#">NOAA OR&amp;R</a>	Weekly round-up of news from NOAA's Office of Response & Restoration	Latest 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	June 2018
<a href="#">OHMSETT Gazette</a>	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Spring 2018
<a href="#">PEMSEA E News</a>	Healthy oceans, people and economies in the East Asian Seas	August, 2018
<a href="#">Pollution Online Newsletter</a>	News for pollution prevention & control professionals	September 5, 2018
<a href="#">Safe Seas, Clean Seas</a>	Quarterly Newsletter from Maritime New Zealand	July 2018 issue
<a href="#">Salvage World</a>	Quarterly Newsletter of the International Salvage Union	Current issue
<a href="#">Sea Alarm Foundation Newsletter</a>	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2018 issue
<a href="#">Spill Alert</a>	Newsletter from the UK Spill Association	December 2017
<a href="#">Technology Innovation News Survey</a>	News from US EPA – Contaminated Site Decontamination	July 1-15, 2018
<a href="#">Transport Canada Newsletter</a>	News and articles re transport of dangerous goods in Canada	June 2017 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	September 1, 2018

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

## NEWS FROM ISCO CORPORATE MEMBERS

### BRIGGS ENVIRONMENTAL IN EMERGENCY POLLUTION RESPONSE FOR STRICKEN VESSEL KEA TRADER

On 12th July 2017 the 185-meter-long, 25,293dwt vessel Kea Trader ran hard aground on a reef near the island of Maré in the Loyalty Islands. She was bound for Noumea from Papeete when she struck the Durand Reef, some 100km southeast of Maré. The vessel was firmly on the reef and the situation was described as stable with no reports of injuries or pollution released. At the time of grounding the Kea trader was carrying 756 containers and 750 tonnes of heavy fuel oil.

Briggs Marine's Environmental Services Division were contracted to support Ardent Global in their salvage efforts, the Company supplied Emergency Pollution Responders, Oil Spill Advisors and oil containment/recovery equipment. A team and equipment were immediately mobilised from Aberdeen to New Caledonia, where they worked closely with Ardent, the French Navy, the ship owners and local authorities to ensure the safe operation of removing fuel bunkers and recovering any leaked hydrocarbons.

On arrival in New Caledonia the Briggs Team quickly mobilised several vessels with spill response equipment and crews on the appointed vessels were immediately trained in:

Safe operation during oil spill response

How to deploy and recover oil spill response equipment

Pre and post checks on booms, skimmers, powerpacks and pumps

Vessel Captains were given instruction on ship manoeuvres when booms and skimmers are deployed

The shore-based Oil Spill Advisor drew up response plans for potential spill scenarios, which were submitted to the French Government for approval, and advised all oil spill containment/recovery operations throughout the operation to Ardent, the French Navy and local authorities on a daily basis.

As the incident occurred during the winter months, this presented several challenges to the Team. The deployment of equipment and containment of the spill were particularly difficult due to the proximity to the casualty and the sea state varied from one metre to four metre swells during good weather days and up to 12m breaking waves on bad days. There were also several cyclones and

significant storms in the South Pacific during the salvage operation, which resulted in the deterioration of the vessel and inevitably the Kea Trader ruptured completely into two sections on Sunday 16th November.

When the vessel broke into two, the response plans remained the same, however there was a greater likelihood the remaining hydrocarbons would release as the Kea Trader deteriorated each day. The area surrounding the vessel is an environmentally sensitive area and is home to aquatic life and marine mammals, therefore our response personnel and equipment remained in close proximity to the vessel at all times, to ensure any spill was dealt with as quickly and efficiently as possible.

Briggs Marine worked tirelessly on the project and had a four-man team working on a continuous rota system from 12th July 2017 until 13th April 2018. Co-operation between Briggs, Ardent, the French Navy and local authorities in a challenging and environmentally sensitive area, contributed to the successful outcome of removing the containers, fuel and other potentially harmful substances.

Jamie Campbell, Operations Manager of Briggs Environmental Services Division said; "While the unintended grounding of any vessel is a tragedy, this has been a great example of how co-operation between Ardent Global and Briggs Marine has been a great success. The professionalism and commitment of all involved proved that, even in the most challenging locations, when working together as a team – you can resolve a potentially devastating outcome." <https://www.briggsmarine.com/>

## DESMI INTRODUCES MULTI-TASKING OIL POLLUTION RESPONSE VESSEL



The new multi-purpose 24-metre Catamaran KaziCat can be used for more than 10 different duties. Not as an adaptation of an Oil Spill Response workboat but as a dedicated and specialized boat able to carry out all +10 operations.

DESMI has a plus 30 years history in building high quality Oil Spill Response vessels, which could be adapted for other duties.

Based on our experience, and valued input from our customers, we have developed a revolutionary concept for workboats of this type. By offering modular variations for different applications, the DESMI KaziCat can be used for more than 10 different duties. Not as an adaptation of an Oil Spill Response workboat but as a dedicated and specialized boat able to carry out all +10 operations.

To list some of the duties this boat can handle:

- Normal Workboat in ports
- Module for transport of people in specially designed container
- Module for transport of injured people in specially designed container – second row SAR
- Module for garbage collection via conveyor belt into 2 x 20' open top containers (lower container positions)
- Module for Oil Spill Recovery where recovered oil is stored in 20' containers (lower container positions)
- Module for Ballast Water Management Systems (BWMS) installed in 20' container – DESMI Compact Clean IMO and USCG approved – allowing this vessel to handle ballast water from vessels still not having BWMS installed
- Module for hull cleaning installed in 20' container – allowing this vessel to perform hull cleaning with diver assistance
- Module for sophisticated diving vessel with divers using hatch between hulls and also having a 20' container with decompression tank
- Module for fire fighting from aft of vessel
- Module for transport of cargo using flat racks at two aft positions
- Module for inspection of seabed using WASSP multibeam scanner
- Module for scientific vessel with space for 2 x 20' containers with laboratory equipment

Length overall 24.60 meters Load line length 23.95 meters Breadth (moulded) 9.60 meters Depth (moulded) 3.84 meters Draft loaded 1.75 meters Fuel tank 15,000 liters Fresh water tank 10,000 liters Sewage holding tank 3,500 liters Bilge holding tank 600 liters Engine 2 x 610 kW Yanmar @ 1900 rpm Lightship weight 92 tons Full Load displacement 193 tons Speed lightweight 14 knots Speed full loaded 13 knots. [Read more and watch video https://www.desmi.com/oil-spill-response.aspx](https://www.desmi.com/oil-spill-response.aspx)

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