

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

CLICK ON THE BANNERS BELOW FOR MORE INFORMATION ON THE EVENTS FEATURED



The 6th Oil Spill Response Workshop

6-7 December 2018 Beijing China

ISCO Members Save 20% to Register

SPILLCON
20 – 24 May 2019 Perth, Australia

KITACK LIM TO LEAD IMO FOR SECOND TERM



November 23 - The IMO Council has agreed to renew the appointment of Kitack Lim as Secretary-General of the IMO for a second four-year term, beginning January 1, 2020.

This means that he will continue as Secretary General until 2023, although this is pending approval of Council's decision by the IMO Assembly in 2019.

The Maritime Executive / [Read more](#)

OIL SPILL CONTINGENCY PLAN FOR GULF OF THAILAND HAS BEEN FINALISED

November 29 - Gulf of Thailand Workshop on National Guidelines on Use of Dispersants and Oil Spill Contingency Planning at the Sub-regional Level Successfully Conducted.

The national contact points (NCPs) of the Gulf of Thailand Cooperation on Partnerships in Oil Spill Preparedness and Response participated in the workshop organized by PEMSEA in collaboration with the IMO-IPIECA Global Initiative for South East Asia (GI-SEA) and ITOPF. During this workshop, the sub-regional oil spill contingency plan for the Gulf of Thailand was finalized. The NCPs agreed that the Plan will be adopted by the GOT participating countries—Cambodia, Thailand and Vietnam in the next Annual National Contact Points Meeting scheduled in November 2019 in Cambodia.

PEMSEA / [Read more in the East Asian Seas Congress Bulletin](#)

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Go to www.spillcontrol.org and enter your name and email address in the Registration Form (located on the right-hand side of the home page) then click on "subscribe".

INTERNATIONAL NEWS (CONTINUED)

PLAN FOR BETTER SHIP POLLUTION PREVENTION FOR FRANCOPHONE AFRICA



November 22 - Eleven francophone African countries* have agreed on an action plan to better implement IMO's key treaty on prevention of pollution from ships – the MARPOL Convention, Annexes I-V.

The plan includes both national and regional actions as well as recommendations to IMO, which aim to address the root causes hampering the effective implementation of MARPOL. In particular, two priority areas have been identified: the provision of adequate port reception facilities and the application of MARPOL measures to offshore activities.

The plan was agreed at a regional meeting in Côte d'Ivoire (19-21 November) organized by IMO and the Ministry of Transport of Côte d'Ivoire.

*Benin, Cameroon, Comoros, Congo, Côte d'Ivoire, Democratic Republic of Congo, Gabon, Guinee, Mauritania, Senegal, and Togo

IMO / [Read more](#)

EUROPE: EMSA CONTRACTS ADDITIONAL RPAS FOR MARITIME SURVEILLANCE, EMISSIONS MONITORING AND POLLUTION RESPONSE



November 29 - EMSA has recently secured four contracts for maritime surveillance services based on remotely piloted aircraft systems. These contracts will provide increased maritime surveillance capabilities to European agencies and member states within the context of their coast guard functions. While EMSA has already been providing RPAS services since 2017, these new contracts come in direct response to increased user demand.

"These new RPAS contracts strengthen EMSA's maritime surveillance capabilities even further. We are now able to offer extended support to national authorities executing coast guard functions, such as maritime pollution, emissions monitoring and search and rescue operations, as well as to European agencies in the areas of illegal fishing detection, anti-drug trafficking and border surveillance," explained EMSA's Executive Director, Markku Mylly.

EMSA / [Read more](#)

PROMOTING SPILL PREVENTION AND RESPONSE IN WESTERN MEDITERRANEAN

November 30 - Response plans are essential to ensure reliable national and sub-regional systems for preparedness and response, trained personnel, basic equipment and contingency plans for combating marine pollution incidents. REMPEC, the IMO-administered pollution emergency response centre in the Mediterranean, facilitated the organization of a meeting of national authorities involved in the contingency plan for the Western Mediterranean.

The Fifth Meeting of the competent national authorities in charge of the implementation of the Sub-Regional Contingency Plan between Algeria, Morocco and Tunisia for the Preparation for and the Response to Marine Pollution from Ships for the South-Western Mediterranean was held in Algiers, Algeria (27-28 November). Opening the meeting, H.E. Mrs Fatma Zohra Zerouati, Minister of Environment and Renewable Energy of Algeria, underlined the need to organize high level sub-regional meetings on an annual basis to ensure the continuous commitment of the countries involved in the implementation of the regional plan. IMO / [Read more](#)

ASEAN REGIONAL OIL SPILL CONTINGENCY PLAN ADOPTED



November 30 - IMO technical assistance and institutional support has been instrumental in the recent adoption of the ASEAN Regional Oil Spill Contingency Plan. The plan was adopted by the 24th ASEAN Transport Ministers Meeting, held in Bangkok, Thailand (8 November). The Regional Oil Spill Contingency Plan provides for a mechanism whereby ASEAN Member States can request and provide mutual support in response to any oil spills. It also ensures a common understanding and effective integration between affected and assisting ASEAN Member States, in the event of incidents involving oil spills.

The Association of Southeast Asian Nations (ASEAN) includes: Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Vietnam.

IMO / [Read more](#)

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

USA: LOUISIANA - COAST GUARD RESPONDS TO OIL SPILL NEAR DULAC; BURN OFF PLANNED

November 18 - The Coast Guard, state, and federal agencies are responding to a crude oil spill in the marsh near Dulac. The spill happened Thursday afternoon; authorities believed that about 420 gallons of crude oil spilled from a flow line owned by Texas Petroleum Investment Corporation was dumped into an unnamed marsh in the Lake Paige Oil and Gas Field. A pollution response team from Coast Guard Marine Safety Unit Houma, and contracted oil spill response personnel from Environmental Safety and Health, the oil spill response organization hired for cleanup, responded to the spill Thursday with hard boom and sorbents. KATC / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

USA: NEW HAMPSHIRE - RESPONDERS WORK TO PROTECT GOFFSTOWN'S RESERVOIR AFTER NEARBY OIL TRUCK CRASH

November 26 - Officials are taking precautions after a heating oil spill near Goffstown's drinking water reservoir. It came from an Irving Oil delivery truck that crashed and tipped over Sunday morning. The truck spilled as much as 1,100 gallons of oil near a stream that runs into the local reservoir. The driver was uninjured. Officials believe the crash, on Mountain Road, was caused by icy conditions. Local firefighters, private contractors and state responders removed most of the oil and contaminated snow and sediment on Sunday and Monday. NHPR / [Read more](#)

PERU: VANDALS CAUSE 8,000 BARRELS OF OIL TO SPILL IN PERUVIAN AMAZON

November 28 - Peru state oil company Petroperu said approximately 8,000 barrels of crude oil had spilled in the Amazon after vandals severed the pipeline and then impeded technicians seeking to repair the damaged pipe.

The pipe began to spill oil on Tuesday night after sabotage by members of the Mayuriaga indigenous community in the Loreto region of the Amazon, Petroperu said in a statement. The pipeline, which transports crude from oil fields in the Peruvian Amazon to Petroperu's refinery on the Pacific coast, has suffered repeated attacks by vandals over the past two years. Reuters / [Read more](#)

NORWAY: WRECKED FRIGATE'S CREW THOUGHT ONCOMING TANKER WAS FIXED OBJECT

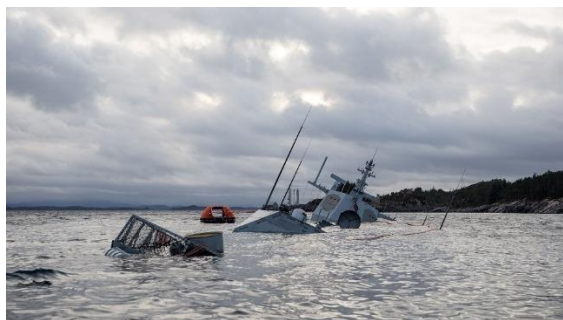


Photo: The Helge Ingstad sinks, November 13 (Forsvaret)

See earlier reports in ISCO Newsletter, issues 660 and 661.

November 30 - The collision between the Norwegian frigate Helge Ingstad and the Aframax tanker Sola TS was caused in part by the Ingstad bridge team's impression that Sola TS was a fixed object, according to an initial report by the Accident Investigation Board Norway (AIBN). The agency's analysis is preliminary and will be updated once its investigation concludes.

The Maritime Executive / [Read more](#)

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

CUBA: NATIONAL SPILL CONTROL WORKSHOP



November 19 - Cuba is the fourth Caribbean country to receive IMO assistance on spill preparedness in recent weeks. An IMO-funded workshop on 'National Contingency Planning' took place in Havana (13-15 November). The event was part of renewed efforts in the region to identify gaps in existing spill contingency plans.

Senior level response managers and contingency planners from across the country took part in the workshop. This included conducting a self-assessment of the existing Cuban response and preparedness programmes, including response operations, spill training and exercises, and risk-assessments. The lessons learned from the self-assessments will be combined into an overall improvement plan with future follow-up from IMO to gauge progress and identify any additional assistance that may be required.

The workshop took place under REMPEITC-Caribe, the Regional Marine Pollution Emergency, Information and Training Centre for the Caribbean, which was set up under the UN Environment's Regional Seas Programme for the Caribbean.

[Thanks to Matt Richards, Lieutenant Commander, U.S. Coast Guard, Consultant for the International Maritime Organization, RAC/REMPEITC – Caribe]

GUINEA: HELPING TO PROTECT THE COASTLINE



November 20 - Last week (12 - 15 November) a national workshop aimed at building the country's oil pollution preparedness and response capacity was held, under the auspices of the GI WACAF project – a collaboration between IMO and IPIECA - the global oil and gas industry association for environmental and social issues.

The participants were able to gain key knowledge and skills – notably regarding assessment techniques and clean-up operations – which will help them develop an appropriate strategy and implement efficient shoreline response measures. The attendees also gained a better understanding of the various challenges and difficulties associated with these types of response activities, through a field visit and an assessment exercise.

The workshop was held in Conakry and organized by the Ministry of Environment, Water and Forests of the Republic of Guinea and, in particular, by the Marine Environment and Coastal Areas Directorate. IMO / [Read more](#)

JAMAICA: IOPC FUNDS ATTENDS REGIONAL WORKSHOP

November 27 - At the invitation of the Jamaican Maritime Authority, the IOPC Funds participated in a three-day regional workshop from 27 to 29 November 2018, in Kingston, Jamaica. In collaboration with a representative from ITOPF, the IOPC Funds' Legal Counsel, Kensuke Kobayashi and Claims Manager, Chiara Della Mea, delivered several presentations on the international liability and compensation regime for pollution damage. They focused on the claims-handling process, the criteria for the admissibility of claims and the implementation of the Conventions. On the last day, participants worked in groups to gain a new level of understanding by putting theoretical knowledge into practice. They took part in a simulation exercise during which they planned a response strategy for an oil spill and submitted a claim for clean-up costs based on their response, which led to dynamic and interactive discussions between participants. IOPC Funds / [Read more](#)

SINGAPORE: ASIAN MARITIME LAW AND INSURANCE CONFERENCE

November 26 – Report received from ITOPF - On 24th and 25th October ITOPF participated in the Asian Maritime Law and Insurance Conference, which was held in Singapore. Alex Hunt joined Sam Kendall-Marsden of Standard Club, John Martin of Gard, Capt. IG Sangameswar of Singapore MPA, Tony Goldsmith of Hill Dickinson Rosalind Blazejczyk of Solis Marine Consultants and Marjan Schuringa of Smit for a panel session that explored the different stages of a maritime casualty: the key decisions that are made, and why, the potential implications, and the lessons learned from past incidents. Alex provided a perspective on pollution-related matters on behalf of ITOPF during the session, to complement the views from P&I and H&M insurers, the authorities, salvage advisers and salvors and legal advisers. ITOPF / [Source document](#)

TURKEY: TRAINING FOR DEALING WITH HAZARDOUS SUBSTANCES



November 21 - Last week (13-16 November) REMPEC, the IMO-administered pollution emergency response centre in the Mediterranean, delivered such a training course in Turkey. It brought together representatives from both the public and private sectors, addressing the particular considerations and challenges in responding to HNS incidents in Turkey.

The event addressed gaps in capacity, and followed up on recommendations identified during a regional HNS response workshop ([MEDEXPOL 2018](#)) that REMPEC organized in Malta, in June 2018. The outcomes and recommendations from that event, such as the need to develop more specific response strategies and raise public awareness of the impact of spills, will be reported to IMO's Sub-Committee on Pollution Prevention and Response (PPR) when it next meets in February 2019. IMO / [Read more](#)

UAE: KAREN PURNELL GIVES KEYNOTE SPEECH AT SHIPTECH MIDDLE EAST 2018

November 29 – From ITOPF - Karen Purnell was invited to give the closing keynote speech at ShipTech Middle East, part of the Middle East Shipping Forum, which was held in Dubai from 27th-28th November. The event, now in its 11th year, covered a diverse range of topics related to technological advances within the shipping industry, global regulations and new fuels to meet the 2020 sulphur cap deadline. ITOPF / [Read more](#)

UK: CONSULTATION ON RECASTING THE MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION) REGULATIONS

November 26 – Report on Consultation Outcome - As a result of this consultation MCA has issued the following documents: Consultation on recasting the Merchant Shipping (Prevention of Oil Pollution) Regulations Outcome Report and a draft MIN on Marpol Annex I Resolutions. MCA: [Read more and download the relevant documents](#)

UK: EXERCISE WARREN TESTS OIL SPILL RESPONSE FOR BEAULIEU RIVER

November 26 - The Beaulieu River has carried out an oil spill exercise in partnership with marine and conservation agencies to plan its response to a potential emergency. Experts from the Maritime & Coastguard Agency, Marine Police, Marine Management Organisation, Natural England, Environment Agency, Hampshire County Council and the Beaulieu Estate gathered at a command centre at Needs Ore Point to take part in Exercise Warren. The exercise tested their response to the scenario of an oil spill, with a grounded vessel leaking fuel into the river. Beaulieu River / [Read more and view the exercise photographs](#)

USA: CALIFORNIA: NEED TO CLEAN UP TOXIC CHEMICALS AFTER WILDFIRES



November 29 - The long, laborious process of returning Paradise and neighboring towns to a safe state will begin next month when crews in masks, Tyvek suits and booties begin combing through every last property in this town that was decimated by wildfire. Their targets are things like burned bottles of bleach, melted cans of paint, and corroded car batteries, which will be tagged and removed.

“It’s a godawful mess; there is just such a long list of hazardous materials that are partially burned and scattered about in the debris after a fire,” said Dr. Gina Solomon, a professor at University of California, San Francisco, who studies the effect of chemicals on health.

Heavy metals, chemicals and biological contaminants left behind demand a cleanup of extraordinary scale. New York Times / [Read more](#)

ISCO NEWS

ISCO SECRETARY TO WELCOME DELEGATES AT OSRW IN BEIJING, CHINA



This week ISCO Secretary, Matthew Sommerville, will be giving the welcome to delegates speech at opening of the OSRW workshop starting on 6th December. He will also be on the panel of experts. ISCO has a booth at the event and you are invited to visit and learn about ISCO’s activities in support of the worldwide spill response community.

ISCO Committee Member, Li Guobin will be in attendance and will be giving a presentation on “Oil Spill Response Planning, Management and Organization”

The list of delegates / exhibitors given on the OSRW website may not be complete but ISCO members listed include OSRL, Polaris Applied Sciences, Sunic Ocean, Rutter, Lamor, Hong Kong Spill Response, Desmi, Aqua-Guard, Elastec, Nortek, Vikoma and Norlense.

There will be a very comprehensive representation from government organisations, port authorities, spill responders, oil industry, shipping, manufacturing, academia, etc.

DR MERV FINGAS, MEMBER OF ISCO COUNCIL FOR CANADA, HAS PUBLISHED A NEW BOOK.



“In-Situ Burning for Oil Spill Countermeasures” is the title of this new book edited by Dr Merv Fingas. Contributors include Dr Merv Fingas, Jacqueline Michel, Néré Mabile and Patrick Lambert.

For more details, see Page 8.

NEWS FROM ISCO MEMBERS

Members sending in news for inclusion in the section are reminded the editor requires that text and photos must be capable of being easily copied and pasted into the word document used during the composing of the ISCO Newsletter

DESMI OPENS NEW OFFICE IN CANADA

Desmi is adding more value to its operation in Canada and is proud to announce that it has set up a local office in St. Catharines, just outside Toronto. The office is manned by our new Area Sales Manager, Roger McNeill and the local presence is a part of the DESMI strategy of being closer to our customers.

Roger McNeill brings huge experience to the DESMI family and will continue our promotion of pumping solutions in Canada. Although Roger has responsibility for all of the DESMI segment business, his focus will be Marine & Offshore, Defence & Fuel and Industrial.

The new office address is: DESMI Inc., 337 Queenston Street, St Catharines, ON, L2P 2X8
You can reach Roger at: Roger McNeill, Area Sales Manager, Canada +1 905 321 3471 romc@desmi.com

VIKOMA ANNOUNCES NEW MINI-SKIMMER AND IMPROVED FASFLOW

For more information visit <https://www.vikoma.com/res/Vikoma%20November%202018%20Newsletter>

DESMI ENVIRO-CLEAN - NEW CONCEPT IN DESMI

Marine and Aquatic debris is one of the most widespread solvable pollution problems plaguing the world's oceans, rivers, and lakes. Successful management of the problem requires a comprehensive understanding of marine and aquatic environments together with the necessary experience and the correct selection of proven equipment.

DESMI is taking part in combating marine pollution and protecting waters and with our new DESMI EnviRo-Clean concept in operation, we also contribute to the UN Sustainable Development Goals 6,7,11,12, and 14.

<https://www.desmi.com/enviro-clean.aspx>

CONTRIBUTED ARTICLE

DOCUMENTING DECADES IN OIL SPILL CONTROL: MINIBYTES # 8



THIS IS THE EIGHTH IN A SERIES OF SHORT ARTICLES BY ALAN A. ALLEN

Allan A. Allen has over five decades of experience as a technical advisor and field supervisor involving hundreds of oil spills around the world. Al is recognised as a leading consultant and trainer involving oil spill surveillance and spotting techniques, the application of chemical dispersants, and the containment, recovery and/or combustion of spilled oil under arctic and sub-arctic conditions.

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On the Elastec website there is a facility for you to be able to read this article in different languages – Arabic, Chinese, French, German, Hindi, Japanese, Malay, Polish, Portuguese, Russian, Spanish and Turkish. Visit <https://www.elastec.com/effective-oil-spill-response-training/>

Effective Oil Spill Response Training

Training typically includes classroom sessions, workshops, drills, field exercises, etc. Regardless of the format and location, there are some basic guidelines that help make such training effective. My own observations on this topic draw from about a thousand training sessions over the past 5 decades. Conducted in well over 75 countries, involving tropic, temperate and arctic conditions, I've noticed a trend in what seems to work well, as well as what doesn't. I won't comment on the obvious, such as: qualified instructors with good speaking skills, interesting subject matter, comfortable classroom conditions, good equipment/vessels/aircraft for field support, etc. Instead, I'd like to point out a fundamental shortcoming that I've witnessed several times over the years.

Selection of Trainees: A well-trained Oil Spill Response (OSR) Team, experienced with response strategies and tactics; fully aware of each member's Incident Command System (ICS) role and the regulations and documentation for that position, is essential. Classroom sessions, followed-up with field exercises and drills, are commonly used to keep the OSR Team functional and well-prepared. Unfortunately, such training often leaves out individuals that will be counted upon to "execute" critical activities during an actual spill response. This is especially true at an operational level where the pilots, captains, crews and support personnel for aircraft and vessels may get to participate in some limited field exercises or demonstrations; however, they are rarely given the classroom instruction needed to fully understand and carry out their roles during an actual spill event.

A brief example of the above involved training that I carried out abroad for a major oil company several times a year over a 10-year period. The company's OSR Team members became quite competent and confident in areas including ICS functions and offshore response including skimming, controlled burning and the application of dispersants. However, I found that the Captains of response

vessels and their crews (especially “salty”, stubborn, contractors with other more important day-jobs) often had their own strong opinions on how to operate at sea. Some, it seemed, needed special time-consuming advice that was rarely accepted easily during the execution of a training or actual spill event! Such discussions might focus on why an oil containment boom should be towed at a knot or less to minimize oil loss, when the Captain was comfortable with the goal of an average tow speed of 1 knot, towing at 2 to 3 knots and then coasting for a while.

Worse yet, was the time when a company for whom I had been training abroad was becoming increasingly disappointed in the apparent ineffectiveness of their dispersant application program. All personnel on the company’s OSR Team were quite supportive and experienced with the proper use of dispersants, and the dispersant stockpile and equipment had been well maintained. A lack of training with a few new contracted vessel Captains, however, had allowed a misconception to spread among that contractor’s personnel at sea. It took several visits for me to finally get a crew member on one vessel to open up about their concern: “Since the oil treated with dispersant quickly disappears off the surface during actual spill events, it must be paving the ocean floor and destroying all marine life at the seabed”! To my shock, he also mentioned how they would deal with this problem by pouring the dispersant overboard in clear water on the way to a spill, and then simply “look good” by spraying sea water (without dispersant) on any spilled oil! I quickly visited all potential spray vessels in the area, and patiently explained the basics of dispersant use and its impacts upon oil and the environment. I made it clear that dispersants do not sink oil and “pave” the ocean floor. While protecting the confidential disclosure of the contractor, and likely saving the jobs of a few “new believers in dispersants”, I also got my client to expand its training, including those who often carry out key sub-contracted functions.

While there are many other training-related lessons to share in future blogs, I did give a few hints in my last blog (#7) about a personal lesson I hope you never experience. A loooong time ago I had been participating in a 4-day training class for CISPRI, an oil industry OSR cooperative in Kenai, Alaska, managed at the time by Captain Barry Eldridge (now deceased). By the end of the 3rd day, I had developed such a sore throat that I could barely speak. Barry, feeling sympathy but also needing me to complete the course, purchased a speaker and remotely-operated microphone that could be placed in my shirt pocket with the microphone very close to my neck. The class could now hear my faint, scratchy voice for the 4th day of instruction. By mid-afternoon I was struggling enough that Barry offered to give me a break, and then lecture from my notes on a topic with which he was already comfortable. Nice Guy!

He was off to a good start as I rested at the back of the classroom. Thinking that I would slip away for a few minutes to the restroom, I did so, and soon realized that Barry was apparently a much better speaker than I had imagined. Since he was on a roll with some good stories (based on the laughter in the other room), I decided to extend my restroom visit, and take care of what seemed like a pending late-afternoon “dump”. I know you can already imagine the lesson learned in this story, but I will continue anyway.

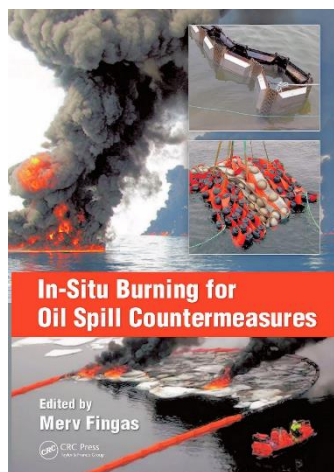
As I sat, coughing quietly and gagging from both throat pain and my own on-earthly emissions, I could not help but be a little annoyed at just how really good Barry must be filling in for me! As I completed a series of high-pressured sprits and dribbles, a few final plops, and the seemingly unending paper-work, I flushed, washed my hands, and headed back to the classroom to resume my portion of the instruction. As I stepped into the room, I was surprised to find the entire class standing, looking back at me and applauding. Still oblivious to why they had appreciated and missed me so, I nodded a “Thank you”, and as the applause subsided, Barry choked a tear-filled, giggle-ridden warning to me: “Alan, the next time you use a restroom with a remote microphone...,” painful pause..., “do turn it off !” It was truly hard to lecture the rest of the afternoon, thinking about the acoustically entertaining event I had just created.

It is satisfying when students remember you for an outstanding class they attended years ago. But, when one of them recognizes me passing at the mall or at the airport, and says: “Hey, I still remember that class when you...” Man, that’s a lesson I wish I could forget!

TO BE CONTINUED

PUBLICATIONS

NEW BOOK - “IN-SITU BURNING FOR OIL SPILL COUNTERMEASURES”



Summary - In-situ burning is recognized as a viable alternative for cleaning up oil spills on land and water. It can rapidly reduce the volume of spilled oil and eliminate the need to collect, store, transport, and dispose of recovered oil, and can also shorten the response time to a spill, thus reducing the chances that the spill will spread on the water surface or further into land. This book will serve as a comprehensive reference for all aspects of in-situ burning of oil spills and include the scientific aspects of the burning process and the related effects, as well as practical information about the procedures to be followed and equipment required for carrying out an in-situ burn.

Table of Contents - Summary of in-situ burning of oil spills. The Physics and Chemistry of Burning. Overview of practical burning and application. Emissions. Assessment of feasibility of burning. Burning on water – Procedures. Burning on land and wetlands. Burning oiled marshes. Burning in or on ice. Equipment - selection, deployment, and operation. Monitoring, sampling, and analytical equipment. Final recovery of residue. Possible spill situations. Post-burn actions. Health and safety precautions during burning. Worker health and safety precautions. For more info, visit - <https://www.crcpress.com/In-Situ-Burning-for-Oil-Spill-Countermeasures/Fingas/p/book/9781138735255>

UK'S NEW SATELLITE CAN DETECT OIL SPILLS AND SUSPICIOUS SHIPPING

The images from the NovaSAR-1, the first Synthetic Aperture Radar (SAR) satellite, were presented at the Surrey Satellite Technology Ltd (SSTL).

SAR can see through clouds and image the Earth throughout the day. These images can be used to detect oil spills as well as suspicious shipping activity. They are also able to monitor deforestation.

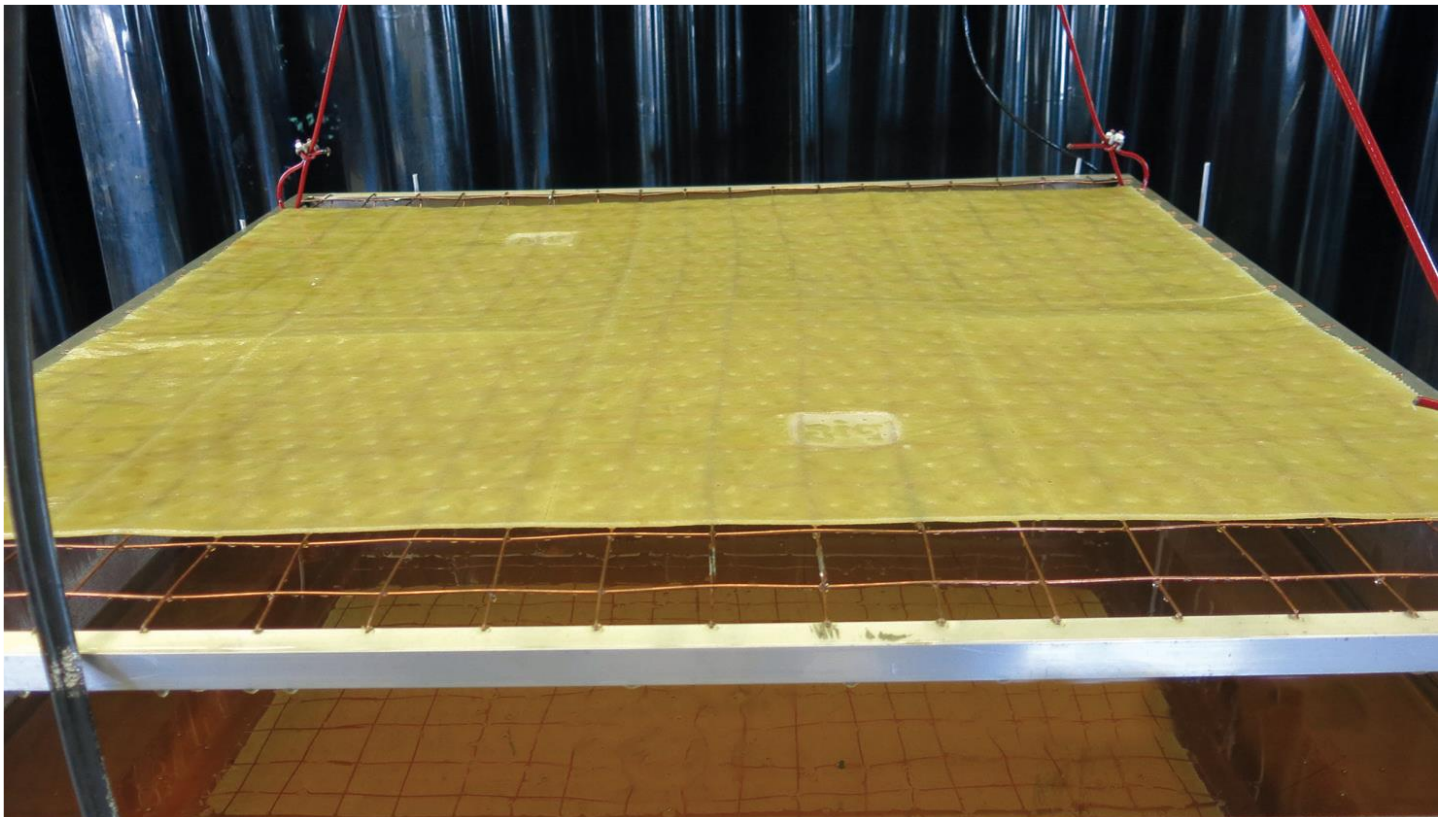
The satellite was launched in September and tests a new platform for low-cost satellite imaging. In fact, the UK has invested £21 million to help develop the NovaSAR-1, with the aim to advance UK's Earth observation capabilities. Safety4Sea / [Read more](#)

SCIENCE AND TECHNOLOGY

TESTING THE METHODS OF A FULL SCALE SORBENT PROTOCOL

When it comes to sorbent products, it has been reported that the industry lacks a recognized test protocol for the performance evaluation of full or meso-scale sample sizes. There is the ASTM F726 Standard Test Method for Sorbent Performance of Adsorbents for use on Crude Oil; however it is a laboratory scale standard used to evaluate 6 cm x 6 cm samples and is not scalable to full scale testing.

To address the lack of testing standards, the Bureau of Safety and Environmental Enforcement (BSEE) and the Ohmsett staff conducted an evaluation of a preliminary adsorbent test procedure the week of June 30, 2018. During the evaluation, the staff experimented with various test methods and sorbent materials to assess their performance which will aid in developing a standard test protocol that is repeatable and is proven to be accurate.



Above: A support rack was designed to provide consistent handling of the sorbents where there would be minimal contact with the sample, it has the ability to support the sample horizontally, and includes a weight measurement device.

“This project is a prerequisite to create a formal full-scale adsorbent test protocol being developed at Ohmsett. We are exploring various testing methods to quantify performance characteristics of sorbent pads, mats, sheets and roll style sorbents,” said Dave DeVitis, Ohmsett test director. “The primary objective was to identify physical characteristics of sorbents for evaluation that correlate to successful performance when in field use.”

“The protocol will help manufacturers and users quantify performance and possibly classify sorbent products in the future – from this effort and other experiences it’s safe to say all sorbents are not created equal.”

The first step was to design a support rack that provides consistent handling of the sorbents where personnel would have minimal contact with the sample, has the ability to support the sample horizontal, and includes a weight measurement device.

Designed and fabricated on-site by Ohmsett personnel, the result was a lightweight aluminum angle frame with wire mesh within the open frame where the sorbent sample would be placed. To obtain tare and test weight measurements, a high accuracy load cell and data logger was used. A second tray and support rack was fabricated with the addition of a controllable motion table to explore sorbent performance and acceleration of tests with the presence of surface energy.

Three different test methods were conducted with the sample sorbents; Support Rack Weight Study, Sorbent Maximum Oil Capacity, and Sorbent Water Uptake. The three oils used during the series of testing were diesel, Hydrocal 300, and a commercially available hydraulic fluid.

During the support rack weight study, seven tests were performed to determine if the oil adhering to the support rack after being submerged in the oil bath affects weight. Each test was performed twice where the support rack was submerged in an oil bath and then pulled from the test oil after two minutes. Once the initial dripping stopped, the rack weight was stable and measured. In between tests the support rack was washed and dried. "The repeat values were found to be consistently within 0.01 pounds for the respective oil types," explains DeVitis. "The net value of oil adhering to the support rack was found to be incrementally higher with increasing viscosities but insignificant to the gross weight measurements."

"The protocol development will include input from industry experts with the end goal of it becoming an ASTM F20 recognized test method."

"When conducting the sorbent maximum oil capacity study, 12 tests were performed using the three oils and two different sorbent products to evaluate the validity, repeatability, and characteristic of the proposed maximum oil capacity test method," said DeVitis. "We also explored the concept of 'Point of No Dripping' and corresponding hang times."

Oil baths two inches thick were created which provided an inch of oil above the support rack. In each test a 36-inch square sorbent sample was placed on the support rack and a combined weight was recorded. The support rack was then lowered to the bottom of the temporary tank and the sample was allowed to float freely on the oil surface. After a defined contact time the sample was lifted out of the bath at which point the staff recorded the hang-time changes in the gross weight and observed for point of no dripping.

Further development of the test methods and subsequent test standards will continue. "This effort focused on a few of the higher priority quantifiable performance attributes namely maximum oil capacity, water uptake and oil retention. There are various other important characteristics worthy of quantifying such as tear strength, puncture strength and buoyancy," commented DeVitis. The protocol development will include input from industry experts and become another testing capability for the Ohmsett Facility with the end goal of becoming an ASTM F20 recognized test method.

Why test to the ASTM Standards?

End users need a methodology to provide standardized test parameters when collecting performance data. Standardized test methods and results assist manufacturers and other stakeholders to verify and accurately report performance for the selection of equipment. Ohmsett uses ASTM standards for all oil spill equipment evaluations.

ISCO gratefully acknowledges permission to reprint this article which was first published in the fall issue of the Ohmsett Gazette. You can download and read the Ohmsett Gazette at https://www.ohmsett.com/gazette/Ohmsett%20Gazette%20Fall_2018.pdf

RESPONSE EVENTS DURING DECEMBER 2018 (UPDATED)

UK: SALVAGE & WRECK REMOVALS CONFERENCE

London, December 5-6. Theme: Collaboration, cooperation and risk management for casualty response and wreck removal.

[More info](#)

UK: MARITIME ACCIDENTS & EMERGENCIES SUMMIT

London, December 5. A major new event dedicated to maritime emergency planning, response, search and rescue. Designed to complement the Salvage & Wreck Removal series, the summit's agenda will examine procedures in the pre-salvage stage, explore accident and emergency procedures, response strategies and management on the ground after an incident at sea. [More info](#)

GERMANY: 13TH ARCTIC SHIPPING SUMMIT

Hamburg, December 5-6. The two day conference will bring together companies and organisations such as National Coastguards, Senior Arctic Government Officials, Shipping Companies, LNG Projects, Lawyers, P&I Clubs, Arctic Researchers and Lecturers and many more. [More info](#)

CHINA: OIL SPILL RESPONSE WORKSHOP (OSRW 2018)

Beijing, December 6-7. The event features discussions on technical innovations and best and practices across spill prevention, preparedness, response and restoration. Co-presented with ISCO. [More info](#)

UPCOMING EVENTS – JANUARY 2019 ONWARDS (UPDATED)

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK & IRELAND	January 15	ISAA All Ireland Steering Group Meeting	Hillsborough
USA	February 4-7	Gulf of Mexico Oil Spill & Ecosystem Conference	New Orleans, LA
KUWAIT	February 18-20	Int'l HSSE Environmental Conference & Exhibition	Kuwait
SAUDI ARABIA	February 19-21	PetroEnvironment 2019	Al Khobar
FRANCE	March 5	CEDRE Information Day	Paris La Défense
USA	March 26-27	SCAA Annual Meeting & Conference	Arlington, VA
USA	April 16-18	Clean Waterways Conference	Cincinnati, OH
USA	May 14-17	Hands-on OSR Strategies and Tactics Training	Leonardo, NJ
AUSTRALIA	May 20-24	SPILLCON 2019 Conference and Exhibition	Perth
CROATIA	May 28-30	ADRIASPILLCON 2019 Conference and Exhibition	Opatija
CANADA	June 4-6	42 nd AMOP Technical Seminar on Environmental Contamination & Response	Halifax, Nova Scotia
CANADA	June 18-20	Clean Pacific Conference and Exhibition	Vancouver BC
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans LA
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	May 11-14	International Oil Spill Conference & Exhibition	New Orleans LA
To request posting of an event of interest to the Spill Response Community please send details to the Editor			

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	August 2018
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2017
ATRAC Newsletter	News from the Adriatic Training and Research Centre	Sept. 2018 issue
BIMCO Bulletin	Marine and shipping-related news from BIMCO	Nov. 2018 issue
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Bow Wave	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
Cedre Newsletter	News from Cedre in Brittany, France	October 2018
EMSA Newsletter	News from the European Maritime Safety Agency	November 2018
IMO News Magazine	News from the International Maritime Organization	Autumn 2018 issue
IMO Publishing News	New and forthcoming IMO publications	October 2018
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	October 2018 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	March-April, 2018
MOIG Newsletter	News from the Mediterranean Oil Industry Group	October 2018 issue
Nautical Institute News	News from the Nautical Institute	June-July, 2018
Navigate Response	Global crisis communications network for shipping & marine	September 2018
NOAA OR&R	Weekly round-up of news from NOAA's Office of Response & Restoration	Latest issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	October 2018
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Fall 2018
PEMSEA E News	Healthy oceans, people and economies in the East Asian Seas	October, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	Nov. 28, 2018
Safe Seas, Clean Seas	Quarterly Newsletter from Maritime New Zealand	July 2018 issue
Salvage World	Quarterly Newsletter of the International Salvage Union	Current issue
Sea Alarm Foundation Newsletter	Oiled wildlife Preparedness and Response news from Sea Alarm	Spring 2018 issue
Spill Alert	Newsletter from the UK Spill Association	December 2017
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	Oct.1-15, 2018
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Dec. 1, 2018

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

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