

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

ISCO COMMITTEE & COUNCIL

ISCO is managed by an **EXECUTIVE**

Directors

- Mr David Usher, President (USA)
- Mr Matthew Sommerville, Secretary (UK)
- Mr John McMurtrie, VP and Editor (UK)
- Ms Mary Ann Dalgleish, VP M'ship (USA)

Members

- Mr Li Guobin (China)
- M. Jean Claude Sainlos (France)
- Mr Kerem Kemerli (Turkey)
- Mr Marc Shaye (USA)
- Mr Dan Sheehan (USA)
- Captain Bill Boyle (UK)
- Lord Peter Simon Rickaby (UK)

Assisted by **COUNCIL**

(National Representatives)

- Mr John Wardrop (Australia)
- Mr Osman Tarzumanov (Azerbaijan)
- Mr John Cantlie (Brazil)
- Dr Merv Fingas (Canada)
- Captain Davy T. S. Lau (China)
- Mr Darko Domovic (Croatia)
- Eng. Ashraf Sabet (Egypt)
- Mr Torbjorn Hedrenius (Estonia)
- Mr Pauli Einarsson (Faroe Islands)
- Prof. Harilaous Psaraftis (Greece)
- Captain D. C. Sekhar (India)
- Major Ben Benny (Israel)
- Mr Sanjay Gandhi (Kenya)
- Mr Dennis van der Veen (Netherlands)
- Chief Kola Agboke (Nigeria)
- Mr Carlos Sagrera (Panama)
- Captain Chris Richards (Singapore)
- Mrs Fatima B. Shaik (South Africa)
- Dr Ali Saeed Al Ameri (UAE)
- Mr Kevin Miller (UK)
- Dr Manik Sardessai (USA)

INTERNATIONAL NEWS

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



Improving oil and hazardous materials spill prevention and response on and around inland river systems

April 16-18, 2019 ♦ Cincinnati, OH

Use VIP code
ISCO for a \$50
registration discount

SPILLCON

20 – 24 May 2019 Perth, Australia



ADRIASPILLCON 2019

4th Adriatic Conference on spill prevention, preparedness and response

28 – 30 May 2019 Opatija, Croatia



JUNE 18-20, 2019

HYATT REGENCY VANCOUVER, BRITISH COLUMBIA

CLEAN PACIFIC brings together the tight-knit response community in the Western United States and Canada to address spill prevention and response matters pertinent to that region's environmental sensitivities

LEARN MORE

PPR 6 – REPORT

Last week the International Maritime Organization held the sixth session of the Sub-Committee on Pollution Prevention and Response from 18th to 22nd Feb.

ISCO holds NGO consultative status at IMO as well as observer status at the International Oil Pollution Compensation Funds and can as a result represent its members and provide input at meetings such as this. For this meeting Matthew Sommerville the ISCO secretary attended and represented the organization.

The International Maritime Organization is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. IMO's work supports the UN SDGs.

Given the IMO's role, the debates, decisions, rules and conventions developed here have a real impact on ships, shipping, ports and on the services many of ISCO's members are asked to provide.

This week's meetings saw some 80 states and 40 NGO delegations come together to discuss a range of issues detailed in some 85 documents published in advance of the meetings. Preparation for these meetings therefore is not a simple matter of attending for the delegations but requires them to read, review, consider and determining positions in advance so that they can make an effective contribution. In addition, while there is a plenary session there are in parallel working groups and hence delegations need to divide and plan how they can cover and contribute effectively in multiple streams of activity.

MEMBERSHIP OF ISCO

[Benefits of Membership](#)

[Online Membership Application Form](#)

ADVANCE YOUR CAREER BY GAINING PROFESSIONAL RECOGNITION.

Professional recognition is a visible mark of quality, competence and commitment, and can give you a significant advantage in today's competitive environment.

All who have the relevant qualifications and the required level of experience can apply for Professional Membership of ISCO.

The organization offers independent validation and integrity. Each grade of membership reflects an individual's professional training, experience and qualifications.

You can apply for Student Membership, Associate Membership (AMISCO), MEMBERSHIP (MISCO) or FELLOWSHIP (FISCO)

[About Professional Membership](#)

[Application Form \(Professional Membership\)](#)

TO RECEIVE THE FREE ISCO NEWSLETTER

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)

Given that the output needs to be agreed readers should also understand that there is considerable discussion and debate not just on the principles and technical details of any outputs developed but also to get to an agreed form of words which satisfies a very wide range of delegations' input, perspectives and areas of focus.

This week's key issues focussed on the ongoing work to ensure existing rules, regulations and conventions are being interpreted and implemented in a consistent manner and evolving to meet developing needs, products and technology. In addition, ongoing work associated with the GESAMP, IBC code, ballast water, air emissions, low sulphur fuel introduction in 2020 and Exhaust Gas Cleaning systems, all off which focus on the ongoing work to not only maintain but advance the position of shipping as a clean form of transport.

For ISCO our focus at PPR was in the supporting the working group in finalization of the Guide on practical methods for the implementation of the Oil Pollution Response Convention and the OPRC-HNS Protocol. Clearly this document will help governments that have not yet adopted or completed implementation of OPRC and OPRC-HNS but it will also be of value to ISCO members looking to support governments or to provide services in support of OPRC and OPRC-HNS. The document is now complete although it will take some time to go through final review and preparation for publishing. We will advise readers when it does become available. [Thanks to ISCO Secretary, Matthew Sommerville]

Editor: PPR 6 proceedings were widely reported in the press. Some of these reports can be found in these publications - [Port Technology](#); [Phys Org](#); [Marine Link](#); and [Hellenic Shipping News](#). The PPR6 Opening Address given by Secretary General Kitack Lim can be found [HERE](#). For more information about the OPRC Convention and the OPRC-HNS Protocol click on [OPRC](#) and [OPRC-HNS](#).

REGIONAL COOPERATION OVER THE SANCHI INCIDENT: REVIEW AND REFLECTION



Photo: A rescue ship extinguishing the fire on the Iranian oil tanker Sanchi. (Photo: Reuters)

February 18 - On January 6, 2018, the Iranian-owned oil tanker Sanchi collided with the grain freighter CF Crystal in the East China Sea, and became the biggest tragedy that the region has seen in decades. All 32 crew members were believed dead (29 missing and three bodies found). Carrying 111,000 tonnes of cargo condensate and about 1,900 tonnes of bunker oil, the tanker was engulfed in fire and occasional explosions for 8 days, and finally sank on January 14. This incident caused the first and largest ship-source condensate release in maritime history, which combined with the fuel oil trapped in the wreckage, has imposed grave challenge to the ocean environment.

Regional countries, especially China and Japan, were criticized for inadequate cooperation responding to the incident. Given that Sanchi was drifting southeast ward, and finally sank in the disputed waters of these two countries, it was speculated that China and Japan were concerned that "unilateral actions taken or tacit permissions given for the other to act" may prejudice their own claims. China was even reportedly denying the offer of help from Japan.

It is easy to attribute to political reasons such as territorial and maritime disputes for lack of collaboration, yet a closer examination may find more nuances at the technical level. Especially one year after the incident, a better understanding on how and why the limit has been during and after the incident may shine more light on what regional countries should do to improve on it.

"For this new type of condensate spill, comprehensive environmental monitoring and assessment will be helpful to understand how it affects the marine ecology in the real world". [Continue reading this IPP Review article by Xinyue Zhang](#)

IOPC FUNDS VISIT TO THE WORLD MARITIME UNIVERSITY



February 20 - On 20 February 2019, the Legal Counsel, Kensuke Kobayashi, delivered two lectures to the 2019 students of the Maritime Safety Environmental Administration course of the World Maritime University (WMU). He presented on the international conventions for marine pollution and the role of the IOPC Funds. The presentations were followed by a discussion session. <https://www.iopcfunds.org>

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

AUSTRALIA: OIL COMPANY RELEASES BIGHT PLAN

February 19 - International energy company Equinor says it can drill for oil safely in the Great Australian Bight but its program has been branded dangerous and irresponsible with environment groups urging the federal government to block the project. The company has released its draft environment plan for an exploration well more than 370 kilometres off the South Australian Coast. If Stromlo-1 receives all necessary regulatory approvals, drilling is expected to start in the summer of 2020/21. News.com.au / [Read more](#)

CANADA: TRANS MOUNTAIN RESEARCH INTO BEHAVIOUR OF OIL

February 18 - The Trans Mountain Expansion Project is a key catalyst for a growing body of scientific knowledge about the fate and behaviour of oil in the marine environment. For example, Trans Mountain's own research found spilled diluted bitumen (dilbit) behaves similarly to conventional heavy crudes and can be recovered from the surface of the water using conventional methods and equipment. Research carried out the same year by three federal agencies reached a similar conclusion.

Since that time, a significant body of made-in-Canada scientific knowledge has grown around those ground-breaking studies. Trans Mountain continues to contribute, directly funding further research projects.

The federal government continues to expand and refine the scope of its research, through Environment and Climate Change Canada (ECCC), Fisheries and Oceans Canada (DFO) and Natural Resources Canada (NRCan).

In a package of evidence to the National Energy Board, the agencies stated they have several ongoing science and research initiatives. "This includes increasing investment in improving safety in the transport of oil products, spill recovery and responses by focusing research on the fate, behaviour and effects of various oil products in different spill conditions and under extreme Canadian climates," they stated. World Pipelines / [Read more](#)

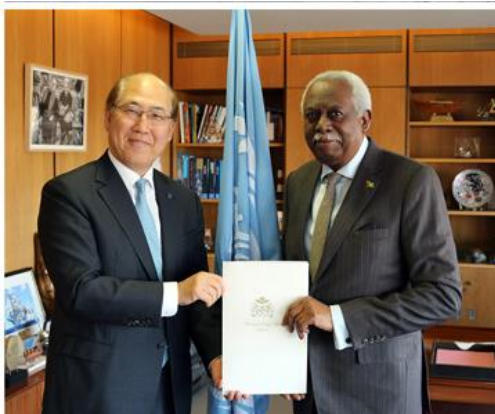
CANADA: NATIONAL ENERGY BOARD RECOMMENDS APPROVAL OF TRANS MOUNTAIN PIPELINE 'IN THE NATIONAL INTEREST'

February 22 - Oil executives downplayed the National Energy Board's recommendation Friday to — once again — approve the Trans Mountain pipeline expansion as only a small step toward building a project that will continue to face challenges.

The NEB announced the 590,000 barrels per day Trans Mountain expansion project could have "significant adverse environmental effects" on the West Coast and marine wildlife, but is still in the national interest.

The pipeline regulator recommended Ottawa, which bought Trans Mountain last year for \$4.5-billion from Houston-based Kinder Morgan Inc., proceed with the project subject to 156 conditions and 16 non-binding recommendations. Financial Post / [Read more](#)

GUYANA: RATIFICATION OF IMO TREATIES



February 20 - Guyana has signed up to a host of IMO treaties supporting safe, secure and clean international shipping. The treaties cover a wide variety of topics including marine pollution, dumping waste at sea and responding to pollution incidents involving hazardous and noxious substances. Guyana ratified two key IMO measures designed to preserve bio-diversity – the Ballast Water Management Convention and another on use of harmful anti-fouling systems on ships hulls – as well as others covering unlawful acts against the safety of navigation and removing wrecks from the seabed. It also signed four instruments covering liability and compensation.

In all, Guyana ratified eleven IMO instruments. H.E. Mr. Frederick Hamley Case, High Commissioner of Guyana, met IMO Secretary-General Kitack Lim at IMO Headquarters, London (20 February) to deposit the instruments of accession.

IMO "What's New" / [Read more](#)

INDIA: TWO-DAY REGIONAL MARITIME SAFETY CONFERENCE 2019 BEGINS IN MUMBAI

February 19 - The Regional Maritime Safety Conference 2019, being organized by India for the first time, commenced in Mumbai today. The two-day conference will deliberate on issues related to assuring maritime safety in the India-ASEAN sub-region, safeguarding our shores and promoting maritime trade. The conference will address a range of issues that affect regional maritime safety, including transport safety, maritime law, ship building, transportation of hazardous goods, marine oil spill, pollution and environmental safety. The inaugural edition is being organized by the National Maritime Foundation (NMF), in coordination with Ministry of Shipping and Ministry of External Affairs.

“Speaking on oil spills, the Chairman said that there is a need to harmonize the South Asia Seas Programme and East Asia Seas Programme.” India Education Diary / [Read more](#)



NIGERIA: OGONI CLEAN UP: FG ENGAGES UNEP AS REMEDIATION CONTINUES

February 22 - The Federal Government has re-engaged the United Nations Environmental Programme (UNEP) to provide technical support to the Hydrocarbon Pollution Remediation Project (HYPREP) and ensure the project is executed in line with the UNEP recommendation. Project Coordinator of HYPREP, Mr. Marvin Dekil, stated this during a press conference in Port Harcourt.

Commenting on the development, the leader of the UNEP team, Mike Cowing, said the re-engagement of the UNEP team for the Ogoni clean-up further gives the assurance and the commitment of the federal government that the 2011 UNEP Report must be implemented professionally. Vanguard / [Read more](#)

USA: ENVIRO BLR – COMPLIANCE TOOLS FOR ENVIRONMENTAL PROFESSIONALS

February 13 – Enviro BLR’s goal is to provide you with the most comprehensive state and federal environmental compliance information on the Web.

For example, 12 separate topics are covered under Emergency Planning & Response. It’s a subscription-based service but a basic subscription includes all federal content and the content of one state. Additional states and multi-user licenses can be purchased at discounted prices. Call 1-800-727-5257 for more information, take a [guided site tour](#), or try a [free 14-day trial](#).

Enviro BLR / [More info](#)

USA: WHALE ADVOCATES SAY GULF SPECIES ON BRINK OF EXTINCTION

February 21 - U.S. regulators are over a year late in their duty to adopt protections for the Gulf of Mexico whale, a species believed to be down to its last 33 members, two advocacy groups claim in a federal complaint.

Joined by the nonprofit Healthy Gulf, the National Resources Defense Council says in the lawsuit that the National Marine Fisheries Service faced a December 2017 deadline to take action because of a previous legal battle.

Following a settlement with the NRDC in 2016, the Fisheries Service agreed to publish a 12-month finding on the petition to have the species also known as Bryde’s whales listed as endangered. Court House News / [Read more](#)

USA: OR&R CONTRIBUTES TO ALASKA FORUM ON THE ENVIRONMENT

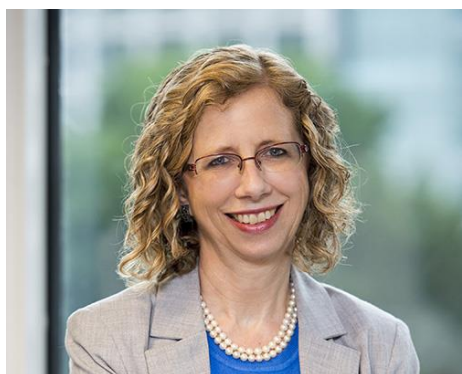
February 22 - Each year, the Alaska Forum on the Environment brings together a diverse audience to discuss ongoing and emerging environmental issues such as contaminants, hazardous waste cleanup, hazardous materials management, and pollution prevention within Alaska’s many different communities and regions.

The forum has expanded over the years to include issues and concerns affecting the state, including climate change, mining impacts, and alternative energy sources. The conference organizers work with agencies, businesses and non-profit organizations in a spirit of cooperation to ensure that environmental issues and concerns can be addressed with an understanding of the diversity of perspectives and a fundamental educational background of the available science, technology, knowledge and Alaskan experiences. This year’s forum, held on February 11 – 15, was attended by over 1,000 people.

OR&R’s Marine Debris Program worked with partners across the state to plan and coordinate multiple marine debris sessions, each focusing on different aspects of the issue. Partners’ presentations focused on topics such as: lessons learned in removal operations, education and outreach, and new tools and techniques to investigate and quantify the presence and impacts of marine debris. NOAA OR&R / [Read more](#)

PEOPLE IN THE NEWS

UN SECRETARY-GENERAL APPOINTS INGER ANDERSEN OF DENMARK AS EXECUTIVE DIRECTOR OF THE UN ENVIRONMENT



February 21 - Following her nomination by United Nations Secretary-General António Guterres, the General Assembly today elected Inger Andersen of Denmark to a four-year term as Executive Director of the United Nations Environment Programme (UNEP).

Serving as Director General of the International Union for Conservation of Nature since 2015, Ms. Andersen brings a passion for conservation and sustainable development with more than 30 years of experience in international development economics, environmental sustainability and policy-making, as well as in designing and implementing projects and generating on-the-ground impact from working with a small Non-Governmental Organization in Sudan to multilateral and international settings with a constant focus on poverty eradication.

UN Environment / [Read more](#)

OBITUARY

HELMEPA: MRS NIKI GOULANDRIS

February 10 – “Unforgettable Mrs Niki Goulandris, we thank you for everything you have contributed for the protection of the environment in our country”. With great sorrow we were informed of the passing away of Niki Goulandris. The Museum of Natural History will remind us all, in the years to come, of her dedication to principles centered on planet Earth and its protection.

The relationship between Niki Goulandris and HELMEPA was the mutual appreciation which was born when George P. Livanos conceived the idea to motivate those in the Greek shipping community concerned with the pollution of the seas and established with them the Hellenic Marine Environment Protection Association.

HELMEPA / [Read more](#)



NEWS FROM ISCO MEMBERS

USA: ELASTEC – “SPRING WORKSHOP PLACES FILLING UP FAST”

Elastec has written to advise “The Spring Oil Spill Workshop is approaching and space is filling up fast”.

The intensive, hands-on oil spill workshops are designed for spill responders who desire in-depth river booming and oil skimmer training. The three day workshops begin with a full day of classroom orientation at Elastec in Carmi, Illinois followed by two rigorous booming and skimmer deployment days on the Wabash River in New Harmony, Indiana. The workshops also qualify as an 8-hour Hazwoper refresher course.

Intending participants are recommended to register without delay. [Register Now](#)

CONTRIBUTED ARTICLE

HOW THE GHOSTS OF SHIPWRECKS PAST CONTINUE TO HAUNT U.S. WATERS

An article by Ellen Ramirez, National Environmental Satellite, Data, and Information Service, and Alyssa Dillon, Office of Response and Restoration.

Deep under the surface of U.S. waters, lying in wait to strike, is an environmental threat the size of an army. This army — while deadly and toxic in its own right — is not made up of soldiers and weapons, but rather of vessels from long ago, now derelict and forgotten.

Scattered throughout coastal waters and left silent and still in the places where they fell, these derelict vessels are relics of wars, battles, disasters, and other shipwrecks from the past. Aged by time and the impacts of a watery grave, these vessels continue to decay and corrode. As their once strong and impenetrable exteriors break down and give way to the forces of the sea, their fuel tanks weaken. Oil and other toxic chemicals begin to rise up from the graveyard below like a phantom ascending a staircase.

One such vessel — the doomed Coimbra tanker — met its fate on Jan. 15, 1942 near Long Island, New York. A British steam tanker during World War II, the Coimbra was torpedoed and sunk by a German U-boat in the Battle of the Atlantic. As the vessel plunged to its final resting place approximately 20 miles south of the Shinnecock Inlet, it carried with it an estimated 2.7 million gallons of oil.



Most of the oil on board is thought to have spilled or burned immediately following the incident, yet some still remained. Over the years, divers have reported seeing sheens coming from the site of the *Coimbra*. Though it wasn't until Oct. 15, 2009 — when the *East Hampton Star* reported that a recreational diver had surfaced covered with oil after diving on the tanker — that scientists suspected the leakage may be getting worse.

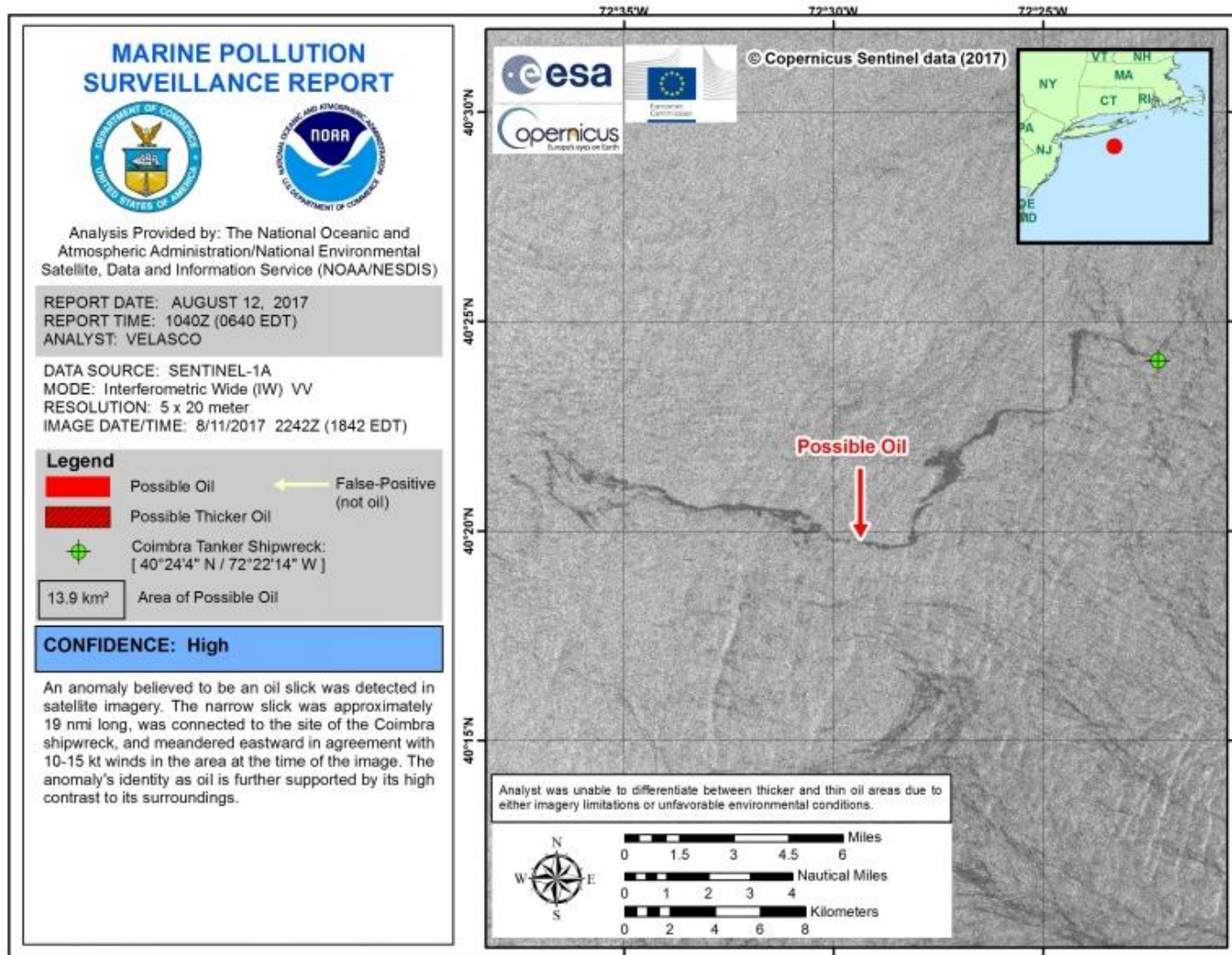
At the time, OR&R's Emergency Response Division was developing an interagency agreement with the U.S. Coast Guard under which the agencies would work together to address threats from vessels sunk off U.S. shores that contain significant volumes of oil. In 2010, Congress appropriated \$1 million to NOAA to prioritize the potential pollution impacts of individual shipwrecks. Under this project, known as the Remediation of Underwater Legacy Environmental Threats (RULET), NOAA and the U.S. Coast Guard set out to identify the most ecologically and economically significant potentially polluting wrecks in U.S. waters.



The agencies began by looking into about 20,000 known shipwrecks. They narrowed their search down by the age of the vessel and the incident, the type of vessel, and the circumstances that led to the vessel's demise. World War II wrecks, especially tankers like the *Coimbra*, were prioritized for their large cargo volumes. The results of the study produced a database of the names and locations of the most potentially environmentally hazardous wrecks — zoning in on [87 high level risk wrecks](#). Those sites are routinely monitored by the NOAA Satellite and Information Service Satellite Analysis Branch using high resolution visible satellite imagery and Synthetic Aperture Radar.

Satellite observations are an ideal method for surveillance, as several of the shipwreck sites are well offshore and possibly out of range for routine overflights. For every satellite detection of an anomaly associated with a RULET wreck, a Marine Pollution Surveillance Report (MPSR) is generated and disseminated to responders in NOAA's Office of Response and Restoration, the U.S. Coast Guard, and others. Analysis is predominantly conducted using free-source publicly funded environmental data, and reports are produced in a 24/7 operational setting to ensure the information can be acted upon (if need be) in a timely manner.

The reports serve as documentation of a chronic release, and also provide the spatial extent of the pollution that reaches the surface. Discharge rates can change over time due to continued degradation of the fuel tank, or after the passage of a tropical cyclone, etc., and so it's critical to continue to monitor and report on the oil releases even though they're well known. The number of report issuances for a given wreck can also aid responders in the decision making process, by helping prioritize the order in which the ships are scheduled to have their oil cargo removed, or possibly have the vessel extracted altogether, both of which can be dangerous and costly.



Above: A Marine Pollution Surveillance Report from Aug. 12, 2017 showing possible oil near the site of the Coimbra. Image credit: NOAA.

The surface expression of oil is not always present, but depends largely on underwater currents and surface wind speed. Conversely, there are times when oil is present, but not detectable due to unfavorable environmental conditions or limitations in the satellite sensor. For example, SAR imagery cannot detect surface slicks in low wind conditions, 5 knots or less, or high wind conditions, exceeding 15 knots, and visible imagery cannot “see” the surface of the ocean through weather clouds or in poor illumination conditions. The combined satellite in-view opportunity for any given wreck is approximately two to five times per month.

When it becomes apparent that an oil release has started, or an ongoing release has been discovered, responders consider the option to remove the oil. To remove oil from a vessel underwater requires a process called “hot tapping,” in which divers drill into the ship using special equipment designed to handle the displacement of liquids and other underwater complications. The oil and other fluids are often located throughout different compartments, making response challenging and requiring divers to drill at multiple points.

In the case of the Coimbra, NESDIS continues to monitor for oil and has issued 17 satellite reports within the calendar year. These reports serve as documentation of the lingering environmental threats stemming from an event from more than three-quarters of a century ago. In June 2018, the Coast Guard announced that it would contract and oversee an underwater assessment of the condition of the vessel, which is scheduled to take place in the spring of 2019.

Below are some pictures of several of the other potentially polluting shipwrecks being monitored.



LEFT: The Joseph M. Cudahy was a 430-foot-long tanker built in 1921. The Joseph M. Cudahy is located approximately 120 kilometers northwest of Key West, FL. It's an American Steam Tanker that was also torpedoed by a German U-boat on May 5, 1942. Image credit: U.S. Coast Guard.

RIGHT: A diver, wearing a positive pressure dive suit, is inspected by his co-workers prior to conducting dive operations for the Argo



CONTRIBUTED ARTICLE (CONTINUED)

response in Lake Erie, Nov. 24, 2015. The tank barge Argo, which sank in 1937, was identified as a potential pollution risk in 2013. At the time of the sinking, the barge was reportedly loaded with 4,762 barrels of crude oil and the chemical benzol. Divers conducting operations during the Argo response are required to wear specialized dive suits designed for the utmost safety to the diver while ensuring flexibility, ease of decontamination, and chemical resistance. Image credit: U.S. Coast Guard.

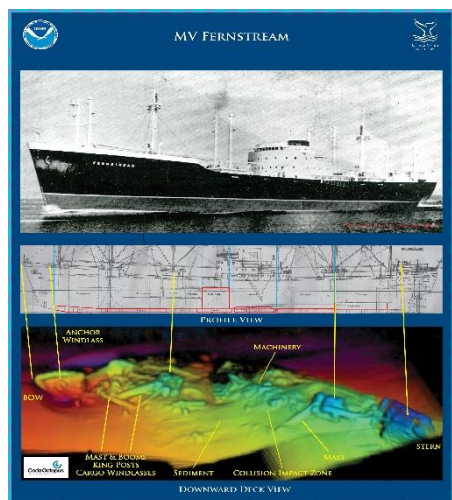


LEFT: The Puerto Rican sinking on Nov. 3, 1984. The Puerto Rican was a modern steel tanker that arrived in the San Francisco Bay on Oct. 25. The ship departed for sea on Oct. 31, bound for New Orleans, after loading a cargo of 3,863,328 gallons of



lubrication oil and additives and 357,000 gallons of bunker fuel. An explosion occurred near one of the tanks as the vessel moved just passed the San Francisco Bay Entrance Channel. The U.S. Coast Guard towed the burning tanker further out to sea in order to minimize the chance of a disastrous oil spill on the sensitive areas of San Francisco Bay, the adjacent ocean shoreline, and what is now the Greater Farallones National Marine Sanctuary. The Puerto Rican currently sits at a depth of 1,148 feet and was first surveyed by the U.S. Geological Survey in 1985 using a side-scan sonar. In 2011, the NOAA R/V Okeanos Explorer conducted a multi beam sonar survey of the wreck site. Image credit: U.S. Coast Guard.

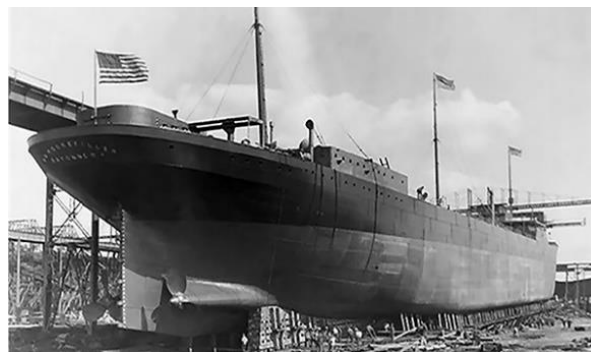
ABOVE RIGHT: This vessel, believed to be the S.S. William Beaumont, sunk in 1971 off Sabine Pass, Texas. The oil was removed in 2009.



LEFT: The MV Fernstream collided with the S.S. Hawaiian Rancher on Dec. 11, 1952 in the San Francisco Bay during foggy conditions.

Coda Octopus 3-D Echoscope captured sonar images of the shipwreck MV Fernstream, Image credit: Coda Octopus /NOAA.

RIGHT: The William Rockefeller under construction. The tanker was torpedoed and sunk during World War II off Cape Hatteras, North Carolina in 1942. Photo courtesy of the Mariners' Museum.



ISCO thanks NOAA OR&R for permission to reprint this article by Ellen Ramirez.

EVENTS

UK: IPTA/NAVIGATE CHEMICAL & PRODUCT TANKER CONFERENCE

February 18 – This will be held in London on March 5-6, 2019. IMO Secretary-General Kitak Lim will open this year's conference. On the afternoon of March 5th the 4th session will take a look at some of the risks associated with operating in the chemical and product space and open-up a discussion on how best those risks can be identified and managed. Our expert speakers will include the Ian Barr (Director, London P&I Club), David Johnson (CEO, EOS Risk Management) and Martin Crawford-Brunt (CEO, Rightship) and cover external risk, operating risk, quantification of risk, insurance and incident response. [View the agenda](#)

RESPONSE EVENTS DURING FEBRUARY & MARCH 2019

UK: UK SPILL ANNUAL MEMBERS MEETING, DINNER, AWARDS

London, February 26. The Annual Dinner for members and guests in London, at the Watermen's Hall in the City cost £95 per person. Book now at info@ukspill.org

OMAN: OIL SPILL RESPONSE OFFICERS MEETING

Muscat, March 4-6. To view the agenda go to http://memac-rsa.org/en/upcoming_meeting_documents

FRANCE: CEDRE INFORMATION DAY

Paris La Défense, March 5. The 2019 Cedre Information Day will address public and industry policies (notably under the Marine

RESPONSE EVENTS DURING FEBRUARY & MARCH 2019 (CONTINUED)

Strategy Framework Directive and the OSPAR Convention) on reducing litter in the marine environment as well as the contribution of the circular economy. [More info](#)

UK: CHEMICAL & PRODUCT TANKER CONFERENCE

London, March 5-6. Now in its tenth year, this event attracts owners and operators of the world's fleet of chemical and product carrying tankers as well as shipbrokers, charterers, lawyers, insurers, regulators and equipment manufacturers from around the world. [More info](#)

ST. KITTS: SUB-REGIONAL WORKSHOP - OPRC LEVEL 2

St. Kitts, March 11-14. More info carla@cep.unep.org

KENYA: UN ENVIRONMENT ASSEMBLY

Nairobi, March 11-15. The United Nations Environment Assembly is the world's highest-level decision-making body on the environment. It addresses the critical environmental challenges facing the world today. Understanding these challenges and preserving and rehabilitating our environment is at the heart of the 2030 Agenda for Sustainable Development. [More info](#)

GUYANA: -NATIONAL WORKSHOP ON OPRC CONVENTION

Guyana, March 18-21. More info carla@cep.unep.org

CÔTE D'IVOIRE: REGIONAL WORKSHOP ON RATIFICATION AND EFFECTIVE IMPLEMENTATION OF IMO CONVENTIONS RELATING TO OIL SPILL RESPONSE PREPAREDNESS AND RESPONSE

Abidjan, March 18-22. GI WACAF Sub-regional workshop on the ratification and effective implementation of IMO conventions relating to oil spill response preparedness and response and to liability and compensation [More info](#)

RUSSIA: XX ANNIVERSARY INTERNATIONAL ENVIRONMENTAL FORUM

St. Petersburg, March 21-22. On March 21-22, 2019, representatives of the Baltic countries will gather in Saint-Petersburg (Russia) for the 20th time to exchange experiences, discuss the achieved results and future plans, moreover ways of reaching the ambitious goals in conservation and protection of the Baltic Sea environment. [More info](#)

UK: MARINE INSURANCE LONDON CONFERENCE

London, March 22. London's first and only premier marine insurance conference where Insurers, Brokers and third parties can discuss the latest developments in the market. View the agenda at <https://marineinsurancelondon.com/agenda/>

USA: SCAA ANNUAL MEETING & CONFERENCE

Arlington VA, March 26-27. Gather with the leaders in the spill control industry and gain exposure to cutting edge business information specifically targeting spill control professionals during SCAA's Annual Meeting & Conference. Nowhere else will you learn from and exchange information with the very best that the spill control industry has to offer. [More info and registration](#)

HAITI: - NATIONAL WORKSHOP ON MARPOL CONVENTION

Haiti, March 27-29. More info carla@cep.unep.org

UPCOMING EVENTS – APRIL 2019 ONWARDS (UPDATED)

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
UK	April 1-2	IOPC Funds Meetings at IMO	London
TUNISIA	April 2-4	W'shop on Crisis Management & Decision Making	Tunis
USA	April 16-18	Clean Waterways Conference	Cincinnati, OH
USA	May 13-15	Elastec's Spring 2019 River Spill Workshop	Carmi, IL
USA	May 14-17	Hands-on OSR Strategies and Tactics Training	Leonardo, NJ
UK	May 15-16	NCEC HAZMAT 2019 Conference	Stratford on Avon
SINGAPORE	May 20-24	INTERTANKO Annual Tanker Event	Singapore

UPCOMING EVENTS – APRIL 2019 ONWARDS (CONTINUED)

AUSTRALIA	May 20-24	SPILLCON 2019 Conference and Exhibition	Perth
CROATIA	May 28-30	ADRIASPILLCON 2019 Conference and Exhibition	Opatija
CANADA	June 4-6	42nd AMOP Technical Seminar on Environmental Contamination & Response	Halifax, Nova Scotia
BELGIUM	June 12-13	European Environmental Ports Conference 2019	Antwerp
UK	June 17-21	IOPC Funds' Short Course	London
CANADA	June 18-20	Clean Pacific Conference and Exhibition	Vancouver BC
NEW ZEALAND	Sept. 3-5	Ecoforum Conference 2019	Auckland
UK	Sept. 11-12	The Spill Response Expo	Birmingham
USA	October 7-10	Elastec's Fall 2019 River Spill Workshop	Carmi, IL
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans LA
TUNISIA	Nov. 13-14	Incident Management System Training Workshop	Tunis
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			

Note: Where event titles are not shown in blue ink it just means that the relevant websites are not yet available

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

Alga Chronicle	News from Australia on Contaminated Land Remediation	November 2018
AMSA Aboard	News from the Australian Maritime Safety Authority	December 2017
ATRAC Newsletter	News from the Adriatic Training and Research Centre	Dec. 2018 issue
AUSMEPA Bulletin	News from the Australian Marine Environment Protection Assoc'n	Summer 2019
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	January 2018
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
EMSA Newsletter	News from the European Maritime Safety Agency	February 2019
GISEA Quarterly Newsletter	News from Global Initiative for South-East Asia	December 2018
IMO News Magazine	News from the International Maritime Organization	Winter 2018 /19
IMO Publishing News	New and forthcoming IMO publications	January 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	January 2019 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	Jan. 2019 issue
Nautical Institute News	News from the Nautical Institute	June-July, 2018
Navigate Response	Global crisis communications network for shipping & marine	December 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	January 2019
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Fall 2018
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	December, 2018
Pollution Online Newsletter	News for pollution prevention & control professionals	February 20, 2019
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	Jan. 1-15, 2019
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	Feb. 1, 2019

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

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

SOLOMON ISLANDS: BULKER GROUNDS ON REEF AND SUFFERS HULL BREACH

February 19 - The bulker Solomon Trader, a bauxite carrier that recently went aground in the Solomon Islands, has suffered a hull breach and may have begun to leak oil, according to local officials. On February 5, the Trader went onto a reef off the western side of Rennell Island, the southernmost island in the Solomons. Rennell is located about 100 nm due south of Guadalcanal, and its eastern half is a protected UNESCO World Heritage Site. The Solomon Trader is loaded with bauxite ore, and the main pollution hazard stems from her bunker fuel.

Local media reports suggest that salvors from Australia and the United States have been contracted to assist with removing the bulker. The Maritime Executive / [Read more](#)

February 20 - Oil spilling from ship stuck on Pacific reef, witnesses say - Island Sun News reported the Hong Kong-flagged ship's owners Bintan Mining had flown in salvage experts from Australia and the United States. Australia has also deployed an expert to assist with the Solomon Islands government's next steps. Straits Times / [Read more](#)

February 21 - Oil spill response teams head for beached Solomon Trader - On Feb 18 the Australian Maritime Safety Authority was preparing a Hercules C130 military plane with clean-up gear, and a naval ship with equipment was also likely to be diverted. Australia has sent a surveillance plane to the site. Salvage crews and oil spill response teams were heading to Rennell Island from Honiara. Insurance Marine News / [Read more](#)

USA: KENTUCKY - DIESEL OIL SPILLS INTO TENNESSEE RIVER NEAR PADUCAH WHEN BOAT HITS DRY DOCK

February 19 - A spokeswoman with the U.S. Coast Guard Marine Safety Unit Paducah confirms the Guard responded to a diesel oil spill Tuesday in the Tennessee River near Paducah. She says approximately 3,000 gallons of oil spilled, but stresses that number is an estimate. She confirmed that around 250 gallons were recovered by the team, and the 2,700 gallons was removed from the vessel's tanks. WPSD / [Read more](#)

UK: CLEAR-UP OPERATION UNDER WAY ON POLLUTED FIFE BEACHES



February 19 - An operation to remove polluted parts of two beaches in Fife is under way. A spokeswoman for the local authority said: "Progress is being made to clear contaminated seaweed and clean up the coastline around Limekilns and Charlestown following an oil based spill in the area. The clear up and investigation involves officials from the Scottish Environment Protection Agency (Sepa), NHS Fife, Marine Scotland, the Maritime and Coastguard Agency and their Specialist Contractor Briggs Marine to deal with the situation. BBC News / [Read more and watch video](#)

CANADA: UPDATES ON MANITOBA DERAILMENT OIL SPILL

February 20 - Federal investigators say CN rail cars that spilled crude after derailling on farm land in western Manitoba were upgraded tankers. Corr, who has 250 cattle on almost 1,000 hectares of land, said that depends on the cleanup. He said the spill occurred on an oxbow of the river which still holds water. "There's oil sitting on top of the ice," he said. "They've got to get it scraped off there.

"As soon as it runs off, (the river) is where this is going to end up." A firefighter told him on the weekend that it looked as if seven rail cars had split open, he said. "There's a lot of oil on that oxbow," he said. CTV News / [Read more](#)



February 21 - CN is still tallying up the amount of oil spilled in a train derailment on a ranch in western Manitoba - An unknown number of the cars broke open and spilled oil onto a small area on top of deep ice and snow on a pond. Crews have built a berm around the area to contain the spill. The railcars were new models considered to have better safety features than the cars involved in the 2013 fatal explosion and fire in Lac Megantic, Quebec. Abecassis said crews are mixing spilled oil with wood chips that are then hauled away along with contaminated soil. Oil still in railcars is being pumped out and removed for reuse or recycling.

USA: CALIFORNIA - CONTAINER SHIP FUEL LEAK THROUGH HULL CRACK IN OAKLAND

February 22 - US Coast Guard reported container ship MATSONIA oil leak and hull crack in Oakland, California. Ship's crew spotted sheen around the ship in the morning Feb 21, and alerted authorities.

Crew initiated the ship's vessel response plan, notified the Coast Guard and the National Response Center of the sheen and placed containment boom around the ship to contain the sheen.

Divers contracted to investigate the sheen discovered a fracture in the hull of the ship approximately 15-feet below the waterline adjacent to the starboard fuel tank. Heavy fuel was pumped from damaged fuel tank to other tanks during Feb 22. Coast Guard marine inspectors are scheduled to inspect the vessel and oversee repairs.

USA: VIRGINIA - FUEL OIL SPILL CONTAINED NEAR DANVILLE

February 22 - Danville officials say there is no danger to the public or water system after a fuel oil spill leached into a small stream near the city. The leaking tank was controlled, and the Danville Fire Department and its Regional Hazardous Material Team was able to control the leak and contain the product before it reached any major waterways the release stated. WBDJ7 / [Read more](#)

INFORMATION FOR ISCO MEMBERS

ACCESS TO SOME USA SPILL REPORTS IS BEING BLOCKED

Your Editor reports that his access to some USA spill incident reports is being blocked. The advice being received is “We recognize you are attempting to access this website from a country belonging to the European Economic Area (EEA) including the EU which enforces the General Data Protection Regulation (GDPR) and therefore access cannot be granted at this time”. Hopefully this problem will be of a temporary nature and will soon be resolved

NEWSLETTER POLICY ON HANDLING OF PRESS RELEASES

1. The Editor has sole discretion over what is accepted for publication
2. The Editor reserves the right to edit press releases
3. Information in press releases must be factual and free from sales hype and exaggerated claims
4. Members of ISCO are given priority over non-members in allocation of editorial space.
5. Subject matter of press releases must be relevant to the interests of the spill response community
6. Space availability for printing press releases is limited and they should be kept short
7. If a press release is too long only part of it will be printed but a link can be included for downloading its entirety
8. Links for downloading additional information or viewing video material can be included
9. Depending on space availability press releases may be included in the next issue or held over for a future issue
10. The placing of press releases is usually allocated within sections as follows –

PEOPLE IN THE NEWS – Announcements of new appointments, retirements, honours, awards, etc. relating to senior people in a company or organisation. Photo/s usually included.

SCIENCE & TECHNOLOGY – Reserved for technical content relating to new developments that represent a significant technological advance – photos, diagrams, etc. should be included.

CASE HISTORIES – Welcomed for publication subject to educational content criteria. In publishing case histories the objective is to pass on experience and lessons learned that will be of interest to other professionals in our community. There is a benefit for contributors because publication of case histories raises the profile of the company concerned.

NEW PRODUCTS & SERVICES – Announcement of the launch of a completely new product or service. Photo/s usually provided.

COMPANY NEWS - Change of address, phone numbers, etc.; Award of a major new contract, other news of significance concerning the company or organisation. ISCO Corporate Members are given priority.

EQUIPMENT FOR SALE - For corporate members only – to assist in disposal of equipment that is surplus to requirements.

MEMBER PROFILES IN THE ISCO NEWSLETTER – For corporate members only – For a contribution of £185 to ISCO funds publication of a one page company profile. Restricted to one profile a year only per member. Only one profile will be printed in any issue of the newsletter.

Legal disclaimer: Whilst ISCO takes every care to ensure that information published in this newsletter is accurate unintentional mistakes can occur. No liability for consequences of errors is accepted but, if an error is brought to our attention, a correction will be printed in a following issue of this newsletter. Products and services featured in the ISCO Newsletter and/or the ISCO website, including the International Directory of Spill Response Supplies and Services, have not been tested, approved or endorsed by ISCO. Any claims made by suppliers of products or services are solely those of the suppliers and ISCO does not accept any liability for their accuracy. It should not be assumed that views and opinions expressed in linked reports, articles and other content reflect the views of the organization. Subscription is subject to acceptance of ISCO's Terms and Conditions as published on the website www.spillcontrol.org and your acceptance of ISCO's Data Protection and Privacy Policy.
