

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 INFO ON THE EVENTS FEATURED

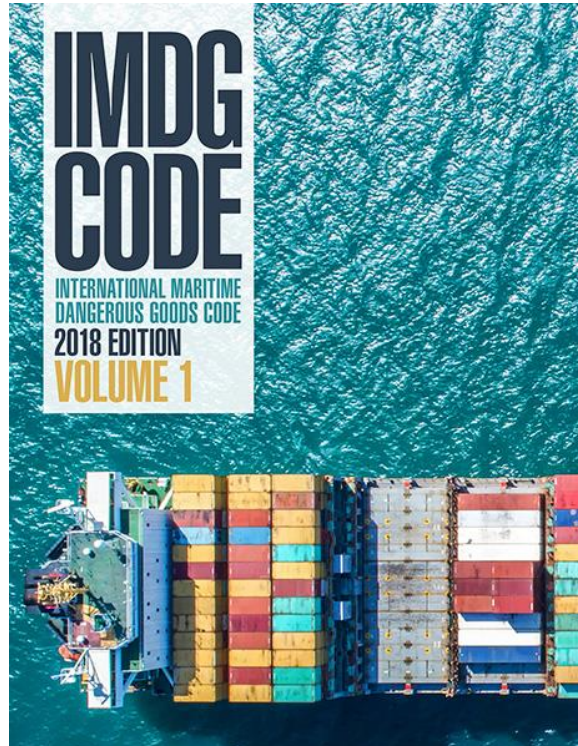


The premier annual event for planning, preparedness and response for oil and hazardous materials spills

October 28-31, 2019
New Orleans, LA

[LEARN MORE HERE](#)

SAFELY HANDLING DANGEROUS GOODS



October 11 - To transport dangerous goods in packaged form and solid bulk by ship safely, a variety of important measures must be applied. These include correct identification, classification, packaging, labelling, handling, storage, loading, stowage, unloading and transport.

These measures are covered by IMO's International Maritime Dangerous Goods Code (IMDG) and the International Maritime Solid Bulk Cargo Code (IMSBC) – the subject of an IMO training workshop in San José, Costa Rica (7-11 October).

The training is enabling participants from a number of Central and South America countries* to improve their

understanding of the codes and to improve implementation and good practices in applying the measures.

The workshop was organized by IMO in collaboration with Prefectura Naval Argentina, run by IMO's Regional partner The Central American Commission of Maritime Transport (COCATRAM) and hosted by the Maritime Authority of Costa Rica.

* Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua and Panama [IMO / Read more](#)

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INTERNATIONAL NEWS (CONTINUED)

EMSA PLACES OF REFUGE WORKSHOP

October 14 – News from the International Group P&I - The International Group played an active and full role in the planning and delivery of the 4th Table Top Exercise on Places of Refuge. This event is hosted every 2 years for the benefit of senior maritime officials in the European Union Member States. This year it was hosted by the Government of Spain for the European Maritime Safety Agency in the port of Las Palmas on 2 - 4 June 2019.

The workshop is part of an ongoing assessment of the effectiveness of the European Union Places of Refuge Operational Guidelines and it ties in with the European Maritime Safety Agency's (EMSA) wider programme of activities on safety and prevention of pollution, the aim of which is to provide information and guidance to EU States regarding the management and response to ship's in need of assistance when they are in waters and coastal zones that could affect the jurisdiction of one or more European Union member state.

The course participants represented EU coastal states, EMSA, European Commission DG MOVE, and experts from Spain's ports sector and Nuclear Security Council. We were joined as co-presenters by Ardent Salvage for the ISU. The event was attended by approximately 100 delegates. This is part of a continuing programme of activity undertaken by the International Group in collaboration with EMSA and the European Commission and the Group extends its thanks to the event organisers and course participants. <https://www.igpandi.org/article/emsa-places-refuge>

CEDRE HOSTS HIGH-RANKING INDIAN DELEGATION

October 15 - At the initiative of the French Naval Academy and in partnership with Campus Mondial de la Mer, Cedre received a delegation composed of six representatives of Indian maritime authorities, universities and research centres this morning in the run-up to the second Indo-French Knowledge Summit to be held in Lyon on 17th and 18th October.

Marine Science and Technology currently rank among the cooperation priorities between India and France. A series of related thematic visits is scheduled in Brest on 14th and 15th October.

<https://www.cedre.fr/en>



ATRAC: CROATIA AND SERBIA - INLAND SPILL CO-OPERATION

October 18 - ATRAC met with the directors and associates of Serbia's Public Water Management Company „Srbijavode“ on October 17th in their premises in Belgrade to discuss the cooperation in the field of prevention, preparedness and response to oil spills in inland waters.

Although ATRAC's activities are primarily focused on marine pollution, oil spills in inland waters are becoming more and more frequent, with potentially serious consequences on the quality of human lives and economic activities in the area.

ATRAC's key mission will be to assist Srbijavode in improving the preparedness and response capacities, while building knowledge and understanding of the risks, strategies, equipment and response procedures in case of an inland spill. In the upcoming period ATRAC plans to develop training programmes and deliver training courses to



INTERNATIONAL NEWS (CONTINUED)

the management and the operational staff involved in responding to inland spills, which will create the base for a more efficient system and future activities.

In this regard, we consider this co-operation to be very important, taking into account that this is the first initiative of this kind towards improving the existing preparedness and response systems to inland spills in our region. <http://atrac.hr/en/>

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

Your editor monitors a limited number of websites for news (in English language) of interest to the international spill response community but does not have the resources to visit multiple social media platforms. If you have news you would like to share with readers of the ISCO Newsletter in over 60 countries (probably including your own country), you should send it by email to the editor john.mcmurtrie@spillcontrol.org

AUSTRALIA DONATES \$30,000 TO THE IMO INTEGRATED TECHNICAL COOPERATION PROGRAMME



October 18 - Australia's High Commissioner to the United Kingdom, the Hon. George Brandis QC, has presented a cheque for \$30,000 to the International Maritime Organization for the Integrated Technical Cooperation Programme.

Mr Brandis QC delivered the cheque to the Secretary General of the International Maritime Organization (IMO), Mr Kitack Lim on Friday 11 October at IMO Headquarters in London. Australia has requested that our donation be

used to assist Least Developed Countries and Small Island Developing States to participate in future IMO meetings, including the Maritime Safety Committee and Marine Environment Protection Committee.

The Asia Pacific region is home to a number of Small Island Developing States and by giving this donation Australia hopes to help our neighbours to take a greater part in the important international policy discussions of the IMO. All nations, including Australia, benefit from strengthening consistent implementation of IMO standards in our region. AMSA / [Read more](#)

JAMAICA: GOVERNMENT REVIEWING NATIONAL OIL SPILL PLAN

Photo: Director General of the Office of Disaster Preparedness and Emergency Management (ODPEM), Richard Thompson, addressing the opening of the National Oil Spill Contingency Plan Workshop at ODPEM's Office in New Kingston on Tuesday (October 15). (Photo: JIS)

October 15 - The Government is in the process of reviewing and updating the National Oil Spill Contingency Plan in order to ensure that the country can effectively respond to such an incident.

The review is in keeping with the country's obligations under the International Maritime Organization (IMO), and is being undertaken through the collaborative efforts of the Regional Action Centre/Regional Marine Pollution Emergency and Information Training Centre (RAC/REMPEITC) Caribe, Office of Disaster Preparedness and Emergency Management (ODPEM), and the Maritime Authority of Jamaica (MAJ).

Jamaica Observer / [Read more](#)



NIGERIA: BODO REMEDIATION PROJECT PHASE 2 WORK PLAN

October 13 - The Bodo clean-up project, related to spill impacts from two pipeline spills in 2008, covers an area of approximately 1000 hectares and represents the largest clean-up ever undertaken in mangrove habitats. Phase 2 was developed after 2015 site assessments and 2017-2018 Phase 1 activities to collect and remove free-phase oiling and shoreline wastes. [Editor: This document can't be accessed online but may be requested from Bariton Lezabbey, at BMI Communications bmicommunications2@gmail.com]

NIGERIA: FG TO COMPLETE Ogoni CLEAN UP IN 2024 WITH \$1BN — NOSDRA DG

October 17 - Director-General of the National Oil Spill Detection and Response Agency (NOSDRA), Mr Musa Idris, on Wednesday, disclosed that 21 contractors were currently working to clean up Ogoniland and that the exercise will be completed in 2024.



At a media briefing on activities of NOSDRA in Abuja, Idris added that 36 other contractors were currently undergoing procurement processes that will escalate the number of contractors working on the project by the end of 2019 to 57. He also lamented activities of crude oil thieves and illegal crude refining as they are responsible for 70 per cent of oil spillage.

At a media briefing on activities of NOSDRA in Abuja, Idris added that 36 other contractors were currently undergoing procurement processes that will escalate the number of contractors working on the project by the end of 2019 to 57.

Tribune / [Read more](#)

PAKISTAN: BYCO, PMSA CONDUCT OIL SPILL RESPONSE EXERCISE

October 16 - Byco Petroleum Pakistan Ltd., Pakistan's leading oil company, recently conducted its quarterly oil spill response (OSR) exercise off the coast of Karachi Harbour. Byco's OSR team coordinated its exercise in coordination with the Pakistan Navy and Pakistan Maritime Security Agency (PMSA). Captain Imran Rashid Khan, Director of Joint Maritime Information Coordination Centre (JMICC) represented Pakistan Navy, while Lt. Cdr. Shah Faisal represented PMSA.

Byco conducts OSR exercises every quarter to be fully prepared for any unforeseen circumstances. Subsequent to the oil spill caused by MV Tasman Spirit, Pakistan felt an urgent need for a joint response effort to prevent similar disasters from ever taking place again. Byco is Pakistan's only oil company with Tier 1 oil spill response capability. The exercise was a great success. Byco's performance was praised by Pakistan Navy and PMSA, who applauded Byco's proactive role and active OSR Exercise. The Frontier Post / [Read more](#)



SWEDEN: 6TH NATIONAL OIL SPILL EQUIPMENT DEPOT OPENED IN MALMÖ

October 14 – Dr Jonas Pålsson of the Swedish Agency for Marine and Water Management writes – “It might be of interest to you and/or your readers that Sweden has just established a 6th national oil spill equipment depot in Malmö, to complement the other 5 spread around the country (Gothenburg, Stockholm, Gotland, Oskarshamn, and Härnösand). Malmö is in the South of Sweden and has a lot of traffic around, so it is a good placement (and in my view should've been established long ago.) Each depot consists of 4 containers with booms, beach cloth, pumps, skimmers, a boat, a ATV, containment bags, PPI, and tools. Link is in Swedish, unfortunately.

<https://www.kustbevakningen.se/hallbar-havsmiljo/nyhetsarkiv/kustbevakningen-i-malmo-far-sveriges-sjatte-oljeskyddsdepa/>

Also of note is the annual Swedish national oil spill conference in Gothenburg 13-14 November. Link also in Swedish, but might be of interest to Scandinavian speakers.

<https://www.havochvatten.se/hav/uppdrag--kontakt/medarbetarsidor/kalender/2019/externt-kalendarium/2019-06-27-nationell-konferens-for-oljeskadeskydd-2019.html>

UK: ABP'S ANNUAL OIL SPILL EXERCISE ON THE HUMBER



October 16 - The Port of Hull was the location of ABP's annual oil spill exercise on the Humber. The Incident Management Team (IMT) took part in a fast-paced Incident Management Exercise to test the existing Oil Spill Contingency Plan. This training opportunity was

NEWS REPORTS FROM AROUND THE WORLD (CONTINUED)

facilitated by Adler and Allan and tested all aspects of the plan from strategy and resources to other matters such business continuity, public health and environmental concerns.

'Exercise Rotra' presented an oil spill scenario in which a visiting cargo vessel had accidentally released 5,000 litres of Marine Gas Oil, due to a ruptured fuel tank, into Alexandra Dock with an estimated 300 litres spilt into the Humber. To note, this was a fictional scenario used by the team and was not based on any actual incidents at the port.

As part of the UK National Standards for Marine Oil Spill Response Organisations (OSRO's), the accrediting body must observe a practical deployment exercise reflecting the OSRO's Capability Statement.

This was carried out by Captain Bill Boyle from the [International Spill Accreditation Scheme](#) who assessed that Adler and Allan can 'apply the equipment, techniques and strategies appropriate to the scenario in question within agreed timeframes, that personnel have the required level of knowledge, skill and professionalism and that the deployment is managed through effective command and control structures, good communication and demonstration of good health and safety practices'.

Associated British Ports / [Read more](#) Related reports in [Handy Shipping Guide](#) and [Port News](#)

USA: EXPERT ON MARINE SAFETY, COASTAL PROTECTION TO SHARE PERSPECTIVE ON THE EVOLUTION OF CRISIS RESPONSE IN THE U.S.



October 16 - A recipient of a master's degree in marine affairs from the University of Rhode Island, Mary Landry has made her mark in marine safety and coastal protection over the span of her lengthy and notable career. She will return to campus on Wednesday, Oct. 23 to discuss her perspective on the Coast Guard's role in environmental crisis response as it relates to the nation's work in preparedness and response.

Landry will speak as part of the URI Department of Marine Affairs Distinguished Alumni Speaker Series, developed to celebrate the Department's 50th anniversary. The lecture is free and open to the public, and will take place in Weaver Auditorium in the Coastal Institute on URI's Kingston Campus at noon.

Former Rear Adm. Landry served as commander of the Eighth Coast Guard District headquartered in New Orleans, where she oversaw 1,200 miles of coastline and 10,300 miles of inland waterways, covering 26 states. She was subsequently appointed the inaugural director of incident management preparedness at Coast Guard headquarters, and held senior White House roles from 2013 to 2014.

USA: ALASKA IS CONSIDERING WHETHER TO CHANGE OIL SPILL PLAN REQUIREMENTS

October 16 - Thirty years after the Exxon Valdez oil spill, the state of Alaska is looking at whether to change its requirements for oil spill prevention and response plans.

Some say Gov. Mike Dunleavy's administration has failed to adequately explain the need for any changes and fear the process could lead to a watering down of environmental regulations.

State Environmental Conservation Commissioner Jason Brune said there's no intent to do away with the plans. He said the department wants to make sure the rules are not outdated. Anchorage Daily News / [Read more](#)

PEOPLE IN THE NEWS

USA: OHMSETT'S NEW ENGINEER, GRANT COOLBAUGH



Ohmsett announces the addition of Grant Coolbaugh, senior mechanical engineer, to the Ohmsett team. Grant comes to us with more than nine years of experience in design, layout, and detail for products, tooling and fixturing. Most recently he developed customized testing methods and fabricated solutions for customers while improving design and quotation methods. As the Ohmsett Senior Mechanical Engineer, Grant will be the principal investigator for developing mechanical oil spill recovery and oil boom testing, working with customers to accurately scope their specific test objectives, prepare final test reports, and provide peer review for other Ohmsett reports. OHMSETT / [Read more](#)

ISCO RECOGNISES ALUN LEWIS WITH AWARD OF Hon.FISCO



It has been the practice within ISCO to award the status of Honorary Fellow to individuals who have contributed to the organisation, to its objectives of sharing knowledge or contributed in a significant way to the wider spill response industry.

Retirement is often the trigger for the ISCO Executive Committee to discuss and determine if it should take the opportunity to thank them while still part of our community. In most cases the individual will be personally known to some of the Executive Committee and equally recognised by only some of our individual or company members. Equally while it's clear that for some recognition is important and even expected, that retirement only means a change in days per week working for others a quiet unfussy fade out may be desired. So in order to award Honorary Fellow status it's normal to talk to the candidate and agree when and how it will be announced. This does of course give some the opportunity to deny them the recognition we feel they deserve

This year is ISCO's 35th and while we recognised that finding someone with 35 years of experience might be difficult and identifying someone with as an alternative having made a significant contribution to ISCO, knowledge sharing or to the wider industry and who wanted public recognition might be challenging.

We have however identified someone who has not sought recognition, and might even have declined had we asked, but is such a huge and globally recognised scientist, expert and advocate for knowledge sharing that we felt compelled to act.

Not only has he contributed directly to ISCO he has been a sounding board for us in reviewing scientific articles before inclusion in the ISCO news. In his working career he is recognised by the oil industry, response industry, governments, research organisations and individual members and company members of ISCO as a leading voice in the industry.

For those of you who don't know him, and for those of us who only know part of his long career, a brief summary of his achievements.

It all began when he joined the BP Research Centre in the UK in 1967, yes 52 years ago, so he had opportunity to see the Torrey Canyon and Amoco Cadiz early in his career and by 1979, the same year as the IXTOC blowout he was posted to specialize in oil spill response studies.

He was responsible for the formulation and testing of oil spill dispersants, particularly for use in the Arctic, and developed the Enersperse range of dispersants. Yes, he was influential in ensuring that the ad-hoc detergents of Torrey Canyon were developed into the low toxicity and more effective Dispersants option we have available today. By 1986 he was a member of the IP Dispersants Working Group, which prepared the UK Guidelines on the Use of Dispersants. In support of which he took part in the dispersant sea-trials in the Beaufort Sea in 1986 and in several large scale sea-trials to test dispersants in UK and Norwegian sectors of the North Sea.

On leaving BP Research in 1992 he moved in to support the UK Government, Warren Spring laboratory, and participated in the sea trials programme involving deliberately creating a series of oil slicks for study of both the natural fate and the impacts and effects of the aerial application of demulsifiers and dispersants.

From 1993 he joined SINTEF in Trondheim, Norway and continued his work on the fate and behavior of spilled oil and the use of oil spill dispersants. He participated in many research programs on the "weathering" of spilled oils at sea. These included the development of better laboratory procedures to simulate the various oil "weathering" processes that occur at sea. He participated in several large-scale sea-trials from 1994 until 1996 to validate these laboratory techniques and to explore the operational aspects of dispersant spraying from ships and helicopters.

The International Oil Spill Conference in 1997 saw him as the keynote speaker and presenter of the dispersant 'white paper'

Returning to the UK in the middle of 1997, he continued his work now with AEA Technology plc (the privatised successor of Warren Spring Laboratory) at Culham, Oxfordshire as project manager for the 1997 sea trial project which use Alaska North Slope and Forties crude oils and IFO-180 fuel oil.

He became an independent consultant in 1998 not taking it easy however and conducted numerous studies for the UK Maritime and Coastguard Agency including the planning of the 2003 UK dispersant sea-trial in the English Channel. His specialties were and are oil spill dispersants, the behaviour of spilled oil at sea and the aerial of oil at sea. He has worked with many clients, commercial and governmental, both in the UK and around the world He has participated in many national exercises and training courses.

ISCO NEWS (CONTINUED)

In addition to all of the above, as I and I am sure many others will attest is a pleasure to work with. I have never known him to be flustered, raise his voice and one could always guarantee to learn from conversation with him he interaction.

His wife Jane has always been understanding of the industries need to confer with him at odd hours and to exploit his knowledge.

It is a great pleasure therefore to mark the 35th year of ISCO that the President Dave Usher and the Executive Committee have granted the status of Honary Fellow to a true veteran of the industry and an example to us all. [Thanks to Matthew Sommerville]

NEWS FROM ISCO MEMBERS

News from ISCO Members – Your editor welcomes news from members. Please ensure that ISCO is on your mailing list for your press releases and company newsletters. Send your news to john.mcmurtrie@spillcontrol.org

OHMSETT TANK RENOVATION RESCHEDULED

Due to preparations needed to initiate the four-month refurbishment of the Ohmsett test tank planned for the summer of 2020, the refurbishment is now rescheduled to take place in the summer of 2021. During the project planning phase, a structural engineer will facility improvements that can be incorporated into the refurbishment, please forward them to our facility manager, Len Zabilansky for consideration. <https://www.ohmsett.com/>

ELASTEC - REGISTER ONLINE WITH ELASTEC'S VIP CODE TO RECEIVE YOUR FREE EXPO-ONLY PASS TO CLEAN GULF 2019

Elastec invites you to use its **VIP CODE: ELA926** to receive a free Expo-Only pass for Clean Gulf and to visit the **Elastec Booth #501**

[Click here to register for Clean Gulf](#)

BUSINESS OPPORTUNITIES

RESEARCH LABORATORY SUPPORT FOR THE EPA OFFICE OF RESEARCH AND DEVELOPMENT AT RTP, NC

Environmental Protection Agency, Office of Research and Development (ORD), Cincinnati, OH.
Federal Business Opportunities, Solicitation 68HERC19R0061, 2019

The mission of EPA's ORD is to conduct decontamination and consequence management research with an emphasis on rapid and cost-effective cleanup and restoration of buildings and broad outdoor areas to support EPA's ability to respond to all-hazards contamination events. Researchers seek to identify and develop optimal technologies and procedures for effective and efficient decontamination, disposal, and related activities (e.g., evaluation of sampling and analytical techniques for measurement of chemical, biological, and radiological agents; assessing fate and transport of such agents) while maximizing protection of decontamination crews, the general public, and the environment. They also investigate the dispersion and exposure potential of chemical, biological, and radiation releases in indoor and ambient environments. Research is conducted to characterize exposures to chemicals across the whole exposure assessment paradigm in the areas of source identification and characterization; transport, transformation, and fate of pollutants; atmospheric chemistry and physics; source apportionment; exposure measurements; biomonitoring; exposure and dose modeling; and methods development. Proposals are due via FedConnect by 4:00 PM ET on Thursday, October 17, 2019. <https://www.fbo.gov/spg/EPA/OAM/OH/68HERC19R0061/listing.html>

HAZARDOUS MATERIALS WORKER HEALTH AND SAFETY TRAINING

DHHS, National Institutes of Health, Funding Opportunity RFA-ES-19-003, 2019

NIEHS invites applications for cooperative agreements to support the development of model programs for the training and education of workers engaged in activities related to hazardous materials and waste generation, removal, containment, transportation and emergency response. This funding opportunity announcement aims to prevent work-related harm through safety and health training. The training programs will transmit skills and knowledge to workers in how best to protect themselves and their communities from exposure to hazardous materials encountered during hazardous waste operations, hazardous materials transportation, environmental restoration of contaminated facilities, or chemical emergency response. U45 clinical trials will not be allowed. See additional details at <http://grants.nih.gov/grants/guide/rfa-files/RFA-ES-19-003.html>. About \$28M is available in estimated program funding. The closing date for applications is November 21, 2019. <https://www.grants.gov/web/grants/view-opportunity.html?oppld=319531>

[Note: Both of the above entries are from Technology Innovation News Survey <https://clu-in.org/products/tins/> You can always find the link under "Links for downloading other publications"]

COULD THIS BE THE SOURCE OF BRAZIL'S MYSTERY OIL SPILL?

Regarding a potential source. There has been some speculation in the media on it being the SS *Rio Grande* and additional information that rubber has also been appearing on the beaches. So a little searching produced the below from different sources. A real pity the authorities did not investigate at an early stage as it's pretty clear that oil is from the east and nothing to do with Venezuela. Also unfortunate that the people in country who identified the wrecks as a potential source feel they had no route to submit that idea to the authorities.

On 4th January 1944, the US light cruiser *Omaha* (CL 4) and destroyer *Jouett* (DD- 396) intercepted the German blockade runner *Rio Grande* about 55 miles northeast of the coast of Brazil. Gunfire and scuttling charges sank the *Rio Grande*. On 8th January, US light cruiser *Marblehead* (CL-12) rescued 72 survivors of the sunken German blockade runner *Rio Grande*.
<https://www.wrecksite.eu/wreck.aspx?136486>

After the American entry into the war the *Omaha* remained in the Atlantic, and by the start of 1944 she was based at Recife, Brazil, and was part of TF41. On 4 January 1944, while operating with the destroyer *Jouett* (DD-396) she spotted a second blockade runner, the *Rio Grande*. Her German crew abandoned ship and scuttled the *Rio Grande*. On the following day a third blockade runner, the *Burgenland*, was spotted. This time the *Omaha* had to open fire and the German ship was sunk. These last two ships were both carrying rubber to Germany.

The light cruiser USS *Omaha* (CL 4) and the destroyer USS *Jouett* (DD 396) intercepted the German blockade runner SS *Rio Grande* carrying a load of crude rubber in the South Atlantic. Gunfire and scuttling charges sank the *Rio Grande* about 559 nautical miles east of Recife, Brazil in the western Atlantic Ocean.

Omaha's time of relatively ordinary operations came to an end very early in 1944. While patrolling out of Recife, with *Jouett* on 4 January, one of *Omaha's* aircraft spotted a ship about 55 mi (89 km) northeast of the Brazilian coast. *Omaha* challenged the vessel at 10:20, with one of her searchlights. That produced no response from the unknown contact. Lookouts were able to spot two guns mounted on the ship's bow and soon after a large cloud of heavy smoke was observed coming from the stern of the ship, indicating that her crew were probably in the process of scuttling the ship to avoid capture. As *Omaha* pulled along the unknown ship's port side she began to fire with her starboard battery as *Jouett* also began firing. The ship's crew were then observed attempting to escape off her stern in lifeboats. *Omaha* crew tried to force the sailors back aboard with machine gun fire, but it became clear that the vessel was not salvageable. *Omaha* began firing on the vessel again, which soon sank by her stern.

With fears that this surface action may have alerted enemy U-boats in the area, *Omaha* and *Jouett* withdrew without picking up any of the survivors. The ship was later identified as a German blockade runner named *Rio Grande*. *Marblehead* was able to rescue 72 survivors later on 8 January.

Omaha returned the following day to the vicinity that *Rio Grande* had been sunk and again encountered an unknown merchant steamer. She once again challenged the unknown contact with her searchlight, and again received no response to her signals. This time *Omaha* fired two warning shots over the unknown ship's bow, due to the fact that it appeared that she was dead in the water. An explosion was observed, followed by smoke billowing from her. Captain Elwood M. Tillson ordered *Omaha's* 6-inch battery to train on the unknown contact and open fire. Captain Tillson then allowed members of the crew to rotate topside to observe the gunfire since many of the men were unable to view the action against *Rio Grande* the previous day. The ship, later identified as another German blockade runner, *Burgenland*, sank by her stern thirty minutes later. Two days later 21 of her survivors were rescued by *Davis* with *Winslow* able to retrieve an additional 35 crewmen on 8 January.



Photograph: 5th Jan 1944 Nazi blockade runner goes under waves-- Detected in the South Atlantic early in January by the light cruiser USS *Omaha* and the destroyer USS *Jouett*, the German blockade runner *Burgenland* suddenly burst into flames as members of her crew set off demolition charges. Third of three blockade runners trapped and sunk by U. S. naval forces within 48 hours, the *Burgenland* was approached by the two Navy warships during which time this photo was taken its crew removed, and the scuttled ship sunk by gunfire. Like its sister ships, the *Rio Grande* and the *Esserland*, the *Burdgenlan* was loaded with fats, rubber, tin and oils vital to Germany. Some rubber was recovered after the ships went down. 22 February 1944

The question of just how many wrecks lie in the deep is difficult to answer, but according to *Guinness World Records*, the deepest shipwreck that has been identified so far is a German blockade runner from World War II—the SS *Rio Grande*. In early January 1944, it was sunk by two U.S. ships in the South Atlantic Ocean. It lies at a depth of about 18,900 feet—more than 3.5 miles below the surface—and was discovered on November 28, 1996, using side-scanning sonar technology. Two days later, the company responsible for the find, Blue Water Recoveries, confirmed the wreck using a remotely operated vehicle.

CONTRIBUTED ARTICLE (CONTINUED)

Note the correlation that ships were sunk with cargo of rubber but that sinking location is either 55 miles or 559 nautical miles. A big difference but at the time they did not have GPS so positions are relative and regardless indicate a source for oil and rubber to the east of Brazil. Further in the last piece we see that the ship was spotted by an aircraft (float plane) so would have been at some distance from the ships and it would have been some time later before they came close enough for the surface action to take place and even later when they picked up survivors having initially declined to do so for fear of U boat attack and hence further offshore position might be where survivors were picked up who identified the ship they were from rather than sinking location. Reality is somewhere in between the reported locations but east of Brazil at least two potential sources. There is also a discrepancy in dates with action against the *Rio Grande* on the 4th Jan 1944 but reports of being in the area on the following day when the *Burgenland* was sunk have photos dated 5th Jan 1944 but also that some rubber was recovered when she sank on the 22nd Feb. Was she afloat for a month while they tried to save the ship and cargo? Just goes to show you cannot rely on just one set of records of what happened. But we also have a 1996 positive identification for the *Rio Grande* wreck location which Brazil authorities should be able to get and then mount an aerial survey to see if any slicks in the vicinity. This also raised a question regarding why Blue Water Recoveries (note the company name) were looking for the wreck and if they did or have since disturbed the wreck (old cargo but at modern prices it still has value) clearly they have equipment to reach the wreck and it would be in international waters so have they have been back since 1996.

Blue Water Recoveries Ltd was founded in May 1995 to provide consultancy services for a client, Deepsea Worker Limited (DWL), who was involved in the salvage of valuable metal cargoes from modern shipwrecks sunk in deep water. The company was formed by Mark Cliff and Bob Hudson to advise on the use of technology that had been developed for the successful salvage of 1.3 million silver coins from the wreck of a US Liberty ship the *John Barry*. The wreckage of the *John Barry* had been surveyed by David Mearns whilst working for the American subsea contractor Eastport International.

An important first step was the acquisition of a unique shipwreck database from the former Managing Director of Risdon Beazley Ltd, the most successful salvage firm of the 20th century. BWR's research team built on this database and started to search for and find 12 deep water shipwrecks containing over 23,000 tonnes of valuable metals such as tin, copper, cobalt, platinum, gold and silver. Guinness World Records has certified that one of these wrecks, the *Rio Grande*, is the deepest ever found at 5,762 metres.

Also note that she is the *SS Rio Grande* so a steam turbine ship and would have had boiler to generate steam to drive the turbine and likely would have been furnace fuel oil. In terms of characteristics it would be between modern marine gas oil and IFO 180 but during the war the formulation would have been very variable.

Note while on a sunken wreck oil properties would have been stable (in a time capsule) and so when released years later it would still have had light aromatic components which some people might think are associated with fresh or recently produced oil. [Thanks to Matthew Sommerville]

OBITUARY

SAM IGNARSKI – THE MARITIME ADVOCATE

We are sorry to inform you of the passing of Jonathan Sam Ignarski, who died suddenly in the early hours of Sunday, 13th September. He was 64. He leaves his widow, Patricia Mary and daughters, Sophie and Marina. He will be a great loss to the worlds of shipping, transport and journalism. Many in our community appreciated receiving his newsletter, full of interesting content and thoughtful comment. Our condolences to his family and his colleagues at the Maritime Advocate.

HISTORY

PHILIPPINES: SAVING AN ISLAND FROM THE WORST OIL SPILL IN THE PHILIPPINES: THE CASE OF GUIMARAS



Photo: Replanted mangroves. Photo courtesy of Arnel Murga.

October 11 - On August 11, 2006, the oil tanker M/T Solar 1, hired by Petron Corporation, sank off the coast of Guimaras, an island province in the Philippines, spilling more than 2.1 million liters (about 555,000 gallons) of bunker fuel. It is still known as the worst oil spill in the Philippines' history.

The oil that contaminated the water was not only devastating for the environment but also for the people and the economy of Guimaras.

Thirteen years later, Guimaras once again boasts pristine beaches with white sand and the fisherfolks have returned to harvesting the abundance of the waters. Mongabay / [Read this article](#)

ISO 14001:2015 - DEFINITIVE INTERPRETATIONS WEBINBAR

[Watch a pre-recorded presentation designed to help clarify the intent of various clauses of ISO 14001:2015 \(Environmental\).](#)

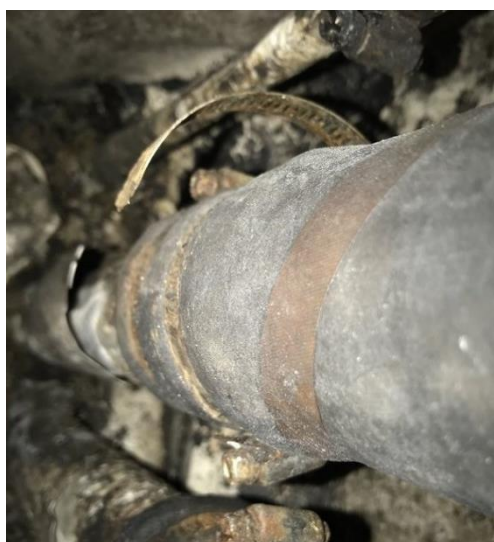
SAFETY BRIEFING

AMSA SAFETY ALERT: PETROL VAPOURS—RISK OF EXPLOSION

This safety alert highlights the risk of explosion due to accumulating petrol vapours.

Risk factors - Petrol vapours are denser than air so any petrol leaks or vapours can accumulate in a vessel's bilge, or in low parts of a cabin if the area is not properly ventilated. When petrol vapours mix with air within a specific concentration range, the mixture becomes explosive.

Figure 1: Poorly maintained fuel filler line

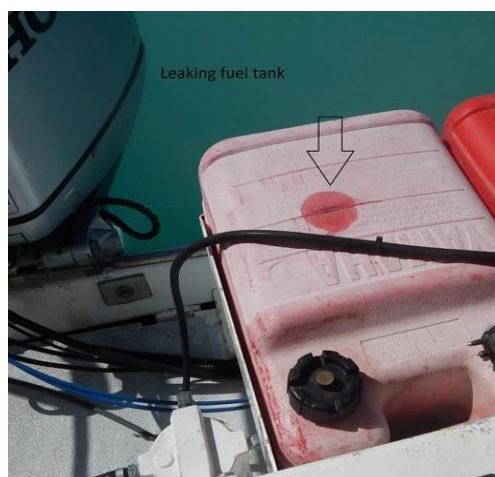


Exposure of accumulated petrol vapours to an ignition source may result in an explosion and fire with potentially catastrophic consequences. Potential ignition sources include:

- smoking, naked flames or pilot lights
- communication equipment eg mobile phones
- portable electrical equipment
- fixed electrical systems
- hot work eg welding, grinding and cutting
- hot surfaces eg exhaust pipes, flues, and ducting
- static electricity
- sparks generated by mechanical means eg hammers and other hand tools.

Vessels with non-compliant or poorly maintained fuel systems are at a greater risk of explosion or catching fire than those that are compliant and well maintained.

Figure 2: Perished fuel tank with a leak



Preventing an explosion - The risk of an explosion can be reduced by:

- ensuring the vessel fuel system complies with the applicable technical standards and is periodically inspected by an accredited marine surveyor
- preventing the build-up of vapours by ventilating any area where accumulation of vapours could occur
- using gas detection equipment to check for a flammable atmosphere during refuelling
- removing, isolating or controlling all ignition sources
- removing residual fuels from the vessel and immediately cleaning up any spilt fuel
- ensuring electrics, including portable electrical equipment are maintained.

The vessel's safety management system (SMS) should cover the risks associated with explosion and fire, such as build-up of petrol vapour, and include the controls used to eliminate or minimise the risk.

Safe refuelling practices - Ten simple rules for refuelling.

1. Try to ensure there are no passengers on board during refuelling and restarting after refuelling, and only essential crew are involved in the operation.
2. Turn off the engine and isolate electrical equipment before refuelling.

SAFETY BRIEFING (CONTINUED)

3. Do not use communication equipment other than intrinsically safe equipment including mobile phones and tablets during refuelling.
4. Do not overfill the fuel tank and have a system to catch spills and clean up spills immediately, if they occur.
5. Ventilate the area and compartments during and after refuelling properly installed and rated forced-ventilation will assist.
6. Do not start the engine if you can detect vapours—gas detectors will assist.
7. If possible, fill the fuel tanks in a well-ventilated area.
8. Make sure the vessel is a non-smoking area during refuelling.
9. Regularly check perishable fuel lines and connections for wear and tear and carry spares.
10. Keep spare fuel in tightly capped and secure containers, in well-ventilated areas.

When developing or reviewing your procedures, please consider the below actions

1. Ensure that your vessel's fuel systems have recently been inspected. If they haven't, or if you're unsure whether they have been inspected, contact an accredited marine surveyor.
2. Contact your local state or territory work health and safety agency for requirements for managing the risks associated with ignition sources in hazardous atmospheres under work health and safety laws.
3. Check for petrol vapours emanating from the fuel tank compartment or the presence of fuel within the fuel compartment.

If you detect fuel vapours:

- Isolate the fuel source, close any fuel shut-offs or remove portable fuel tanks from the area.
- Isolate all potential ignition sources including by isolating batteries, turning off machinery and disconnecting from shore power.
- Remove people from the vicinity.
- Make contact with an accredited marine surveyor or other competent person for advice.
- Do not operate the vessel until the source of the vapours has been identified and corrective action has been taken.

Reminder

- Petrol vapours are extremely volatile and are likely to explode when they come into contact with an ignition source.
- For the safety of passengers and crew, it is essential the risk of explosion due to petrol vapours is managed through compliance with applicable technical standards, regular periodic inspections and safe operational practices

[Thanks to Australian Maritime Safety Authority]

MESSAGES RECEIVED FROM EVENT ORGANISERS

USA – Clean Pacific Conference & Exhibition, June 9-11 2020 - [Call for Presentations](#) Now Open - Prospective speakers are invited to submit a 200-300 word abstract(s) online for consideration by Friday, November 15, 2019. All abstracts are reviewed for content and relevance by the planning committee and are selected by consensus. [More info](#)

UPCOMING EVENTS

COUNTRY	2019	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
SINGAPORE	October 21-24	International Chemical and Oil Pollution Conference and Exhibition	Singapore
UK	Oct. 28 – Nov. 1	Meetings of the IOPC Funds Governing Bodies	London
USA	October 28-31	Clean Gulf Conference and Exhibition	New Orleans, LA

UPCOMING EVENTS (CONTINUED)

USA	October 28	ISCO AGM	New Orleans, LA
SOUTH AFRICA	October 28-31	8th GI WACAF Regional Conference	Cape Town
CANADA	October 29-31	Arctic Shipping Forum North America	Montreal
SOUTH AFRICA	November 4-7	IMS 300 Training and 3rd Joint industry – government exercise	Cape Town
UK	Nov. 11-12	WWEM 2020 - Water, Wastewater and Environmental Monitoring	Telford
TUNISIA	Nov. 13-14	Incident Management System Training Workshop	Tunis
SWEDEN	Nov. 13-14	Swedish National Oil Spill Conference	Gothenburg
FRANCE	November 21	Cedre Technical Day	Brest
UK	Nov. 21-22	IMO Council Extraordinary Session	London
UK	Nov. 25 – Dec. 4	IMO Assembly	London
UK	December 4-5	Salvage & Wreck Removal Conference	London
UK	December 4-6	Global Marine Casualties Week	London
UK	December 5	Maritime Accidents & Emergencies Summit	London
UAE	Dec. 8-10	Middle East HSE and Sustainability Week	Dubai
COUNTRY	2020	TITLE OF EVENT	LOCATION
USA	March 24-25	SCAA Annual Meeting & Conference	Arlington, VA
USA	April 7-9	Clean Waterways Conference	Indianapolis, IN
USA	May 11-14	International Oil Spill Conference & Exhibition	New Orleans, LA
CANADA	June 2-4	43rd AMOP Technical Seminar on Environmental Contamination and Response.	Edmonton, Alberta
USA	June 2-4	Elastec's Spring 2020 River Workshop	Carni, IL
USA	June 9-11	Clean Pacific Conference & Exhibition	Seattle
COUNTRY	2021	TITLE OF EVENT	LOCATION
NETHERLANDS	March 22-26	Interspill Conference & Exhibition	Amsterdam
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	September 2019
AMSA Update	Latest news from the Australian Maritime Safety Authority	Current issue
ATRAC Newsletter	News from the Adriatic Training and Research Centre	June 2019
AUSMEPA Bulletin	News from the Australian Marine Environment Protection Assoc'n	Winter 2019
BIMCO Bulletin	Marine and shipping-related news from BIMCO	June 2019
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	September 2019
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
EMSA Newsletter	News from the European Maritime Safety Agency	October 2019
GEF Newsletter	Monthly Newsletter from the Global Environment Facility	October 2019
GESAMP	Group of Experts on the Scientific Aspects of Marine Environmental Protection	Latest news
GISEA Quarterly Newsletter	News from Global Initiative for South-East Asia	Q 2 2019
IMO News Magazine	News from the International Maritime Organization	Autumn 2019
IMO Publishing Newsletter	New and forthcoming IMO publications	October 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	July 2019 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	Jan.-Feb. 2019
MOIG Newsletter	News from the Mediterranean Oil Industry Group	April 2019 issue
Nautical Institute News	News from the Nautical Institute	March, 2019
Navigate Response	Global crisis communications network for shipping & marine	October 2019
NOAA OR&R	Weekly round-up of news from NOAA's Office of Response & Restoration	Latest issue
Oceanbuzz	Newsletter giving news on the Ocean Technology Industry	Current issue
OCIMF Newsletter	News from the Oil Companies International Marine Forum	September 2019
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Summer 2019
OSPAR Newsletter	Protecting & Conserving the N.E. Atlantic and its resources	Spring 2019
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	June, 2019
Pollution Online Newsletter	News for pollution prevention & control professionals	April 3, 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

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS (CONTINUED)

[Sea Alarm Foundation Newsletter](#)
[Technology Innovation News Survey](#)
[USA EPA Tech Direct](#)
[WestMOPoCo](#)

Oiled wildlife Preparedness and Response news from Sea Alarm
News from US EPA – Contaminated Site Decontamination
Remediation of contaminated soil and groundwater
Western Mediterranean Region Marine Oil & HNS Pollution Cooperation

Current issue
August 16-31, 2019
October 1, 2019
August 2019

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

INCIDENT REPORTS (IN CHRONOLOGICAL ORDER)

USA: GEORGIA – UPDATE ON GOLDEN RAY

October 12 - Golden Ray to be Disassembled on Location - The Unified Command handling the salvage of the car carrier Golden Ray have determined that it is not possible to safely right and refloat the vessel in a fully intact condition.

Plans are now being developed to remove all of the Golden Ray's hull, components and cargo by disassembling the vessel in place. Lightering of the forward fuel oil tanks is now complete. More than 225,000 gallons of fuel have been removed to date. Lightering of the remaining fuel and lubricant tanks continues. The Maritime Executive / [Read more](#)

October 14 - Cargo Ship In Georgia Leaked Oil In Marsh After Overturning - The latest plan is to disassemble the ship in place because it is not strong enough to be safely righted and refloat. However, the details of that plan are still up in the air. Salvage crews are rappelling and diving into more of the ship every day to try to assess the damage and structural health of the ship and figure that out. NPR / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

MIDDLE EAST – RED SEA – LATEST NEWS OF THE SABITI TANKER INCIDENT

October 13 - Damaged Iranian MT SABITI under way leaking oil - tanker damaged by something, rockets or whatever, in starboard fore cargo tanks area (at least two holes can be clearly seen), leaking oil while she sails. As of 1400 UTC Oct 13, tanker stopped off Eritrea coast, Red sea, in anchorage area. General cargo ship SAVIZ (IMO 9167253) was spotted nearby, but she switched off her AIS as soon as she approached SABITI. So tanker was in load and moving towards Suez, when she was attacked or whatever the hell it all was. SAVIZ is suspect, by the way, in trafficking arms to Yemeni Houthi militants, and according to Al Arabiya sources in Yemen, SAVIZ as of now, is full of arms and military equipment, plus her own 4 50-mm guns, surveillance equipment, special forces team and 3 RHIBs. Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

October 13 - Targeted Iranian Tanker Plugged as it Heads for Gulf, Iran Says - Leakage of cargo from an Iranian-owned oil tanker apparently hit by missiles in Red Sea waters off Saudi Arabia has been stopped as it heads for the Gulf, the semi-official Iranian news agency Mehr reported on Saturday. gCaptain / [Read more](#)

Photo: One of two holes in the Sabiti's hull (Image courtesy NIOC / state media)

October 14 - Photos of Damaged Iranian Tanker Released - Iranian state news outlet Shana has released its first images of the damage



to the tanker Sabiti, which suffered two explosions and two hull breaches on Friday. The managing director of the Ports and Maritime Organization of Iran, Mohammad Rastad, told state media on Monday that the attack was indeed a missile strike, as has been widely reported. He claimed that the tanker has 140,000 tonnes of oil on board (out of a maximum dwt of 160,000 tonnes) and that her "consignment had no damage," though recent satellite imagery shows a large oil slick in the Red Sea. Official post-attack photos show that she is heavily trimmed by the stern, a condition consistent with a lightened load forward. The Maritime Executive / [Read more](#)

October 15 - Iran: Attack on Tanker Sabiti was Government-Backed - On Tuesday, Iranian foreign minister Javad Zarif said that "one or several" foreign governments were behind the attack on the Iranian tanker Sabiti last Friday. "The attack on the Iranian oil tanker has been a complicated measure . . . and was a state-sponsored action," Zarif told state media. "The investigations are in progress, and we won't accuse any government until we acquire hard facts about it." The attack, which Iranian officials described as a series of missile strikes, occurred about 60 miles off the coast of Jeddah, Saudi Arabia as Sabiti transited northwards. On this course, the location of the hull damage - the starboard



side - would have been oriented towards Saudi shores at the time of the incident. The Maritime Executive / [Read more](#)

BRAZIL: UPDATES ON THE MYSTERIOUS NORTH-EAST COASTAL OIL POLLUTION

October 14 - Brazilian state declares state of emergency over oil spills - Brazil's northeastern state of Bahia is declaring a state of emergency after several of its beaches were contaminated by oil sludge. Brazil's environmental agency reported Sunday that some 20 beaches in the state popular with tourists had been polluted by oil leaking from an unknown source since the beginning of September. The mysterious oil has polluted at least 150 beaches in nine different states. City News AP / [Read more](#) [Thanks to Dr Merv Fingas, Hon.FISCO, Member of ISCO Council for Canada]

October 15 - Op-Ed: New Oil Spills in Brazil - What Now, José? – A related article with commentary, co-written by Fabiana Martins, a Partner at Siano & Martins, Joint President of Wista Brasil and Matthew Sommerville, Secretary of ISCO. The Maritime Executive / [Read more](#)



Photo: Oil sludge started landing on Brazil's northeastern coast at the beginning of September, authorities say, and have now reached 61 municipalities in nine states, contaminating over 130 beaches. Source: Sergipe State Government vi AP

October 15 - Scientists rush to rescue sea turtles threatened by mysterious Brazil oil spill - Crude oil has been washing up on the coast of the Brazilian northeast for over a month, leaving more than 150 of Brazil's postcard-perfect beaches covered in thick, sludgy black patches. It is also along this coastline that olive ridley and loggerhead sea turtles come to make their nests and lay their eggs. After 40 to 50 days of incubation, the hatchlings walk across the sand and into the sea. According to an Oct. 14 report by the Brazilian Institute of the Environment and

Renewable Natural Resources, 24 adult sea turtles — some still alive — have been found covered in oil along the coast. Now, as oil continues to wash up on the coasts of the states of Sergipe and Bahia, field crews are trying to capture the hatchlings of 500 nests before they walk into the ocean. This is being done to protect the baby sea turtles from walking into black sludge or swimming through oily waters. Coelho said about 800,000 hatchlings walk into the sea every year on the coast of Sergipe. PRI / [Read more](#)

October 16 - Could this be the source of Brazil's mystery oil spill? – Matthew Sommerville, Secretary of ISCO, suggests that the source of the oil might be from one or more German vessels carrying oil and rubber, sunk during WW2. Read the Contributed Article on Pages 8-9 in this issue of ISCO News.

October 16 - 'Ghost ship' could be behind major environmental disaster - A huge oil spill off Brazil's northeastern coast may have involved a "ghost ship" carrying Venezuelan oil in breach of US sanctions, an expert close to the probe into the disaster said Tuesday (local time). Describing the incident as "very complex and unprecedented," Brazil's navy says it is investigating "lots of hypotheses" for the cause of the massive spill, including a ship accident. Petrobras, which is involved in the clean-up, has said the oil was "neither produced nor sold" by the Brazilian company. Yahoo News / [Read more](#)

October 18 - Brazil's Bolsonaro suggests oil spill could be attempt to sabotage auction - Brazilian President Jair Bolsonaro questioned on Friday whether a far-reaching oil spill on the nation's northeastern shore may have been a criminal act designed to harm a major oil auction scheduled for November. "Coincidence or not, we have the transfer-of-rights auction", said Bolsonaro in a Facebook Live video, referring to an oil bidding scheduled for Nov. 6, in which an array of major oil players will compete for \$26 billion worth of production rights in large offshore oil areas of Brazil. Devisdicourse / [Read more](#)

NORWAY: ARCTIC WINTER DELAYS SALVAGE OPERATION IN SVALBARD UNTIL 2020

October 16 - The work on removing the grounded trawler Northguider from a remote Arctic shore in Svalbard has been postponed until next year. The wreck has more hull damage than anticipated, according to the insurer, and poor ice and weather conditions on scene have delayed the work so much that it will have to be halted until next year.

On December 28, 2018, the Northguider went aground in the Hinlopenstretet, the strait between Spitsbergen and Nordauslandet in the Arctic archipelago of Svalbard. Her crew put out a distress call and reported that the vessel had taken on water in the engine room, and all crewmembers were safely evacuated by helicopter. The vessel could not immediately be refloated, but salvors returned to remove all her diesel fuel, lube oil and hydraulic fluid in a successful operation in January. The Maritime Executive / [Read more](#)

VIETNAM: OIL SPILL CLEANUP CONTINUES AT HANOI'S FRESHWATER SUPPLY SOURCE



October 17 - Efforts to clean up sections of a creek that feeds the Da River are continuing and could last until the weekend, workers say. About 100 liters of a toxic mixture of oil and water and 60 kilograms of oil-contaminated soil have been collected as workers deal with the petroleum-laced liquid from Hanoi's water supply. Vietnam Express / [Read more](#)

October 19 - Oil filters installed on canal flowing into water treatment plant - Specialized filters were installed Friday on the Da River canal that flows into tanks of the water treatment plant serving a million Hanoians. Of a total of 21 filters, 18 filters were installed horizontally over the canal by 15 specialists of Vietnam Environmental Incident Response Center Friday morning. An additional three were scheduled to be installed in the evening. VNExpress / [Read more](#)

CANADA: TRANSPORTATION SAFETY BOARD TO INVESTIGATE SUNKEN TUG IN B.C.'S HOWE SOUND

October 18 - The Transportation Safety Board is sending a team of investigators to look into the sinking of a tug boat in B.C.'s Howe Sound. The board says in a statement that the tug Sheena M capsized and sank on Oct. 1, not far from the BC Ferries terminal in Langdale. The Canadian Coast Guard spokeswoman said there were two people aboard the tug and both got out unharmed.

A coast guard statement after the sinking said the tug, which remains at the bottom of Howe Sound, had about 1,000 litres of diesel and 200 litres of oil aboard when it sank. The B.C. government's spill incident overview says Western Canada Marine Response Corp. deployed a boom around sensitive, high-priority areas near the incident site to protect resources at risk. Global News / [Read more](#)

BAHAMAS: HURRICANE DORIAN OIL SPILL HAS REACHED FRESHWATER RESOURCES IN THE BAHAMAS

October 18 - Nearly 19 million litres of oil spilled [from a Bahamas facility](#) in the wake of Hurricane Dorian. And now advocates have found evidence that the oil from the facility has made its way into nearby wetlands, pine forests, and mangroves. The Category 5 storm [hit Grand Bahama and Abacos Islands](#) last month, home to an Equinor oil facility. The company is still cleaning up the mess left behind at its South Riding Point facility in High Rock, which hugs the southern coast of Grand Bahama. Unfortunately, Equinor's 250-people crew hasn't been able to work quickly enough to keep oil from seeping into the environment. Gizmodo / [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

VIETNAM: CONTAINER SHIP CAPSIZED, SANK, CONTAINERS FLOATING

October 20 - Container ship VIETSUN INTEGRITY capsized and sank between buoys 28/30 on Long Tau river, while sailing downstream from Ho Chi Minh to Vung Tau, Vietnam. There were 285 containers on board, most of them reportedly, went overboard and are floating around. The ship developed heavy starboard list and contacted traffic control center, capsized about an hour later.

Maritime Bulletin / [Read more](#) [Thanks to Voytenko Mikhail, vmd@odin.tc]

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<http://www.spillcontrol.org/2013-02-05-10-50-47/membership-application>

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