

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



CLEAN WATERWAYS
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Use VIP code **ISCO** to save \$100 on your registration
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23RD & 24TH SEPTEMBER 2020, JW Marriott, Mumbai Sahar, India
THEME: COMMITMENT, SYNERGY, EXCELLENCE

SAILING CARGO VESSEL COLLECTS PLASTIC IN THE PACIFIC GARBAGE PATCH



May 13 - The 140-foot sailing vessel *Kwai* has departed the Hawaiian port of Hilo headed for the Great Pacific Garbage Patch. There, her crew will collect over 100 tons of plastic garbage and ghost nets.

The project is led by California-based not-for-profit Ocean Voyages Institute, and less than four days into the voyage, the crew have already removed a variety of plastic debris along with several nets. During the 45-day voyage, the crew will collect garbage with the help of satellite beacons that have been placed on nets by crowd-sourced volunteer yachts and commercial vessels.

Drones on board the *Kwai* enable the ship's crew to find the debris, recover it, and store it in the ship's cargo hold for recycling and re-purposing at the end of the voyage.

Ocean Voyages Institute collaborates with a multi-disciplinary group of NASA funded researchers (FloatEco) led by Dr. Nikolai Maximenko. The research data gathered by the vessel will contribute to understanding the dynamics of floating plastic and its interaction with open ocean marine ecosystems. The Maritime Executive / [Read more](#)

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INTERNATIONAL NEWS (CONTINUED)

NEW DISPERSANT STOCKPILES SET UP IN BALTIC SEA AND NORTH SEA AREAS

May 15 - EMSA has established two new dispersant stockpiles associated with its Equipment Assistance Service (EAS) arrangements in the Baltic Sea, Frederikshavn (Denmark), and in the North Sea, Rotterdam (the Netherlands). The two stockpiles include several oil pollution response equipment sets such as combined oil containment and recovery systems, oil trawl nets and oil storage barges systems. Furthermore, in the EAS North Sea, a stock of oil dispersant and portable dispersant spraying systems are also available. More information on the equipment sets is available at EMSA's [website](#).

AFRICA: REMOTE LEGAL ASSISTANCE ON THE EFFECTIVE IMPLEMENTATION OF IMO CONVENTIONS

Namibia, Nigeria, Liberia, The Gambia - In light of the current Coronavirus pandemic, it was decided to postpone until further notice the sub-regional workshop on the ratification and effective implementation of IMO conventions relating to oil pollution and liability and compensation that was supposed to take place in Accra, Ghana, from 27 to 30 April 2020, in the interest of the health and safety of participants, experts and host-country. However, GI WACAF remains committed to supporting the countries invited to the Ghana workshop, and is supporting the four (4) countries that

volunteered for a remote review of their relevant national implementation texts followed by a national online debriefing on the legislation review. GIWACAF / [More info](#)

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

Note from your Editor: World news is currently dominated by reports on the advance of the Coronavirus pandemic. One consequence is that the usual sources of news that is specifically relevant to the interests of the spill response community have temporarily gone very quiet. Under this circumstance I would be particularly grateful to Members and other readers who send me news reports that will be of interest to Members and readers in their own countries and the wider world.
john.mcmurtrie@spillcontrol.org

BRAZIL: NO TIME BAR IS APPLICABLE FOR ENVIRONMENTAL DAMAGE CLAIMS

May 5 - Standard Club Correspondent Representações Proinde has reported that the Brazilian Federal Supreme Court has established by majority of votes that 'the claim for civil reparation of environmental damage is imprescriptible'.

The Brazilian Federal Constitution has ruled that the environment is a collective asset "to be preserved for the sake of present and future generations". Therefore, civil and criminal liabilities arise when conducts or activities are considered harmful for the environment.

Criminal law establishes up to five years of prison, and up to BRL50m (\$9.2m) fine imposed by maritime authorities for anyone wilfully or culpability causing pollution. Also, civil liability may arise against anyone that contributes directly or indirectly to the pollution including shipowners, crew members and maritime operators through sanctions brought to federal courts by civil prosecutors on behalf of the Brazilian society. Insurance Marine News / [Read more](#)

CANADA: 'AN ENVIRONMENTAL STAIN': B.C. ANNOUNCES PLAN TO CLEAN UP 2,000 OIL AND GAS WELLS

May 13 - Calling orphan and inactive oil and gas wells "an environmental stain on British Columbia," Premier John Horgan announced on Wednesday a plan to clean-up more than 2,000 wells and create 1,200 jobs in northern B.C.

Funding for B.C.'s plan will come from the federal government, which in April announced it will spend \$1.7 billion to clean up orphan and inactive wells in Alberta, Saskatchewan and B.C.

Alberta received the lion's share of the funding — \$1.2 billion — while \$400 million was designated for Saskatchewan and \$120 million for B.C. The Narwhal / [Read more](#)

FRANCE: LOCKDOWN GRADUALLY LIFTED AT CEDRE

May 12 - Cedre reopened its doors to its employees on Monday 11th May. All the necessary prevention measures have been implemented to ensure maximum protection for employees and visitors.

The management's position falls within the framework established by French Government directives presented before France's National Assembly by the Prime Minister on 28th April. Within this context, our employees' health continues to be our number one priority, as has been the case from the onset.

Our personnel have been provided with the necessary protective equipment (face masks, hand sanitiser), movements around the workplace have been reorganised in order to apply social distancing measures and cleaning arrangements have been revised. Every team has been reminded of the necessary individual precautions and our employees have now been able to return to their workstations. CEDRE / [Read more](#)

FRANCE: CEDRE – EMERGENCY RESPONSE ACTIVITIES – APRIL 2020

May 14 - Cedre was contacted by Aytré municipal police, Charente-Maritime, with a request to analyse tarballs. We also advised the south-west civil protection operational centre, the Pyrénées-Atlantiques/Landes DML, the gendarmerie and the Landes fire brigade in relation to identification, protection and response actions to be implemented following pollution in Hossegor Cap-Breton port after a pleasure boat sank. Cedre's duty team helped to identify occurrences of pollution, providing support to Lagarde MRCC in relation to a slick located near Cap Bear and to Corsica MRCC in relation to a suspected spill south of Bastia, which was in fact due to the presence of pollen. Corsen MRCC held discussions with the duty team on the refloating operation for the wreck of kelp harvesting vessel Nautilus, near the Molène islands, and any potential leaks during the operation by divers to seal off the fuel tank. Cedre advised REMPEC's OPRC correspondent in Morocco on the transshipment operation of the cargo of diesel (6,000 tonnes) and petrol (800 tonnes) from an oil tanker grounded in the port of Dakhla to another oil tanker belonging to the same shipowner in order to lighten and refloat it. Cedre also advised the port of Reunion Island following a spill of hydraulic oil in the basin of the Grand Port Maritime de la Réunion (following a fire). Finally, the ICE mechanism was activated three times in April for two exercises and one actual spill. Cedre was activated during a first exercise by BASF Antwerp to provide information on isopropanol (UN 1219) and a second by the Swedish national ICE focal point to identify the risks and initial safety measures for dissolved acetylene (UN 1001). The third activation concerned a leak of phthalic anhydride (UN 2214) from the flange in the base of a road tanker at Libercourt, Pas-de-Calais. CEDRE / [Read more in the latest issue of the CEDRE Newsletter](#)

USA: LATEST ACTIVITY REPORTS FROM NOAA OR&R

May 8 – Please click on the links below to read the latest News Reports from NOAA OR&R

[Marine Debris Program Briefs Alaska Congressional Staff on Derelict Fishing Gear](#)

On April 29, Nancy Wallace, Director of the Marine Debris Program, and Peter Murphy, Alaska Regional Coordinator, spoke with district and D.C. staff from the office of Senator Lisa Murkowski (AK). Nancy gave an overview of the NOAA Marine Debris Program's activities, and Peter discussed the unique challenges of dealing with marine debris on remote Alaska shorelines. They also discussed the economic impacts of derelict fishing gear, successful removal and mitigation projects, and how commercial fishers are engaged with marine debris removal.

[Marine Debris Program Publishes Paper in Scientific Reports](#)

On May 8, the Marine Debris Program published a paper in Scientific Reports in which observer data from the Hawai'i-based pelagic longline fishery was used to estimate relative abundance of marine debris accidentally caught by the longlines.

[Weekly Lecture Series "You Don't Know What You Don't Know"](#)

The Office of Response and Restoration has rolled out a weekly lecture series called, "You Don't Know What You Don't Know." Every Thursday at 3:00 PM ET, an expert presents on a topic related to emergency response or environmental protection.

[Marine Debris Program Alaska Regional Coordinator Presents on NOAA Live! Webinar Series](#)

On April 15, Peter Murphy, Alaska Regional Coordinator for the Marine Debris Program, presented a NOAA Live! Webinar titled "Talking Trash – Marine Debris in Alaska & Beyond."

USA: HOOVERING THE OCEAN

May 13 - Plastic pollution threatens marine life, humans and ecosystems. Enter FRED, a future vacuum of the seas - A spring storm had retreated inland during the night, leaving a canopy of unbroken clouds over Mission Bay. About 20 engineering students and others gathered in the morning chill to launch a cockeyed-looking vessel, mechanical guts fully visible, into the still water.

The contraption's hull, cannibalized from a 16-foot, decades-old catamaran, supported a conveyor belt, motor and array of batteries the size of a picnic cooler. Solar panels were mounted like an awning atop the aluminum frame. Its creators had relied on off-the-shelf materials during construction and christened the result FRED — an endearing acronym for floating robot for eliminating debris.

"We're just happy that it floats," joked Justin Ho, a mechanical engineering major at the University of California at San Diego, who took the first turn at remotely steering the prototype around the bay using a modified video-game controller.

The Washington Post / [Read more and watch video](#) [Thanks to Marc Shaye, Hon.FISCO, Member of ISCO Executive Committee]

ISCO NEWS

BOOKS PUBLISHED BY ISCO MEMBERS AND FRIENDS

ISCO Members have a long history of publishing books, ranging from the excellent textbooks by Dr Douglas Cormack, Hon.FISCO and Dr Merv Fingas, Hon.FISCO and others – but more recently other members have ventured into the realms of biography and fiction.

ISCO President, David Usher's book "Music is Forever" recounts his life-long friendship with the jazz legend Dizzy Gillespie as well as Dave's dual career as a record publisher and pioneer in marine pollution control. Very readable, the story is told with warmth and humour.

In his book, "Take that leap" Nigel Bennett of Aqua-Guard Spill Response recounts his unanticipated adventures as an entrepreneur, emerging philanthropist and avid outdoorsman. This is an enjoyable and inspirational book.

More recently, George Ross of Briggs Marine has embarked on a new career as an author of adventure novels. His first book, titled "Russian Keys", has nothing to do with oil spill response. It's a really gripping thriller and a first class story set in Australia.

Just last week I heard that the new editor of The Maritime Advocate Online, Nick Elliott is the author of a trilogy of maritime thrillers – "Sea of Gold", "Dark Ocean" and "Black Reef". I haven't read any of them yet but shall comment later.

Then, only a couple of days ago, I heard from Captain D. C. Sekhar, Member of ISCO Council for India – "I have written a series of science fiction / fantasy short stories. This is science fiction and set in 2100 AD. The first of this short story series has been published. Reviews have been favourable so far from 'must read' to 'awesome'.

My apologies for any omissions (please let me know) – but, in the meantime, with the current "lockdown" you may have time to expand your reading list and here is a list of where you can find these books.

Response to Oil and Chemical Pollution, D. Cormack, Elsevier Applied Science, 1983. <https://www.elsevier.com/en-gb>

Response to Marine Pollution - Review and Assessment, Douglas Cormack, Kluwer Academic, 1999. <https://www.springer.com/gb>

The Rational Trinity: Imagination, Belief and Knowledge, Douglas Cormack, Bright Pen, 2010, available from www.authorsonline.com

Fingas, M.F. In-situ Burning as an Oil Spill Countermeasure, CRC Press, Boca Raton, FL. 463 pp., 2018 <https://www.routledge.com/In-Situ-Burning-for-Oil-Spill-Countermeasures-1st-Edition/Fingas/p/book/9781138735255>

Fingas, M.F., Oil Spill Science and Technology, Elsevier Publishers, 1054 pp., 2017 <https://www.elsevier.com/books/oil-spill-science-and-technology/fingas/978-0-12-809413-6>

Fingas, M.F., Handbook of Oil Spill Science and Technology, John Wiley and Sons Inc., NY, 688 pp., 2015. <https://www.wiley.com/en-ca/search?pg=handbook%20of%20oil%20spill%20science%20and%20technology%7Crelevance>

Fingas, M.F., The Basics of Oil Spill Cleanup, Taylor and Francis, 245 pp., 2012. https://www.routledge.com/The-Basics-of-Oil-Spill-Cleanup/author/p/book/9781439862476?utm_source=crcpress.com&utm_medium=referral

Fingas, M.F., Oil Spill Science and Technology, Elsevier Publishers, 1155 pp., 2011. <https://www.elsevier.com/books/oil-spill-science-and-technology/fingas/978-1-85617-943-0>

Fingas, M.F. The Handbook of Hazardous Materials Spill Technology, Editor, McGraw-Hill Handbooks, 2001, 880 p. https://books.google.ca/books/about/The_Handbook_of_Hazardous_Materials_Spil.html?id=2YrdnQEACAAJ&source=kp_cover&redir_esc=y

Fingas, M.F. and M. Punt, In-Situ Burning: A Cleanup Technique for Oil Spills on Water, Environment Canada Special Publication, Ottawa, Ontario, 214 p., 2000. Environment Canada natalie.jones@canada.ca

Fingas, M.F., J. Charles, P.G. Langille, and L.B. Solsberg, Survey of Chemical Spill Countermeasures, Lewis Publishers, New York, 241 p., 1998. https://books.google.ca/books/about/Survey_of_Chemical_Spills_Countermeasure.html?id=H9ad-wEHpicC&printsec=frontcover&source=kp_read_button&redir_esc=y#v=onepage&q&f=false

All of the following books are available from Amazon – <https://www.amazon.co.uk/> or the Amazon outlet in your own country - You will need to enter the author and title to get info on the book, the author and instructions on how to order.

David Usher – "Music is forever"

Nigel Bennett – "Take that leap"

George Ross – "Russian Keys"

Nick Elliott – "Sea of Gold", "Dark Ocean" and "Black Reef"

Capt. D. C. Sekhar – "The T-Axis" - Science Fiction Short Stories

MICHAEL WEBB - THE OIL SPILL INDUSTRY LOST A TRUE PIONEER THIS WEEK

May 14 - The oil spill industry lost a true pioneer this week, Michael Guthrie Webb crossed the bar quietly today on the Isle of Wight. Michael was born in 1928 in London. He worked with Gordon Low Plastics making air buildings and pond liners, but wanted to get more involved in the marine industry. The Isle of Wight was offering incentives to light industry and so he set up a factory in Cowes. Once on the island he went from strength to strength, he started working in the oil pollution control business in 1973, initially with his own company (Wotton Bridge Industries) and then, in collaboration with BP, he founded Vikoma. In the late 70's he invented and held patents on a range of devices that are still used in the industry today - including disc skimmer technology (US Patent 4,021,344), boom deployment systems (US Patent 4,112,689). He developed the concept of Sea Packs, Fast Boom Layers, Ocean packs, and Sea Skimmers and sold and personally implemented them all over the world.

His prolific inventions included;

Anti-pollution equipment Patent number: 4392957

Method and apparatus for dispersing oil slicks Patent number: 4342655

Anti-pollution barrier Patent number: 4330223

Fairlead Patent number: 4311109

Anti-pollution equipment Patent number: 4310415

Anti-pollution boom Patent number: 4207191

Barrier for oil spilt on water Patent number: 4140424

Oil control system Patent number: 4123911

After he left Vikoma he cast around for things to do and settled on building traditional wooden boats. Under the business name of Wootton Bridge Boat Builders he built dozens of traditional boats including an Itchen Ferry, a reproduction of a lateen racer from Spain (that ended up in a museum much to his disgust), sailing and rowing dinghies from 10 to 18 feet long, motor launches, and on and on.

Eventually he tired of boat building and retired. Spending a lot of time at his house in Ibiza while his health lasted. He spent his last days in Wootton. Up until close to the end he stayed in his home and was looked after by his family. He will be missed by all.

The family would welcome contributions to the Air Ambulance - <https://www.hiowaa.org/choose-how-you-donate/>

[Editor: Thanks to Stewart Ellis of Cleanupoil.com for sending me this sad news and the above obituary text. Many members of ISCO will have good memories of Mike and the ISCO team would like to join them in sending our sincere condolences to his family]

NEWS FROM ISCO CORPORATE MEMBERS**PACIFIC TOWING: ‘GUAM OCEAN TOW EVIDENCE OF REGIONAL CAPACITY’**

Photo: Pacific Towing's 36-day and 3825 NM (i.e., 7,084 KM) tandem tow to Guam showcased PNG's maritime expertise and safety credentials in the midst of COVID-19.

Pacific Towing continues to safely crew and despatch its vessels throughout South East Asia and Oceania despite COVID-19. Evidence of the company's unthwarted capacity in the region is its recent successful towage of a vessel and crane barge to Guam. The towage project was significant not just because it occurred in the midst of the region's COVID-19 induced lock down but because it was the first time in its 42 year history that Pacific Towing had one of its vessels in American waters.

COVID-19 is severely hampering the global maritime industry. Pacific Towing, like any other marine services provider is feeling the pandemic's impact but is fortunate in that its services are in demand due to their centrality to ships being able to unload vital food, medical and fuel supplies and hence keep countries running.

General Manager, Neil Papenfus, admits that being headquartered in Papua New Guinea has also been an advantage. "COVID-19 didn't hit PNG until several weeks after it had caused devastation in other countries which gave us vital additional time to prepare." Pacific Towing now finds itself in the enviable position of being able to take on new business as it supports other marine service providers, including those that service oil and gas clients.

COVID-19 Response

Marine Operations Manager, Gerard Kasnari, notes that numerous changes have been made and risk controls introduced in accord with World Health Organisation (WHO) recommendations. “Some of the measures we’ve taken include new cleaning and disinfecting protocols, not allowing staff to take shore leave, as well as banning all non-essential visitors from our worksites, vessels and accommodation facilities. We’ve also introduced a range of measures to keep crew safe when it comes to transferring customs and quarantine staff or marine pilots, such as social distancing, not allowing the transferred persons inside the tug, and no longer letting them use our lifejackets.”

Significantly, Pacific Towing has also converted its decommissioned tug ‘Koranga’ as its designated Isolation Unit in the event that any of its crew contract COVID-19. The ‘Koranga’ is moored at Pacific Towing’s dedicated tug base and headquarters in PNG’s capital, Port Moresby. Also located at the tug base is the company’s warehouse of oil spill response and salvage equipment as well as its specialised response personnel, including its commercial dive team.

Emergency Response & Salvage

Photo: PacTow Pacific Salvor - Pacific Towing is increasingly known for providing innovative and cost-effective solutions to clients throughout Oceania and South East Asia, including those in the Oil and Gas sector.

“A key concern in the maritime community at present” says Popenfus “is the impact COVID-19 will have on the capacity of salvors and emergency response teams to come to the assistance of vessels in distress.” Flights normally used to despatch equipment and response personnel in the event of a maritime disaster continue to be cancelled and crew are being quarantined throughout the world. “When it comes to salvage and emergency response in our region, which includes large parts of South East Asia and Oceania, we are one of very few service providers who can assist.” Pacific Towing has nearly 40 years of salvage and emergency response history including partnered responses with salvage operations based in Australia, Greece, Japan, Netherlands, Singapore and the US.



Guam Ocean Tow

The tandem tow of offshore supply vessel ‘MV Marianas Voyager’ and a crane barge from the PNG Dockyard in Port Moresby on 18 March to Guam’s Apra Harbour on 1 April necessitated a 3825 NM (i.e., 7,084 KM) round trip. On board the tug ‘Pacific Salvor’ were a PNG crew of 12 including Captain Lapan Maluira as well as two cadets from the ‘Women in Maritime’ scholarship program.

Kasnari concedes that the main challenges of the project were not the weather conditions or the technicalities of a tandem tow which included a less than streamlined, 65 metre crane barge. Instead, the key challenges were largely administrative due to the strict United States maritime regulatory requirements for Guam and that these were exacerbated by COVID-19.

“It is a very big deal to get a PNG flagged and classed vessel in to a United States port. It hasn’t happened for a long time” explains Kasnari. “The US Coast Guard’s enforcement of maritime rules and regulations are extremely high. Hence it took the PacTow team a lot of effort to ensure that the vessel and crew were properly prepared and in full compliance with all regulations in terms of lifesaving, fire-fighting, and pollution prevention. Above all we had to have all of the necessary documentation or their exemptions. Furthermore, we had to provide our COVID-19 plan to the Guam authorities before the ‘Pacific Salvor’ could depart PNG.”

Popenfus is quick to acknowledge the vital role various PNG government departments and regulatory agencies at all levels played in the success of the Guam towage project, especially the National Maritime Safety Authority (NMSA) and the Department of Transport. “The NMSA helped us get the ‘Pacific Salvor’ ready for US waters and conducted the Port State Inspection, as well as helped us with additional documentation. Just as significantly, the Department of Transport issued us with an International Ship Security Certificate, a critical requirement for getting in to Guam.” Notably, the ‘Pacific Salvor’ is the first PNG tug to ever achieve this level of certification and Pacific Towing is now embarking on securing certification for several other tugs in its fleet with open ocean towage capability.

Although not as much a challenge as getting in to Guam, the return trip to PNG was not all smooth sailing. Kasnari recalls how “we were initially supposed to clear quarantine in Rabaul but were re-routed to Madang due to PNG recording its first case of Corona Virus and Rabaul being locked down to all incoming vessels.”

Pacific Towing liaised directly with the State of Emergency Controller who gave them the necessary clearances. “Things didn’t go strictly to plan on the way home but with the help of the various agencies it was without a doubt an extremely successful international towage project and we’re greatly appreciative of everyone’s support.”

Marine services providers all over the region will continue to be challenged by COVID-19. As they navigate their way through uncharted territory, some will find opportunities in the midst of chaos. To learn more about Pacific Towing's services – towage, moorage, salvage, commercial diving, life rafts, hull cleaning – and its customised project solutions:

www.pacifictowingmarineservices.com

PRACTICAL ACTION, LAMOR FOUNDATION AND LAMOR CORPORATION AB SET UP A JOINT COVID-19 RESPONSE

Utilising the collective network, offices, personnel, resources and logistics of the three organisations the partnership will now focus their efforts to assist vulnerable communities respond to the threat of Covid19.

All three organisations have agreed to use their expertise and strengths to supplement Practical Action's work to limit the spread of coronavirus in the countries they work in. Lamor Corporation has used its extensive procurement and supply chain to establish a reliable source of PPE and hygiene products.

They will have three key areas of focus:

- Behavior change communication (social distancing and hygiene awareness through SMS and local radio)
- Distribution of protective equipment and handwashing kits through Lamor's global network and via Practical Action's community links in the countries in which it operates – with an initial focus on Kenya, Bangladesh and India.
- Free use of the new Hailer app to help communities organise support for the most vulnerable.

Due to the nature of the pandemic the joint response anticipate this to be the first phase of what we believe to unfortunately be a long-term and sustained requirement. Bangladesh, India and Kenya have been identified as most at risk within the Practical Action network. Other countries will be part of this response in the second phase.

David Nazha, President of the Lamor Foundation, said: "We want to support existing work that Practical Action is doing in areas where there is critical need.

"Where we can we will provide logistical and technical support via our network of international offices and contribute through fundraising and the procurement of PPE and hygiene products.

Mika Pirneskoski, the CEO of Lamor Corporation Ab adds that "there is definitely a need for this sort of initiative as the market prices of PPE and hygiene products have surged over the past few weeks and there are unfortunately a lot of companies trying take an advantage of it. We remain committed to help the most vulnerable people in our target countries to be able to fight the spreading of the virus."

"Ultimately, we want this partnership to be flexible, valuable and able to respond to the immediate need of vulnerable people and the planet. This crisis has forced us to focus on the short term and bring much needed help to where it is most required. We will continue to have our long term plans and objectives in place and continue to work on them "

Corporate Partnerships manager for Practical Action Ian Derbyshire said: "As with everything in life, it is in times of crisis and great need that you discover who your friends are. Lamor's willingness to be flexible and proactive in their work with us is greatly appreciated.

"Their support of limiting the spread by addressing the short term need whilst still committing to our long term approach of changing systems in Bangladesh demonstrates a real commitment.

"It is heartening to see other organisations prioritise making poorest and most vulnerable communities more resilient to shocks like coronavirus or climate change." <https://www.lamor.com/>

CORRESPONDENCE

HFO ON RIP-RAP EMBANKMENT - ANATOMY OF A SPILL



John Dawes shares some very practical spill response experience and lessons learnt when he was active as an oil spill response contractor.

"The photograph of oiled rip-rap in ISCO News reminded me of the time we were called to deal with oiled rip rap on a tidal river estuary. The spill occurred when a land based fuel distribution terminal was taking a delivery of HFO. The sea fed terminal was located on the bank of the estuary, which happened to also be a salmon river. The delivery was being made in the dark and for some reason a valve failed and the fuel oil was deposited in the distribution's terminal yard and it inevitably found the one drain which did not lead to the site's interceptor but went straight out into the adjacent estuary. Fortunately there was an on-shore wind and most of the oil was contained against about

400 metres of rip-rap shoreline. We were called as soon as the spill was discovered and at first light deployed oil retention booms offshore to prevent the oil spreading beyond its current limits. Oil skimmers were deployed and by that evening most of the free oil

in the water had been skimmed off and subsequently removed from site by vacuum tanker. I was based about 7 hours traveling time away from the spill and when I telephoned site on the first evening I was told that everything was in order, booms had been deployed and the majority of free oil in the water removed – there was no need for me to visit site.

But I just had the feeling that I ought to go to site and check. So next morning I travelled to site arriving at about 12 noon to be greeted by the Terminal Manager saying “John, will you please get your people off-site.” When I enquired “why” he said “Before your people arrived on site no one outside of the terminal knew that we had had an oil spill, now everybody in the local town is aware of it because your people have carried oil on their boots across the adjacent road when they leave site.” Fortunately I knew the terminal manager quite well. The problem was simply sorted out by installing a decontamination bath and using an absorbent roll as a walkway. When I went to site there was about 400 metres of rip rap contaminated with black oil in about a 5 feet band (caused by rise and fall of tide) and a two metre strip of firm sandy/gravel beach at low tide. Over the next three days we proceeded to cold water pressure wash any surface oil from the rip rap back into the boomed off area from which it was removed. In addition oiled debris floating inside the booms was also removed and stacked on the shoreline for subsequent disposal.

However, there was a problem. Whilst the surface of the rip rap could be cleaned and looked fine, at night when the tide came in, more oil was washed from within the rock crevice’s and deposited back on top of the rip rap to the extent that each morning it looked as bad as before we had started. I telephoned various agencies for advice but none had any to offer. Dispersants or any other form of chemicals were strictly not allowed because it was a salmon river. Over the course of the next two weeks the operation to pressure wash the rip rap continued with the oil retention booms being gradually repositioned closer to the shore line as the amount of oil removed by pressure washing gradually decreased.

As an aside - the piles of oiled debris (largely consisting of broken wooden pallets, baulks of timber and seaweed) still sat on the foreshore just below high water level. At that time in-situ burning was acceptable, so one afternoon we set fire to the piles of debris which burnt quite well being covered with oil. Daylight started to fail so I sent members of the clean-up team back to their hotel whilst I watched the fires – assuming that the incoming tide would put them out. By now it was dark and the fires continued burning. Suddenly I realised that the on-fire debris was floating on the water and drifting towards the oil retention booms. How to put oil out that was floating on water? After the initial panic I started to throw rocks at the flames and eventually they went out – don’t think I ever did that again!

We still had the problem that each morning there were fresh deposits of oil on the rip-rap surface. Pressure washing was in fact driving the oil deeper into the rock crevice’s. Being heavy fuel oil low pressure washing just left the oil where it was. It was obvious that we could not continue in this way so a solution had to be found. For some time we had been using treated granulated cork as an oil absorbent – this was a by-product of wine cork production. We spread cork granules over the whole of the affected area. When the tide came in it drove the absorbent deeper into the rock crevice’s and any surplus was captured by the floating booms. The tide then repeated the process for us by washing any of the free absorbent back into the rocks as the tide rose. Three weeks later you couldn’t tell that there had been a spill.

Today the lessons learned are taught on most spill response training courses but just to reiterate:

- 1/ Always set up a decontamination bath in which to wash oil off contaminated footwear
- 2/ Use oil absorbent rolls as walkways if necessary
- 3/ Don’t set fire to oily debris and if it is permitted make sure any potential fire is well contained. Just as a thought – has it ever been proven that the air pollution caused by burning off oily debris is less environmentally friendly than transporting oily waste possibly many miles to an authorised waste disposal site? What about use of portable incinerators provided they meet clean air requirements?
- 4/ Don’t be afraid of asking for advice – today ISCO or ISAS are two organisations which should be able to give help
- 5/ Keep good client relations. If the client has confidence in your organisation it should give you time to apply the best and most cost-effective solutions.

Just illustrating how far PPE requirements have now come – today the pressure washer operative would be wearing gloves, life jacket, face mask, protective goggles and possibly a hard hat.

Today, acting as an assessor for the ISAS accreditation scheme incorporating both UK Spill and International Spill Accreditation Association, I am often asked: “Why do you want to actually see a spill or an exercise as required by the Scheme rules – will not a case study be enough? The case study on the HFO incident described above certainly gave an account of how the spill was dealt with but it certainly didn’t include the part about nearly setting fire to the oil boom and surrounding jetty or covering the roadway with oil. Visiting a site gives the assessor an opportunity to get a “feel” for the way in which the job is being handled – and that is something that you can’t get from just a spill report or case study”.

Keep safe

John Dawes

Manager International Spill Accreditation Scheme (ISAS)

Email: John Dawes info@isasaccreditation.org

SANDFIELD PENSTOCK SOLUTIONS



David Cole is Technical Director of Sandfield Penstock Solutions and a pioneer of the spill containment and water pollution prevention industry.

With 30 years experience in water pollution prevention David was a Steering Committee Member on the panel that produced CIRIA c736 and presented the guidance at its launch. CIRIA c736 is the UK's most recent guidance on the design of containment systems for the prevention of water pollution from industrial incidents. This guidance was produced in response to the Buncefield disaster, a significant pollution event which demonstrated that the regulations and best practices at that time were not effective in preventing water pollution.

David is cited as the inventor for most of the effective water pollution prevention products in use today including the ToggleBlok™, DrainBlok™ and DoorBlock™.

David provides site specific solutions to water pollution prevention challenges drawing on his in-depth, specialist knowledge of the latest regulations and technology for water pollution containment, flood management and firewater control. David supports businesses to overcome their water pollution challenges by providing a range of products and services including pollution containment devices - The ToggleBlok™; portable pollution containment devices - DrainBlok™; water pollution prevention training; water pollution risk assessments - Spill Mapping and consultancy including drainage assessments, regulator liaison and expert witness testimonial.

ToggleBlok - water pollution containment devices.

David designs, manufactures and installs purpose designed, automated, water pollution containment devices - The ToggleBlok™. ToggleBlok™ pollution containment valves are solar powered, connected to the GSM network for remote and automated activation and modular in design to fit into existing drainage systems and infrastructure with a minimum of cost and disruption.



The ToggleBlok™ can be triggered remotely from a control centre or mobile phone, more locally with a control panel or automatically by connecting the valves to other devices on the GSM network including fire alarms, environmental monitors, gate sensors, flood sensors, pressure washers and emergency lighting systems.

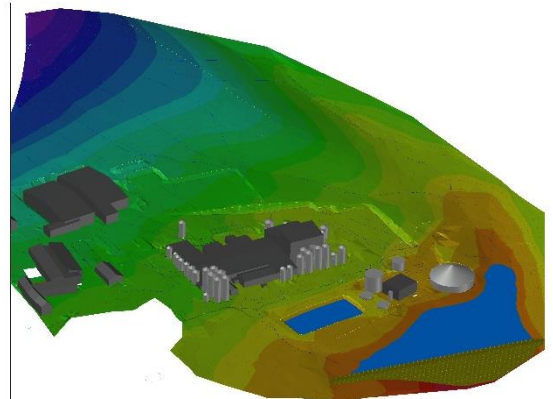
Sandfield Penstock Solutions continue to invest in developing real time monitoring, reporting systems and new automated ways of triggering our devices in the event of a pollution incident to ensure that the systems that we provide remain future proof and provide our customers with the very best protection against the risk of causing water pollution.

Water Pollution Risk Assessment - Spill Mapping

Spill Mapping is a more scientific approach to assessing the actual exposure to causing water pollution. Spill Mapping is a

computer-generated modelling process that produces animations that demonstrate the flow of pollutant materials from a site in the event of a spill, fire or flood. Spill mapping is a valuable exercise for any business, from the most simple sites to companies managing complex spill containment and drainage systems. Spill Mapping delivers an evidence based animation of a pollution release, enabling businesses to develop an appropriate containment solution and invest in the right controls or methods to meet the actual risk precisely.

Spill Mapping empowers our customers to accurately evidence the outcomes of various disaster scenarios for their specific. With this information a cost effective containment policy can be implemented, conforming to CIRIA c736, your ISO 14001 Certification and the requirements of The Environment Agency and local authorities. This approach has proven to deliver huge cost and disruption savings over both existing and proposed water pollution containment systems.



Water Pollution Prevention Training

David also provides training focussed on the latest water pollution regulations and technology. This training is designed for Site Designers, Environmental Managers, Facilities Managers, HSE's, Spill Control Managers, Drainage Engineers, Drainage Design Engineers and anyone else looking to ensure that their water pollution prevention knowledge is up to date. Sandfield Penstock Solutions provide this training information through Learning Lunch CPD Sessions, Online CPD Session, Webinars, Presentations and Talks and our water pollution prevention newsletter which we aim to update weekly.

David has provided water pollution prevention products and services to some of the worlds leading brands including Kelloggs, Biffa, Jaguar Landrover, Muller. DHL, Whirlpool, Ford, Highways England, WSP, DPD, and Marks & Spencers.

<https://penstocksolutions.co.uk/>

WHY SHOULD TANK TERMINALS REVIEW THEIR EMERGENCY RESPONSE PREPAREDNESS?

'Tank terminal operators often tell me that they are well prepared to handle chemical emergencies.'

Before accepting to store any commodity within the boundaries of the tank farm, the safety department of the operator will usually review the safety data sheet (SDS) of the product. However, I sense that many operators rely too much on the information provided on a single SDS in isolation.

The bulk logistics industry is one of the most challenging sectors for chemical incidents and emergency response. Keeping inventory and transporting chemicals comes with greater danger than handling petroleum products. Preparedness to deal with potential incidents at a site where hazardous goods are being stored is crucial to the survival of the business. Tank terminals are likely to experience at least one medium-sized incident every three years.

For HSEQ managers, the priority for emergency response is to protect the wellbeing and safety of employees and the public. For them, a 24-hour level 1 emergency response helpline should be the first line of protection for people, the environment, assets, and commercial reputation. Besides this, they should implement a crisis management plan and an efficient incident notification process.

National Chemical Emergency Centre / [Continue reading to get more essential advice and information](#)

EQUIPMENT MANAGEMENT SOFTWARE FROM ROBIN BLANDFORD

"I've created a video tutorial that showcases our equipment management software solution in action.

The [three-part video tutorial](#) demonstrates how to create and manage equipment inspections and repairs from within D4H Equipment Management" [Click here to watch it](#)

HEALTH & SAFETY

EXPLAINER: HOW DO DISINFECTANTS TACKLE COVID-19?

The spread of Covid-19 has spurred a surge in demand for disinfectants to keep our hands and surfaces clean. But what do we know about how disinfectants actually deactivate Covid-19, and how should we be using them?

Do disinfectants stop the virus? - Yes. Covid-19 is an enveloped virus, which means the protein capsid containing the viral genome is surrounded by a lipid membrane, and that offers a fairly flimsy defense against disinfectants.

Alcohol-based products will disrupt this lipid layer, and that stops the virus being able to recognise and latch on to host cells. Alcohol solutions at concentrations of 70–80% have been shown to deactivate enveloped viruses with one minute exposure time.

Quaternary ammonium compounds are another class of disinfectant that will attack the lipid structure of the viral envelope, and these are typically used as surface disinfectants. Bleach and other potent oxidisers break down the virus's essential components.

What about just soap and water? - Sure. Soap works in a very similar way to alcohol-based sanitisers – disrupting the virus's fatty lipid membrane and so deactivating it.

Using soap and water might not be practical when you're out and about to get essential supplies or exercising. In that case, an alcohol-based hand sanitiser will come in handy.

Chemistry World / [Continue reading to find the answers to many other questions](#)

CONTRACTS, TENDERS & BUSINESS OPPORTUNITIES

INTERNATIONAL OPEN TENDER NOTIFICATION SERVICE

This is a subscription service. [Have a look to see examples of open tenders.](#)

OTHER OPPORTUNITIES: USA & EUROPE

USA - Government solicitations are frequently posted in Technology Innovation News Survey and US EPA Tech Direct.

EUROPE – European Maritime Safety Agency invitations to tender are often posted in The EMSA Newsletter.

See "Links for other publications" for links to download current issues.

ISCO Members are welcome to post tender invitations in this section.

UPCOMING EVENTS

Event organisers are requested to notify ISCO immediately if a listed event is cancelled or postponed

Your Editor is doing his best to keep this listing up-to-date but it should not be assumed that listed events have not been cancelled or postponed. It is recommended that you check with event organisers before finalising your attendance plans.

If an event title is not printed in blue ink it is not hyperlinked to the event website. This may be because the website is not yet available or because the link for the website has not yet been sent to the Editor.

COUNTRY	2020	TITLE OF EVENT	LOCATION
For more information click on Title of Event			
NETHERLANDS	June 24-25	European Environmental Ports Conference 2020	Rotterdam
USA	August 3-5	Clean Waterways Conference & Exhibition	Indianapolis, IN.
ESTONIA	August 25-27	BALEX DELTA 2020 pollution response exercise	Talinn
USA	Sept. 8-11	HazMat Emergency Response Workshop	Sacramento, CA
USA	Sept. 8-11	Oil Spill Response Strategies & Tactics Training	Leonardo, NJ
AUSTRALIA	Sept. 15-17	Ecoforum Conference & Exhibition	Darwin
ICELAND	Sept. 28-30	International Symposium on Plastics in the Arctic and Sub-Arctic Region	Reykjavik
MALTA	October 6-7	Regional Meeting of National Experts on the Post-2021 Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships	Valetta
UK	October 12-13	EI Hazardous Area Classification	London
UK	October 19-23	IMO Marine Environment Protection Committee	London
USA	October 20-22	Clean Gulf Conference & Exhibition	San Antonio, TX
CANADA	October 27-29	Arctic Shipping Forum North America	Montreal
MONACO	October 27-29	Regional Workshop to enhance Marine Oil and HNS regional cooperation in the Mediterranean (MEDEXPOL 2020)	Monaco
GREECE	POSTPONED	Posidonia 2020	Athens
BAHREIN	December 7-8	EI Middle East HSE Forum	Bahrein
COUNTRY	2021	TITLE OF EVENT	LOCATION
USA	May 10-13	International Oil Spill Conference (IOSC 2021)	New Orleans
MALTA	May 25-27	Fourteenth Meeting of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)	Valetta
CANADA	June 8-10	43rd AMOP Technical Seminar on Environmental Contamination and Response	Edmonton, Alberta
COUNTRY	2022	TITLE OF EVENT	LOCATION
NETHERLANDS	Details TBA	Interspill Conference & Exhibition	Amsterdam

PUBLICATIONS

PEMSEA: GEARING UP FOR THE NEXT DECADE OF HEALTHY OCEANS

In the past year, concerted efforts to scale up the implementation of the 2018-2022 Sustainable Development Strategy for the Seas of East Asia (SDS-SEA) meant PEMSEA and its partner countries surpassed its integrated coastal management (ICM) targets ahead of schedule. Targeting to achieve at least 25% coverage of the region's coastline by 2021, ICM coverage of the region's coastline is now estimated at 37.9% as of December 2019.

In the release of PEMSEA's Annual Report 2019, PEMSEA looks forward as much as it looks back, to see how the success of past actions lays the groundwork for future progress in the seas of East Asia. A few highlights of the report are included below. [Read the report](#)

EMSA FACTS & FIGURES 2019 JUST PUBLISHED

EMSA Facts and Figures 2019 presents a condensed account of the Consolidated Annual Activity Report, summarising how EMSA implements the tasks set out in its annual work programme. Visuals are used to cover many topics from staff numbers and nationalities to RPAS services or EMSA standby oil spill response vessels, equipment and dispersant stockpiles.

PUBLICATIONS (CONTINUED)

This overview of the year's activities helps to show how EMSA is effectively contributing to member states by coordinating and aggregating expertise and knowledge and harmonising the implementation of legislation and practice. [Read more](#)

LINKS FOR DOWNLOADING & READING OTHER PUBLICATIONS

ALGA Cronicle	News from Australasia on Contaminated Land Remediation	April 2020
AMSA Update	Latest News from the Australian Maritime Safety Authority	Current issue
ATRAC Newsletter	News from the Adriatic Training and Research Centre	December 2019
AUSMEPA Bulletin	News from the Australian Marine Environment Protection Assoc'n	Summer 2020
BIMCO Bulletin	Marine and shipping-related news from BIMCO	December 2019
Newsletter from George Holliday	News and commentary on HSE issues from George Holliday	On request email
Cedre Newsletter	News from Cedre in Brittany, France	April 2020
Clean Nigeria Associates Newsletter	News from CNA about Oil Spill Response in Nigeria	December 2018
EMSA Newsletter	News from the European Maritime Safety Agency	Current issue
GEF Newsletter	Monthly Newsletter from the Global Environment Facility	December 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	Q1 2020
IMO News Magazine	News from the International Maritime Organization	Winter 2019
IMO Publishing Newsletter	New and forthcoming IMO publications	April-May 2020
ITOPF Ocean Orbit	News from the International Tanker Owners Pollution Federation	October 2019
JOIFF "The Catalyst"	Int'l Organisation for Industrial Hazard Management	Q2 2020 issue
Maritime Executive Magazine	Often contains articles of interest to the spill response community	Jan.-Feb. 2019
MEDNEWS	News from UNEP Mediterranean Action Programme	01 / 2020
MOIG Newsletter	News from the Mediterranean Oil Industry Group	January 2020
NCEC Newsletter	News from the National Chemical Emergency Centre	March 2020
Nautical Institute News	News from the Nautical Institute	Jan.-Feb. 2020
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	February 2020
OHMSETT Gazette	Oil Spill Response Research & Renewable Energy Test Facility Quarterly	Spring 2020
OSPAR Newsletter	Protecting & Conserving the N.E. Atlantic and its resources	End of year 2019
PEMSEA Newsletter	Healthy oceans, people and economies in the East Asian Seas	September, 2019
Pollution Online Newsletter	News for pollution prevention & control professionals	Current issue
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	Current issue
Technology Innovation News Survey	News from US EPA – Contaminated Site Decontamination	March 16-31, 2020
USA EPA Tech Direct	Remediation of contaminated soil and groundwater	May 1, 2020
WestMOPoCo	Western Mediterranean Region Marine Oil & HNS Pollution Cooperation	January 2020

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

Editor – Very few spill reports in the press recently – probably not because there's only a few spills – but because the news media is focused on the Coronavirus Pandemic. Currently I depend on readers who send me reports and on Mikhail Voytenko of the Maritime Bulletin. He regularly advises on vessel abandonments, groundings and sinkings – several every week – but, unless there is an immediate release of oil or chemicals, spillages are not reported in the Maritime Bulletin. However, some of his reports cover incidents that are likely to result in significant pollution by oil or chemicals.

UK: ENGLAND - FORTY SWANS RESCUED AFTER HUGE DIESEL SPILL IN MARINA

May 1 - Eight mute swans are recovering at a wildlife rescue centre near Tewkesbury after getting covered in diesel at a marina. The birds were brought into Vale Wildlife Hospital after being rescued from the water. In total, nearly 90 birds were affected, including more than 40 swans. The spill happened at a marina in Northamptonshire, and the Environment Agency is investigating the incident. Staff at the Vale Wildlife Hospital decided to use their own shower to hose down the injured swans, after hot water ran out in the washroom! Once recovered, the swans will be released back into the wild. [ITV News / Read more](#)

INDONESIA: VIDEO: EXPLOSION CAUSES INJURIES ABOARD TANKER IN INDONESIAN SHIPYARD

May 11 - A fire broke out onboard the Indonesian Aframax crude oil tanker Jag Leela while the vessel was undergoing repairs at North Sumatra's Belawan port.

At least 22 workers were injured, many with burns, and taken to a local hospital while an unconfirmed number of people are reported missing or trapped on the ship according to Agence France-Press.

At least two explosions were heard aboard the vessel causing a large fire that was reported under control later in the day. Fire engines and fireboats were trying to contain the fire, which reportedly spread to at least one other vessel in the shipyard. The force of the explosion also reportedly caused minor damage to nearby structures on land. The Maritime Executive / [Read more & watch video](#)

SINGAPORE STRAIT: IRANIAN CONTAINER SHIP BROKE IN TWO?

May 11 - Iranian container ship and Indo bulk carrier collision and grounding, Singapore Strait VIDEO

Container ship SHAHRAZ and bulk carrier SAMUDRA SAKTI I are reported to run aground in Singapore Strait south of St John Island at around 1900 UTC May 10, close to each other, while proceeding in the same direction, probably trying to avoid collision. As of 0700 UTC May 11, both ships remain in the same positions, coordinates don't change. SHAHRAZ is en route from Port Klang to Yangshan China, SAMUDRA SAKTI I is en route from Belawan to Bayah, southwest Java.

UPDATE May 11 1100 UTC: I've received photos from Captain of the ship which passed grounded ships, obviously there was a collision, container ship sustaining hull breach and cracks portside. Judging from photo, SHAHRAZ hull integrity may be compromised.

UPDATE May 12: SAMUDRA SAKTI I was refloated at around 1600 UTC May 11, taken to nearby Batam Anchorage, anchored. SHAHRAZ as of 0820 UTC May 12 remained aground, and judging from latest available photos, it seems like she broke in two in midship area, hull having vertical cracks both portside and stb, throughout freeboard and below waterline. Maritime Bulletin / [Read more](#)

UK: NORTHERN IRELAND: OUTCRY AS POLLUTION KILLS MORE THAN 1,000 FISH IN CO ANTRIM RIVER

May 11 - A kill of more than 1,000 fish in the Glenavy River in Co Antrim at the weekend has prompted calls for stronger deterrents for polluters. Members of the Glenavy Conservation and Angling Club raised the alarm with the Northern Ireland Environment Agency on Friday after seeing distressed fish gasping for air. Further inspection led to the initial discovery of 510 dead fish but this number later increased to well over 1,000. Belfast Telegraph / [Read more](#)

UAE: MYSTERY SPILL OFFSHORE FUJAIRAH



May 13 - Juan Peña Ibañez of ISCO Member Orbital EOS has reported having found **an oil spill of remarkable size** close to the port of Fujairah, UAE on the morning of 13th May. The satellite image [© data ESA © image Orbital EOS] indicates that the area of the spill is 21.3 Km². The volume has been estimated using ad-hoc image processing algorithms, giving an estimation of a minimum volume of 48.82 M³ according to European standards. The spill is located at a distance of 24 km from the port of Fujairah. The source is unknown, although bunkering activities might be a likely origin. juan@orbitaleos.com

Editor: At time of writing I have not yet found any press report on this oil spill. See also the article on Page 3 of last week's ISCO Newspaper.

ECUADOR & PERU: OIL SPILL POLLUTES COCA RIVER (UPDATE)

May 14 - Three SOTE (Trans-Ecuadorian Oil Pipeline System) pipelines transporting crude oil and fuel ruptured following a landslide in the east of Ecuador, causing oil pollution in the Coca river (a sub-tributary of the Amazon). This pollution crossed the border into Peru after reaching the Napo river. The quantity spilt is unknown, however response operations (boom laying, clean-up of the banks) supervised by EP Petroecuador and OCP Ecuador continue to be carried out on 40 sites, with over 500 people mobilised according to EP Petroecuador. An estimated 27,000 people have been affected by the spill (figures from NGO Amazon Frontlines). [Thanks to CEDRE]

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