

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



*We Wish You All
A Happier New Year*



A NEW YEAR MESSAGE FROM ISCO SECRETARY MATTHEW SOMMERVILLE

2020 will be a year we will remember perhaps not as the best or one we would ever want to repeat but one where we did get the opportunity to see some of the best of humanity and get a reminder of what's actually most important to us.

Hopefully ISCO has helped in part by at least bringing you news on what's happening in the spill industry. We have had our share of losses over the year but fortunately not to Covid 19 but the more common fates of age and illness.

We have also seen some significant spills and incidents over the year. I myself had an interesting experience in the Wakashio spill in Mauritius where a brave government allowed in international support to an effectively COVID-19-free island and gave us the opportunity to work with a few of the great volunteers who aided the response in a beautiful part of the world. It's a place on my list for a holiday once Covid-19 is under control.

There have however been far fewer than we might have expected considering the sacrifice ships crews have had to make to deliver the 98% of world goods we need when they themselves could not easily leave the ships they served on or get home for the leave they richly deserved. The efforts of IMO and the shipping industry have not yet persuaded governments to recognise them as keyworkers but they definitely have been and will be people we all rely on.

2020 has also been a year where we have seen many groups who work quietly in the background picked out for thanks and praise by the wider community in which they serve. We would certainly join that thanks to all the medical, scientific, industrial, delivery and support staff who have helped us all through the year.

If you have enjoyed the free newsletter then there is no better way to show our team of volunteers your appreciation than by joining ISCO.

On behalf of ISCO President, David Usher, Membership Director, Mary Ann Dalgleish, and the rest of the ISCO team, I hope you all keep safe and wish you a great 2021.

Matthew Sommerville
Secretary



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

INTERNATIONAL NEWS (CONTINUED)

FSO SAFER: CONTINGENCY PLANNING PROGRESSES AS UN ASSESSMENT MISSION GETS GREEN LIGHT

December 18 - IMO has made significant progress with its contingency planning efforts to prepare for a possible oil spill from the deteriorating floating storage and offloading unit (FSO) SAFER, which is moored off the coast of Yemen. The unit has an estimated 150,000 MT of crude oil on board.

Contingency planning is taking place alongside preparations for a UN-led assessment mission on the FSO SAFER, scheduled to take place in early 2021. In line with the scope of the mission that was recently agreed, a UN team will board the FSO for 30 days to assess its state and carry out light repairs. However, the scope of the mission does not include offloading the oil currently on board the FSO.

IMO will continue to provide technical input to the UN interagency process, which is led by the UN Office of the Special Envoy of the Secretary General for Yemen (OSESFY), with participation from UN OCHA, UNOPS, IMO and UNEP.

The IMO-led contingency planning efforts, carried out in collaboration with key stakeholders in the region, aim to improve the efficiency, effectiveness and management of emergency response operations in the event of a spill from the FSO SAFER. Should an oil spill occur, IMO is able to support national Governments and regional organizations, on the basis of a formal request for assistance, by providing technical assistance and backstopping regional efforts in line with the provisions contained in Article 12 of the OPRC Convention. [IMO / Read more](#)

FIRST DRAFT OF THE UPDATED BALTIC SEA ACTION PLAN IS UNVEILED TO HELCOM DECISION-MAKERS AT HOD 59-2020

December 18 - Entering a final stretch, another major milestone was crossed last week when the first full draft of the updated Baltic Sea Action Plan (BSAP) was presented to the organization's decision-makers during the autumn meeting of the HELCOM Heads of Delegation (HOD 59-2020) that took place online.

Building on the existing plan, the updated BSAP is expected to maintain and adapt the current structure and segments that seek to reflect the pressures stemming from land ("Eutrophication" and "Hazardous substances and litter") and from our activities at sea ("Sea-based activities") as well as the state of the environment ("Biodiversity and ecosystems").

In addition, the updated plan is due to feature a segment on horizontal actions having an incidence on the four main segments. These are climate change, monitoring, maritime spatial planning, economic and social analysis, and financing. Furthermore, all measures and actions contained in the new plan are intended to be implemented by 2030 at the latest.

The updated BSAP is expected to be adopted by the Ministers of the HELCOM Contracting Parties during the HELCOM Ministerial Meeting that will be held in Lübeck, Germany on 20 October 2021. [HELCOM / Read more](#)

OSPAR COMMISSION MEETING 2020

December 10 - Marine policy makers from across Europe gathered for the annual meeting of the OSPAR Commission for the protection of the marine environment of the North-East Atlantic.

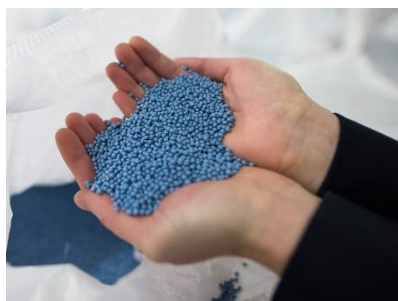
Delegates representing 14 countries and the European Union, supported by 7 observer organisations came together to discuss the protection of the marine environment of the North-East Atlantic.

High on the agenda was the development of OSPAR's new North-East Atlantic Environment Strategy 2030. This will set out a series of ambitious targets to deliver OSPAR's vision of a clean, healthy and biologically diverse ocean used sustainably.

The strategy will be adopted at a Ministerial Meeting to be held in Portugal in 2021, cementing OSPAR Parties' commitment to work together to tackle the shared challenges of ocean governance. [OSPAR / Read more](#)

PLASTIC PELLETS KEPT SPILLING

December 22- Look on the side of a highway sometime and you might see them. Or along the railroad tracks or a stream. Maybe even between your toes at the beach. Tiny pearl-shaped pieces of plastic, known as pellets, are the building blocks for almost everything



plastic, and they're everywhere.

They've spilled out of petrochemical plants, rail cars, shipping containers and trucks. Large spills have soiled beaches in Louisiana and South Carolina. New research suggests more than 230,000 tons of pellets enter the ocean each year, contaminating the water and sickening birds, fish and other wildlife.

The oil and plastic industry, which makes the pellets, says it has programs in place to prevent any spills. But NPR and PBS' Frontline found top officials have known about the problem for decades, even as they successfully fended off regulation that might have kept them in check.

NPR / [Read more](#)

EUROWA-2: MOVING THE EUROWA PROJECT FORWARD

December 21 – A report from Sea Alarm - We are very pleased to report that the EUROWA-2 project will begin in January, marking an important milestone in development of oiled wildlife preparedness in Europe. EUROWA-2 will be a 2-year project co-funded by the European Commission's Civil Protection Financial Instrument.

The project is a follow-up to the first EUROWA project which ran in 2015-16, during which the EUROWA mutual assistance philosophy and training modules were developed. EUROWA-2 will further strengthen Europe's capacity to deal with marine wildlife emergencies via integrated mutual assistance between coastal countries and the availability of a European network of internationally qualified EUROWA experts. The project builds on existing European mechanisms for mutual assistance between countries and aims towards having coordinated teams of qualified EUROWA experts that can be internationally mobilised to assist in an emergency, under the command of the leading national authorities. Sea Alarm / [Read more](#)



ITOPF - DELIVERING OUR SERVICES DURING A PANDEMIC



December 15 - The Covid-19 pandemic has had a huge impact on organisations worldwide this year. ITOPF is no exception. Despite these challenging and unprecedented times, we have continued to deliver our core technical services, albeit with some necessary adaptations to our normal working practices.

ITOPF's priority service is responding to ship-source spills of oil, chemicals and other cargo in the marine environment. We have continued to provide remote advice unabated throughout this year of pandemic and, despite international travel restrictions and reductions in flight options, endeavoured to find ways of giving on-the-ground advice. Interestingly, despite a hiatus, we have spent as many days on site attending spills this year as a typical year. ITOPF / [Read more](#)

NEWS REPORTS FROM AROUND THE WORLD

MAURITIUS OIL SPILL DISASTER CAUSED BY LACK OF SAFETY AWARENESS, ADMITS SHIPOWNER



December 22 - Japan's Nagashiki Shipping said on Friday [Dec. 18] the grounding of one of its large bulk carriers that caused an ecological disaster in Mauritius was due to a lack of safety awareness and a failure to follow rules as it pledged better training and oversight.

The crew of the MV Wakashio, a nearly 300-meter Cape Size bulk carrier used for carrying iron ore, changed direction to sail close enough to Mauritius to get cell phone coverage after also changing a set course two days earlier, Nagashiki said in a statement.

"There was a lack of awareness of the dangers of navigating close to the coast ... and insufficient implementation of regulations that must be observed in order to safely execute voyages," the company said, based on its interviews with crew members. Insurance Journal / [Read more](#)

NETHERLANDS: DESPITE COVID, A PRODUCTIVE YEAR FOR PREPAREDNESS IN THE NETHERLANDS

December 21 - Sea Alarm's coordination of preparedness building in the Netherlands saw the development of a new national wildlife response plan and further strengthening of the NGO network governance.

A main target in the long term preparedness programme that Sea Alarm manages in the Netherlands has been the update of the national 2009 oiled bird response plan (known as "SBV 1.0"). This update is based on insights and highlights from the 2012-2016 preparedness programme, the experience of the 2018 [Bow Jubail incident](#) and the reorganisation and new responsibilities of ministries, local or regional authorities. Sea Alarm's Hugo Nijkamp took the lead role in the writing process, together with Sea Alarm contractor Simone Jay, in close consultation with Rijkswaterstaat, the owner of the plan. Sea Alarm / [Read more](#)

NETHERLANDS: WÄRTSILÄ HELPS WINTERSHALL NOORDZEE MITIGATE OFFSHORE HAZARDS WITH NEXT-GEN MARINE TRAFFIC MONITORING SYSTEM

December 22 - Wärtsilä Voyage has successfully completed its first commercial installation of the state-of-the-art [Wärtsilä Navi-Harbour WebVTS 5.0](#) software application. The system was ordered by Netherlands-based Wintershall Noordzee B.V. to provide greater safety for their offshore installations in the North Sea. The order was placed in Q1 2020 and the project was finalised with full customer acceptance in November.

The Wärtsilä Navi-Harbour WebVTS features an early warning system to avoid collisions between the offshore platforms and vessels in their vicinity. It works by providing remote access to Automatic Identification System (AIS) or Vessel traffic Service (VTS) data sources to maintain constant and full situational awareness, utilising a standard Internet browser. The WebVTS decision support tools effectively mitigate potential marine hazards and risks. The application also supports navigational maps, traffic management tools, ship history, and works in various languages. gCaptain / [Read more](#)

NIGERIA: NOSDRA BOSS UNDERSCORES NEED FOR CONTINGENCY PLAN TO RESPOND TO OIL SPILLS

December 22 - The Director-General, National Oil Spill Detection and Response Agency (NOSDRA), Mr Idris Musa, has underscored the need for a good contingency plan to effectively respond to oil spills in Nigeria.

Musa said this on Monday in Abuja at a media briefing on the Implementation of the 2020 Activation of the National Oil Spill Contingency Plan (NOSCP) and Drill Exercise.

He described NOSCP as an administrative framework for combating oil spills through rapid response to ensure that in the event of an oil spill it is attended to effectively and timely to forestall any damage to assets and livelihood. NAIJA 247 / [Read more](#)

TURKEY: SHIPYARDS THRIVE ON EMERGENCY RESPONSE VESSEL ORDERS



Photo: Uzmar built the Al Zour emergency response vessel with Yanmar main engines (source: Uzmar) Uzmar built the Al Zour emergency response vessel with Yanmar main engines (source: Uzmar)

December 24 - New vessels will feature dedicated resources to manage oil pollution response, firefighting and ship salvage operations

There has been a recent upsurge in the construction of multipurpose emergency response vessels, as energy companies and national governments have sought to boost their resources.

This has resulted in new contracts for shipyards to build vessels capable of responding to various incidents,

emergencies and accidents, including oil pollution clearance.

Uzmar Shipyards has almost completed a large multipurpose oil spill response and offshore support vessel for Kuwait Oil Co (KOC). It built Al Zour as a technically advanced oil spill recovery vessel to boost emergency response in the Middle East Gulf.

Not to be outdone, rival Turkish vessel builder Med Marine is constructing a powerful emergency response tug at its Ereğli Shipyard to support shipping, port operations and offshore activity in eastern Africa. It is building a vessel to Robert Allan's RASTAR 4200 (MED-A42120) design for Kenya Ports Authority (KPA). Riviera / [Read more](#)

UK: MARITIME AND COASTGUARD ISSUES MARINE GUIDANCE NOTE – “APPLICATION OF MARPOL ANNEX II TO OFFSHORE SUPPORT VESSELS”

This Marine Guidance Note (MGN) sets out the amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex II and the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) which come into force on 1 January 2021 and what they mean for existing offshore support vessels (OSVs).

The MGN explains the provision of a transition period from 1 January 2021 to 31 December 2021, which will allow for a transition to new carriage requirements for OSVs by 1 January 2022 and sets out the requirements for OSVs after this transition period has ended. MCA / [Read more](#) See also - https://www.gov.uk/government/publications/min-651-m-amendments-to-marpol-annex-ii-and-the-ibc-code?utm_source=aaf3197a-2e75-4003-b094-41449959f067&utm_medium=email&utm_campaign=govuk-notifications&utm_content=daily

USA: LATEST NEWS REPORTS FROM NOAA OR&R

December 20 – Please click on the links below to read the latest news from NOAA OR&R.

[OR&R's Emergency Response Division Works towards Marsh Regrowth at Site of Spill](#)

In August of 2019, the U.S. Coast Guard (USCG) received notification of a crude oil spill in the southern Louisiana marsh (29° 28' 33" N, 089° 38' 07" W). The oil company reported a release of 20 barrels of crude oil and an unknown quantity of produced water. USCG has conducted several in-situ burns over recent years and most burns are successful at removing the oil. Rebound of the marsh vegetation is typically apparent after a few growing seasons.

Enter 2020. Typical regrowth at the burn site? Nope. More than one year post-burn, the vegetation has yet to show signs of a strong comeback. A follow up visit to the site of the burn conducted in March of 2020 was a disappointment for the response team. NOAA Regional Response Officer LTJG Lola Ajilore, encountered a thick layer of algae smothering the majority of the burn site and underlying marsh soil still sopping with oil. Very little new vegetative growth was found in the impacted area. This marsh was not rebounding. December 2020: another disappointment. The most recent site visit, conducted last week, showed very little regrowth at the site. On a brighter note, and probably the only bright note of this particular spill, the oil trapped within the marsh soil has been reduced to a very slight sheen with a few scattered droplets here and there, only released when the soil is disturbed. Other nearby burn sites have recovered marvelously with this amount of oil lurking around.

[Call for Proposals for Research on the Economics of Disaster Preparedness](#)

On November 30, The University of New Hampshire (UNH) Coastal Response Research Center (CRRC) working with OR&R's Disaster Preparedness Program and Assessment and Restoration Division economists released a request for proposals for technical support to enhance our knowledge of economic valuing of preparedness, specifically in coastal disasters.

[Public Meeting of the Interagency Marine Debris Coordinating Committee](#)

On December 15, the Interagency Marine Debris Coordinating Committee (IMDCC) held a virtual public meeting focusing on marine debris monitoring and detection. The IMDCC is a multi-agency body responsible for coordinating a comprehensive program of marine debris research and activities among federal agencies. Representatives meet to share information, assess and promote best management practices, and coordinate the Federal Government's efforts to address marine debris.

[Team Releases New CAMEO Data Manager Tool](#)

In mid-December, the Office of Response and Restoration (OR&R) CAMEO® team released [CAMEO Data Manager](#), a desktop program for managing data about chemicals stored or transported in communities, especially data required under the Emergency Planning and Community Right-to-Know Act ([EPCRA\(link is external\)](#)).

[OR&R's Disaster Preparedness Program Announces Second Annual Preparedness Lagniappe Awards](#)

The OR&R Disaster Preparedness Program (DPP) is excited to announce the recipients of the second annual Preparedness Lagniappe Awards. Funds were made available to National Ocean Service (NOS) program offices to fill preparedness gaps or innovate their current preparedness efforts. In our second year of the annual award cycle, grants were awarded to the Office for Coastal Management (OCM) and Office of Coast Survey (OCS).

USA: CONGRESS APPROVES MAJOR BOOST IN GREAT LAKES FUNDING

December 20 - Ten months after being approved in U.S. House with heavy bipartisan support, the Great Lakes Restoration Initiative Act has passed the Senate and is headed for President Donald Trump's desk.

The bipartisan bill would reauthorize the Great Lakes Restoration Initiative — set to expire at the end of FY 2021 — for another five years, upping current funding levels of \$300M to \$375M in 2022 and then increasing funds by an additional \$25M per year until hitting \$475M in 2026. MLive / [Read more](#)

USA: SPENDING BILL PROVIDES NEARLY \$300 MILLION TO ADDRESS 'FOREVER CHEMICALS'

December 22 - The FY 2021 omnibus appropriations bill passed by Congress Monday night provides nearly \$300 million for new investments to address the regulation and cleanup of the toxic "forever chemicals" known as PFAS.

Spending for the Department of Defense, Environmental Protection Agency, U.S. Geological Survey and Food and Drug Administration included in the package will expand PFAS cleanup efforts by the Pentagon, provide the EPA with funding for its regulatory and cleanup priorities, direct agencies to expand data collection and reporting efforts, and direct the FDA to review the safety of PFAS in food packaging. EWG / [Read more](#)

USA: SENATOR PETERS SECURES, PASSES \$3 MILLION FOR GREAT LAKES COAST GUARD CENTER OF EXPERTISE



December 22 - U.S. Senator Gary Peters (MI) today announced that the year-end funding bill includes a provision he secured to provide \$3 million for the U.S. Coast Guard National Center of Expertise (NCOE) for the Great Lakes. It passed as part of the year-end funding bill that is headed to the President's desk to be signed into law.

The Great Lakes NCOE will examine the impacts of oil spills in freshwater environments and help develop effective responses. Current oil spill response technologies are primarily designed for saltwater environments. Peters passed legislation into law establishing the NCOE for the Great Lakes in 2018.

"An oil spill in the Great Lakes would be catastrophic for Michigan and the country. We need to be doing everything we can to prevent a disaster from happening – including assessing how we can effectively respond to any potential future spill," Peters said in a statement. "The Center of Expertise will be vital towards protecting the Great Lakes for future generations". WKZO / [Read more](#)

USA: ECOSPEARS TO DEPLOY CLEAN WATER TECHNOLOGY AT PORT OF SAN DIEGO AMERICA'S CUP HARBOR

December 22 - As part of a two-year pilot project under the Port of San Diego's Blue Economy Incubator, ecoSPEARS, a cleantech solutions company ushering in the carbonless future of environmental cleanup for toxic contaminants, will deploy NASA-developed technology to remove Polychlorinated Biphenyls (PCBs) from sediments in America's Cup Harbor.

The primary goal will be to determine how much PCB mass the SPEARS technology will remove over a predetermined period.

The SPEARS technology will be deployed starting in December. SD News / [Read more](#)



PEOPLE IN THE NEWS

CHRISTOPHE BLAZY JOINS THE SEA ALARM TEAM



December 21 – From Sea Alarm – "We are very happy to report that Christophe Blazy, a marine biologist born in France, has joined the Sea Alarm team as a Technical Advisor.

Christophe took his university education in France (Lyon and Marseille) and the Netherlands (Wageningen), with a Master's Degree in Environmental Sciences and Agronomy and a Master's Degree in Oceanography, Aquaculture and Marine Resource Management. He has worked as a Research Assistant on marine biodiversity assessment in Malta and as a Research Assistant in France on artificial reef monitoring and ecological restoration via artificial fish nurseries in coastal areas.

Christophe joins us from his two-year posting as Junior Programme Officer at the Regional Marine Pollution Emergency Response Centre for the Mediterranean (REMPEC), with whom Sea Alarm has a long running partnership and MoU. Sea Alarm / [Read more](#)

THE GROUNDLINE ANCHORING SYSTEM – AN INNOVATION THAT SUCCESSFULLY PROTECTED ITALIAN HOLIDAY BEACHES



An article contributed by George Ross - a historical case history where an initial setback was resolved by innovation that led to a successful outcome. For more than 40 years George has travelled the globe, leading the response at major oil spill events, carrying out training and undertaking projects to build response preparedness all over the world. He is a well-known and respected figure in the international spill response community.

ALGAE THREAT IN ADRIATIC 1989-1990



Photo: An aerial view of the mucillagine pollution off the Italian coast.

When the initial request for assistance was received in Aberdeen, Alba International's agent in Italy said "It is not nice. It is like the sick of the cat". The stinking mess was washing up on several of the prime holiday beaches at popular holiday beaches in the Veneto region of Italy.

Details of this anomaly are well documented. The tourist industry was ravaged by this decaying Algae bloom and losses were estimated at \$800 million. The Italian government were under great pressure to do something to protect the tourist beaches from Algae that was turning the beaches to mud with dead bloom being washed ashore.

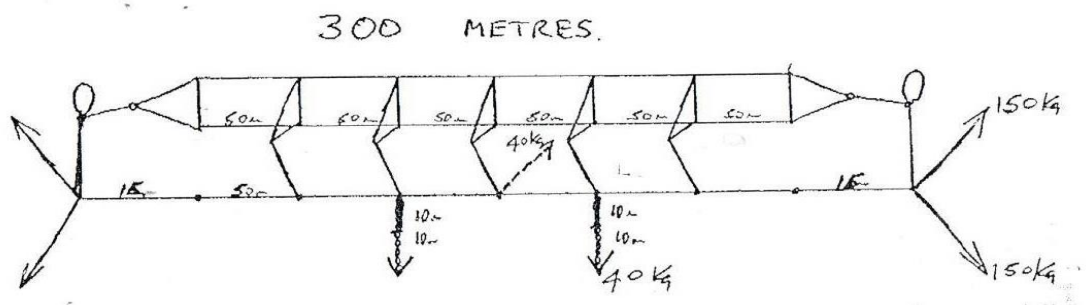
In desperation the Government decided to try a deflection strategy as the Algae could not be collected at sea or even on the beaches. This was a PR exercise by the government. Many companies worldwide deployed booms of all kinds during the trial period. The scope of operations depicted booms to be positioned no further than 500m from shore. Water depth was four metres.

Alba International and Jackson booms got together with Seaboard Anchors. Three chevrons of 50m lengths of Jackson boom were positioned with two 25kg anchors at each end of the chevrons for the trial period that was supposed to last for one month.

Four days after the trial began a storm hit the Adriatic with winds of 70mph. In such shallow water the seas that hit the booms were breakers and nothing stood a chance. All trial booms were driven ashore except the Jackson boom. It remained at sea but was rolled up and a shambles. Four days after recovery this boom it was re-built and ready to deploy again. The boom suffered no damage. Spreader bars only had to be changed but the competition was totally destroyed

This might have been a PR exercise for the government but it presented a great problem for Alba - How to moor a semi-permanent boom in such shallow water and subject to such ferocious conditions. A conclusion was reached that the reason the boom rolled up was because the broken seas were hitting the entire 50m length at the same time. To counteract this a decision was made to extend the diversion booms from 50m to 300m so as the boom not being hit could support that which was being hit but also to bridle this boom at each 50m connection.

To set such a configuration of Anchors in single mode and in a straight line would be impossible. Thus the Ground-line concept was adopted. The ground-line could be deployed, tensioned, and anchored in one operation that left only Risers and anchor lines every 50m ready to accept the Jackson Boom.



CONTIBUTED ARTICLE (CONTINUED)

In the sketch above the anchors along the length of the groundline are shown as 40 Kg. but may also have been 75 Kg. The area and prevailing weather would govern the anchor size and could vary depending on location. Similar sketches show the different lay-outs for anchoring boom lengths of 400 m, 450 m. and 500 m.

Gavel-end anchors were 150kg and two were set at each gavel. The first riser each end was attached to a large Buoy. Risers down the line were supported by smaller Norwegian type buoys. Anchors along the line were two towards the land three to seaward alternating. Each anchor along the line weighed 75kg and was set with a 2m buoyed tripping line for recovery.

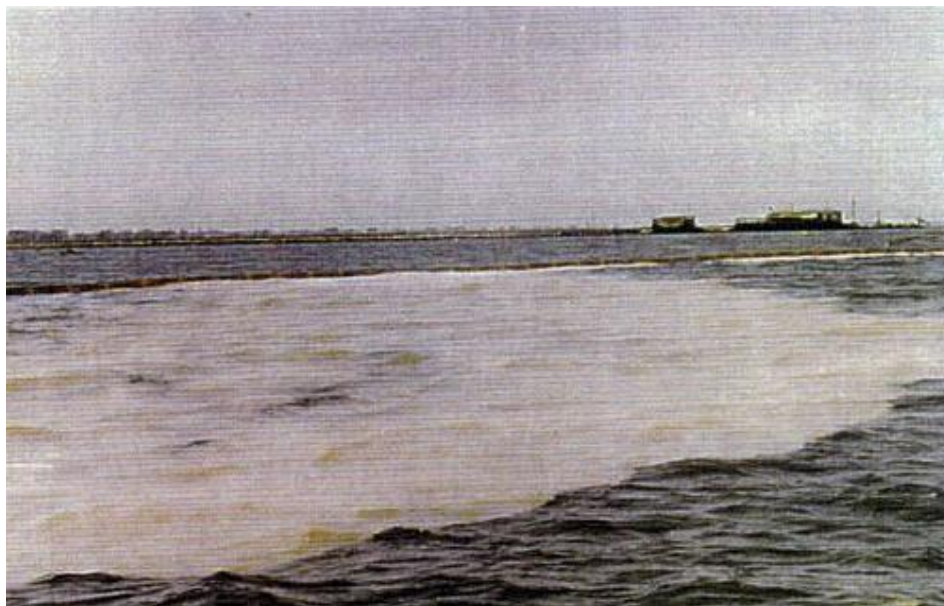


Pictured left: Boom assembly in progress at Jackson Trawl's Peterhead factory.

The entire ground-line system was assembled in the Jackson factory in Peterhead and made of combination wire rope. Anchor lines and Risers were pre-positioned. Deployment was fast and precise. Joining sections of boom with Unicon connectors took a little time but got faster with practice.

This boom configuration survived for six months and weathered everything the Adriatic could throw at it including three storms with winds over 60mph. There were no twists and no rolling up of the boom. When recovered the boom sustained no damage. The Ground-line sustained no damage and only one 75kg Anchor was so deep in the sand it couldn't be recovered.

The mucillagine problem was repeated over two years (1989 and 1990) and during this time Alba teams installed some 10 km. of diversionary boom at various holiday resorts. At the end of each season the protection systems were retrieved, cleaned and placed in storage ready for re-use when required.



Adriatic Coast – Protection boom installed by Alba Team to prevent pollution of holiday resort beaches by Mucillagine

In summary

This mooring system is easy to deploy and can be assembled on land. That is a major factor. Straining the line is also achievable after setting the anchors on the first Gavel. The entire line can be tensioned when setting the anchors of the opposite gavel. With the main line under tension the landward and seaward anchors can be set precisely. Everything is rigged for recovery and tripping lines are attached to each anchor.

In the Adriatic the Jackson boom was used because of its strength but since then we have also had occasion to use Ro-Boom solid buoyancy boom at other locations. The system allows for access when required with an opening gateway that can be closed quickly. Gate risers are joined by a pennant underwater at a depth to allow vessels' draft to clear. This pennant retains the integrity of the floating configuration. Ground-lines can be any length required - there is no limit.

Main Ground-Line 18mm combination wire rope
Risers 16mm Combination wire rope
Anchor lines 16mm Combination wire rope

SEA ALARM ANNOUNCES A BRAND-NEW PHASE OF COOPERATION WITH OIL SPILL RESPONSE LIMITED



December 21 – “We are very pleased to announce that Sea Alarm has signed a new multi-year agreement with Oil Spill Response Limited (OSRL), ensuring our continuing cooperation for the coming years”.

Sea Alarm and OSRL have been working in collaboration since 2005 to enhance levels of oiled wildlife preparedness and response with industry, governments and NGOs, which has been described in an earlier article.

This new agreement, which covers the period 2021-2025, will build upon the multiple achievements from the previous 15 years, but also targets some fields in which both organisations desire to collaborate, on the basis of a shared vision. That shared vision is to see OSRL members supported and actively working to enhance oiled wildlife preparedness arrangements within their own organisation and in countries or regions at risk. The collaborative work will focus on activities where OSRL and Sea Alarm join their unique strengths and expertise fields to achieve outcomes that would be difficult to achieve individually. Sea Alarm / [Read more](#)

ISCO MEMBER ECO EQUIPMENTS DELIVERS MULTIPURPOSE CLEANING VESSEL FOR KEELUNG PORT

December 23 - In November 2020, Eco Equipments Taiwan in cooperation with EFINOR Sea Cleaner (France) have tendered a Waste Cleaner class cleanup vessel WCL94 to Port of Keelung Harbor Management Department, Taiwan International Ports Corporation, call sign “Keelung No. 737”.

The compact, versatile and maneuverable capabilities of the vessel delivers optimum performance in navigating through tight and busy harbor waters of Keelung Port, while being able to cruise off coast with max. speed of 12 knots and withstanding sea state 4 current condition. With minimum crew requirement (2-3 person), WCL94 supports water surface recovery of up to 31000 sq. m per hour, with cleaning speed of up to 3 knots and suction extending 2 meters long. It operates with integrated dual flow suction of hydrocarbons and solid waste, each capacity of 3 and 5 cu. m, supported by deck capacity of 7 metric ton.

Multipurpose utility equipment ready onboard – vessel support tools, all-in-one mobile transfer pump, motorized waste bin and towable high capacity basket, extendable cleaning mesh net, etc., allowing WCL94 to support other marine activities i.e. oil spill containment, firefighting, water transfer, dispersant applications. Dual high-powered propulsion engine and mid suction engine provide energy efficient (50% less fuel consumption) performance, with 2 ton bollard pull strength and 50 cu. m per hour of water oxygenation capabilities. <http://www.ecoequipments.com.tw/>

LETTER FROM JOHN A. DAWES - WESTERN INDIAN OCEAN – BETTER OSR PREPAREDNESS NEEDED



Above: Equipment being readied for shipment to Mauritius, Rodrigues, Madagascar, Comoros, Tanzania and Mozambique. Because of local logistical requirements all the equipment was required to be provided on towable trailers.

“I refer to last week’s issue No. 767 of the ISCO Newsletter and the article headed “Western Indian Ocean – better OSR Preparedness Needed”. On the face of it that is certainly true with the repercussions of the MV Wakashio incident in Mauritius continuing to rumble on.

But I am curious. In 2002/3 I was working for a company that supplied over £1 million GB Pounds worth of spill response equipment to the Western Indian Ocean region and this was further supplemented with an additional £700,000 GB Pounds worth of equipment in 2012/13. The equipment, which was World Bank funded, was supplied through the Indian Ocean Commission which was based in Quatre Bornes, Mauritius. They arranged for the equipment to be distributed to Mauritius, Rodrigues, Madagascar, Comoros, Tanzania and Mozambique. All of the equipment was commissioned on hand-over by engineers from UK and Madagascar. Training was given to local staff to ensure that they understood its operation.

Of equal importance was a set of spill response contingency plans which had been drawn up by the IOC so that, should an incident occur, the person responsible in each country was fully aware of what the plans consisted of, and the equipment that was available.

But having equipment available and contingency plans draw up is only half the story. As all oil spill professionals know, equipment maintenance and regular exercises with that equipment are essential so that when a spill does occur (as inevitably it will) an effective response plan can be implemented. For years I have been urging the various countries’ environmental controllers to engage with International Spill Accreditation to become accredited now under the UK Maritime & Coastguard Agency National Standard for Marine Oil Spill Response Organisations. This would ensure that contingency plans are available, equipment is regularly maintained, staff training is up to date and there is at least an annual deployment exercise.

If any one of the four basic elements of planning, equipment availability, training and exercising is missing just spending further money on equipment will be ineffectual. Some of the questions still to be answered about the MV Wakashio incident are: how much oil was recovered at sea and how much oil was mopped up with absorbent or locally used materials – and what happened to the contaminated waste? The next webinar on the MV Wakashio incident being run by UK & Ireland Spill Association should be interesting”.

John A Dawes, Executive Director, International Spill Accreditation Scheme. Email: info@isasaccrreditation.org

WEBINARS & ONLINE TRAINING

Postings for publication in this section should be sent to the Editor – john.mcmurtrie@spillcontrol.org

USA: NINTH TECHNOLOGY WORKSHOP FOR OIL SPILL RESPONSE

A VIRTUAL EVENT – FEBRUARY 22-26, 2021

Session topics include – Agency Updates on Technology Research and Co-ordination + Remote Sensing, Sampling, and Data Management + Spill Response Technology Applications during Pandemic + On-Water Mechanical Containment and Recovery Technologies + Response Technology for Non-Floating Oils + ART: In-situ Burn and Herders + ART: Dispersants, Surface Washing Agents, Bioremediants, and Sorbents + Other Emerging Technologies.

WEBINARS & ONLINE TRAINING

Sponsors are The Office of Spill Prevention and Response, CA Dept. of Fish and Wildlife, and Chevron U.S.A. Inc.
For Registration and Details of Dates & Times - https://us02web.zoom.us/webinar/register/WN_tcfG1XixQeajpTcmqz-t6g
Contact for more information – Maria K. Hartley, MHartley@chevron.com

RECOGNITION TRAINING FOR STRUCK-BY AND CAUGHT-IN-BETWEEN HAZARDS

December 19 – Advice on webinar received from Marc K. Shaye Hon.FISCO, Member of ISCO Executive Committee.

A provider of continuing education, through live webinars for professionals has asked me to speak at an upcoming live webinar titled "Recognition Training for Struck-By and Caught-In-Between Hazards" in March 2021. The provider has advised that this type of program has shown to be a great networking and marketing opportunity. The live webinar will be 90 minutes in length, a minimum of 85 minutes of content and maximum of 5 minutes of Q&A. The live webinar will be scheduled between the hours of 1:00 PM - 2:30 PM EST.

The target audience for this live webinar is as follows: construction and project managers, owners, presidents, vice presidents, human resource managers, contractors, subcontractors, architects, engineers, safety managers, workers' compensation professionals and attorneys.

This live webinar is intended to provide attendees with a better understanding of struck-by and caught-in-between hazards in the workplace and how to prevent them.

Specific coverage will include:

- Operations that commonly cause struck-by or caught-between hazards
- Personal protective equipment selection
- Hazard recognition training
- Engineering controls to be followed in identified situations
- Case studies/Examples

ISCO members are encouraged to submit case histories in keeping with the critical program objectives. Contributing members will be recognized and will benefit from the presentation as experts in the field. Case histories should be sent to ISCO by February 1, 2021. ISCO members will be provided a preview of the webinar and will be invited to attend the live webinar with a discount provided. More info - Marc K. Shaye shayemk@aol.com

CONTRACTS, TENDERS AND 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 of these publications.

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

SCIENCE & TECHNOLOGY

INCOIS LAUNCHES ‘DIGITAL OCEAN’

December 29 - Union Minister for Science and Technology Harshvardhan on Monday launched the ‘Digital Ocean’ platform of Indian National Centre for Oceanic Information Services (INCOIS) here as a one stop-solution for all data related needs of a wide range of users, including research institutions, operational agencies, strategic users, academic community, maritime industry, and the public.

“Digital Ocean www.do.incois.gov.in is expected to bring a sea-change in how the oceanographic data is served for a better understanding of oceans surrounding us. It will play a central role in sustainable management of our oceans and expanding our ‘Blue Economy’ initiatives,” informed INCOIS Director T. Srinivasa Kumar.

Dr. Harshvardhan virtually unveiled the web platform in the presence of secretary of Ministry of Earth Science M. Rajeevan, Joint Secretary Vipin Chandra and others from New Delhi. This first of its kind platform for ocean data management has a set of applications that present heterogeneous oceanographic data with geospatial technology. The Hindu / [Read more](#)

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 given. If you want to request the addition of an event please contact the Editor.

For more information click on Title of Event			
COUNTRY	2021	TITLE OF EVENT	LOCATION
VIRTUAL EVENT	February 2-4	Sustainability Leaders Forum 2021	Online
VIRTUAL EVENT	February 8-9	The JOIFF Industrial Fire & Hazard Management Virtual Conference & Exhibition 2021	Online
VIRTUAL EVENT	February 22-26	Ninth Technology Workshop for Oil Spill Response	Online
ICELAND	March 2-4	International Symposium on Plastics in the Arctic and Sub-Arctic Region	Online
MALTA	March 10	Regional Meeting of National Experts on the Post-2021 Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships	Online
FRANCE	March 23	CEDRE Information Day on Containers	Paris
USA	May 9	APICOM GM Meeting	New Orleans LA
USA	May 10-13	International Oil Spill Conference (IOSC 2021)	Online
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
USA	June 8-10	Elastec Spill Workshop 2021	Carmi, IL
USA	June 28-30	Clean Pacific Conference & Exhibition	Seattle, WA
USA	September 7-10	Hazmat Emergency Response Workshop	Sacramento, CA
USA	Nov. 16-18	Clean Gulf Conference & Exhibition	San Antonio, TX
BAHREIN	Nov. 28-30	International Conference & Exhibition on Spills, Clean Seas & Environment	Bahrein

Please advise the Editor if any of the above entries require correction or updating. John.mcmurtrie@spillcontrol.org

LINKS FOR DOWNLOADING AND READING OTHER PUBLICATIONS

[AMSA Update](#)
[ATRAC Newsletter](#)
[AUSMEPA Bulletin](#)
[BIMCO Bulletin](#)
[Newsletter from George Holliday](#)
[Cedre Newsletter](#)
[EMSA Newsletters](#)
[Environmental Expert](#)
[GEF Newsletter](#)
[GESAMP](#)
[GISEA Quarterly Newsletter](#)
[IMO News Magazine](#)
[IMO Publishing Newsletter](#)
[ITOPF Ocean Orbit](#)
[JOIFF Catalyst Newsletter](#)
[Maritime Executive Magazine](#)
[MEDNEWS](#)
[MOIG Newsletter](#)
[NCEC Newsletter](#)
[Navigate Response](#)
[NOAA OR&R](#)
[Oceanbuzz](#)
[OCIMF Newsletter](#)
[OHMSETT Gazette](#)
[Oiled Wildlife Log](#)

Latest News from the Australian Maritime Safety Authority
 News from the Adriatic Training and Research Centre
 News from the Australian Marine Environment Protection Assoc'n
 Marine and shipping-related news from BIMCO
 News and commentary on HSE issues from George Holliday
 News from Cedre in Brittany, France
 News from the European Maritime Safety Agency
 Environmental News from Environmental Expert
 Monthly Newsletter from the Global Environment Facility
 Group of Experts on the Scientific Aspects of Marine Environmental Protection
 News from Global Initiative for South-East Asia
 News from the International Maritime Organization
 New and forthcoming IMO publications
 News magazine from ITOPF with interesting spill response articles
 Int'l Organisation for Industrial Hazard Management
 Often contains articles of interest to the spill response community
 News from UNEP Mediterranean Action Programme
 News from the Mediterranean Oil Industry Group
 News from the National Chemical Emergency Centre
 Global crisis communications network for shipping & marine
 Weekly round-up of news from NOAA's Office of Response & Restoration
 Newsletter giving news on the Ocean Technology Industry
 News from the Oil Companies International Marine Forum
 Oil Spill Response Research & Renewable Energy Test Facility Quarterly
 Bi-annual Newsletter from Tri-State Bird Rescue & Research

Current issue
 October 2020
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 Free on request
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 Fall 2020

LINKS FOR DOWNLOADING AND READING OTHER PUBLICATIONS (CONTINUED)

[OSPAR Newsletter](#)
[PEMSEA Newsletter](#)
[Pollution Online Newsletter](#)
[Salvage World](#)
[Sea Alarm Foundation Newsletter](#)
[Society of Maritime Industries](#)
[Technology Innovation News Survey](#)
[The Maritime Advocate](#)
[USA EPA Tech Direct](#)
[Water Pollution & Flood News](#)
[WestMOPoCo](#)

Protecting & Conserving the N.E. Atlantic and its resources
 Healthy oceans, people and economies in the East Asian Seas
 News for pollution prevention & control professionals
 Quarterly Newsletter of the International Salvage Union
 Oiled wildlife Preparedness and Response news from Sea Alarm
 News from the UK's maritime engineering and business services sector.
 News from US EPA – Contaminated Site Decontamination
 Maritime News from Sandra Speares
 Remediation of contaminated soil and groundwater
 Monthly round-ups of UK & Worldwide Spill and Flood News
 Western Mediterranean Region Marine Oil & HNS Pollution Co-operation

End of year 2019
 Current issue
 Current issue
 Current issue
 Current issue
 October 2020
 Nov. 1-15, 2020
 Current issue
 December 1, 2020
 Free on request
 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. Publishers are kindly requested to advise the editor john.mcmurtrie@spillcontrol.org if any of the links are not up-to-date.

INCIDENT REPORTS

MAURITIUS: MOL RELEASES INTERNAL INVESTIGATION REPORT ON MV WAKASHIO ACCIDENT



Photo: A general view shows the bulk carrier ship MV Wakashio, belonging to a Japanese company but Panamanian-flagged, that ran aground on a reef, at the Riviere des Creoles, Mauritius, August 11, 2020. REUTERS/Sumeet Mudhoo/L'Express Maurice

December 18 - Mitsui O.S.K. Lines (MOL) has [released](#) new details about the July grounding of the bulk carrier Wakashio in Mauritius and has detailed measures it's taking to prevent the type of incident from happening again in the future.

MOL chartered the vessel from a subsidiary of Nagashiki Shipping Co.

To prevent accidents like the Wakashio from happening in the future, MOL has pledged to spend nearly \$5 million on measures focussed on addressing

the lack of safety and regulatory awareness among crew members on its owned and chartered vessels; improving ship operations including by strengthening shoreside support; and installing new hardware for things like monitoring bridge operations by video and upgrading onboard communication systems. gCaptain / [Read the report](#)

CANADA: TRADITIONAL KNOWLEDGE AT CENTRE OF EFFORTS TO PROTECT LAND FROM SHIPWRECK'S FUEL

December 20 - The MV Schiedyk left Gold River, B.C., with a load of wood pulp and barley on its way to Oregon on Jan. 3, 1968, and hours later hit a ledge off Bligh Island in Nootka Sound.

Nearly 53 year later, fuel from the ship is rising to the surface, prompting a co-ordinated response from multiple levels of government. At the top of the decision-making structure is the unified command, comprising a Mowachaht/Muchalaht hereditary chief, and a representative each from the Canadian Coast Guard and B.C.'s Environment Ministry.

Hunt said she's been happy to see the First Nation's traditional knowledge of the area incorporated so quickly as part of the response. Much of it is based on a traditional land use database developed by the First Nation using everything from historical documents of explorers to interviews with elders. CTV News / [Read more](#)

USA : WASHINGTON - INVESTIGATION CONTINUES AROUND OIL-TRAIN DERAILMENT, FIRE IN CUSTER, WHATCOM COUNTY

December 22 - Jenny Reich was preparing to open her glass shop in Custer, Whatcom County, on Tuesday afternoon when there was a loud noise and suddenly "everything was shaking." Reich, a longtime Custer resident, said she is so accustomed to the rumble that's part of living close to a rail line that she doesn't usually notice the trains anymore. But this time, a plume of black smoke obscured the view from her window. Emergency personnel arrived at the scene. And shortly after, Reich was advised to evacuate her business, Whimsy Art Glass. She grabbed her wallet, keys and dog and hit the road.



Above: In this aerial view from a drone, a train carrying crude oil burns while derailed on December 22, 2020 in Custer, Washington. BNSF Railway Company released a statement saying the train was traveling north when seven tank... (David Ryder / Getty Images)

Down the street from her art studio, a 108-car BNSF Railway train carrying Bakken crude oil had derailed and some of the cars caught fire — closing roads, forcing temporary evacuations and highlighting the risks Washington faces in the transportation of the highly volatile crude oil, whose shipments have sparked controversy in the past. Two BNSF Railway employees were on board the train at the time, but no injuries were reported, Whatcom County Sheriff Bill Elfo said during a Tuesday afternoon news conference.

Seven of the tank cars derailed and two ignited around 11:40 a.m. in the 7500 block of Portal Way, according to a Tuesday afternoon statement from BNSF. The train was headed toward the Phillips 66 refinery in Ferndale. *Seattle Times* / [Read more](#)

USA: ALASKA - COAST GUARD BUOY TENDER SPILLS HYDRAULIC OIL NEAR KODIAK

December 27 - On Saturday, the U.S. Coast Guard buoy tender SPAR spilled an unknown quantity of hydraulic oil into the water at Womens Bay, an inlet near the Coast Guard base at Kodiak Island, Alaska.

Coast Guard Sector Anchorage's Kodiak detachment is monitoring the cleanup, which has been contracted to private response provider Choctaw Defense Services (CDS). The personnel on scene deployed boom systems, absorbent pads, and a skimmer that is pumping recovered oil to a vacuum truck. *The Maritime Executive* / [Read more](#)

CANADA: PIPELINE SPILLS ABOUT 400,000 LITRES, SOME ENTERS NORTH SASKATCHEWAN RIVER

December 29 - Contaminated water that leaked from an oilfield pipeline on Christmas Day has entered the North Saskatchewan River but has had no detectable impact on it, says a spokesman for Calgary-based oil and gas producer ARC Resources Ltd.

The spill was reported by a local landowner at about 2 p.m. last Friday, said Sean Calder, ARC's vice-president of production, in an interview on Tuesday. "We had guys on site within about an hour and then the pipeline was shut in by 4 p.m., I believe," he said.

He said the produced water flowed into an unnamed creek and then into the North Saskatchewan River, a glacier-fed major waterway that flows east through Edmonton and into central Saskatchewan, where it joins with the South Saskatchewan River and eventually flows into Hudson Bay.

"All of our testing to date shows there's no impact to the North Saskatchewan at all," Calder said. "We sampled it as soon as we got there and there's no sign of any impact and no impact to wildlife at this time." *CBC News* / [Read more](#) Another related report in [Global News](#) [Thanks to Dr Merv Fingas, Hon.ISCO, Member of ISCO Council for sending in both of these reports]

IRAQ: POSSIBLE MINE FOUND ON THE HULL OF TANKER ANCHORED IN IRAQI WATERS

December 31 - A suspicious object feared to be a limpet mine was found attached to the hull of a tanker in the Persian Gulf near the Iraqi city of Basra. The managers of the vessel, Dynacom Tankers of Greece, issued a brief statement confirming the incident and saying that the crew had been mustered and was safe while an investigation was ongoing.

Security analysts Dryad Global reported, "it is unknown whether the device found was viable and thus failed to explode or was placed as a 'dry run'." Dryad highlighted that, "This latest incident follows a spate of incidents within the Red Sea, where vessels were targeted by similar devices and WBIED at the Saudi Ports of Al Shuquaiq and Jeddah." The Maritime Executive / [Read more](#)

MEXICO: PIPELINE BURST LED TO EXPLOSION AND SUBSEQUENT FIRE

January 1 - Pipeline burst led to explosion and subsequent fire in front of Nueva Refineria Dos Bocas, Paraíso, Tabasco, on Dec 31. Pipeline is connecting Dos Bocas Refinery with offshore oil platforms. Fire was extinguished by offshore tugs, site was fenced off with booms, nobody was injured, all the facilities except burst pipe, didn't suffer any damages, understood some oil leaked.

Maritime Bulletin / [Read more](#)

EAST CHINA SEA: CONTAINER SHIP LOSES 36 40 FT. CONTAINERS



January 2 – Container ship Ever Liberal, lost 36 40-foot containers overboard, while 28 containers, also 40-foot, collapsed, sustaining various degrees of damages.

The ship docked at Taipei Taiwan on Jan 2.

She was en route from Busan to Los Angeles, but at around 0900 utc Dec 30 changed port of destination

In an earlier report many 40-foot containers spotted floating east of Shimokushiki-jima Island and Kyushu Coast at 0230 UTC Dec 30, in vicinity 31 21N 129 30E.

Maritime Bulletin / [Read more](#)

HISTORY

THE NESTUCCA: HOW A DEVASTATING EVENT SHAPED TODAY'S OIL SPILL RESPONSES

In 1988, an oil spill from the barge Nestucca resulted in one of the largest, most damaging environmental incidents in the history of Washington. But the knowledge gained from the spill also led to dramatic change in oil spill regulations, prevention methods, and response tactics that have maximized environmental protection. Here is the Nestucca story with narrative from former Director of Ecology, Christine Gregoire, current Spills Program Manager, Dale Jensen.

In December 1988, the tug Ocean Service was towing the 300-foot Nestucca down the coast, loaded with nearly three million gallons of bunker oil from Cherry Point in Northwest Washington. Bunker oil is thick oil that's more like tar. The two vessels were on their way to Aberdeen, and eventually Portland, Oregon. Two days before Christmas, as the two vessels approached the Grays Harbor bar, the towline snapped and the Nestucca began drifting toward land. The tug should have been equipped with an "insurance wire" that deploys if the main wire disconnects, but it did not have one. [Continue reading this historical report.](#)

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