



ISCO NEWSLETTER

The Newsletter of the International Spill Response Community
Issue 308, 7 November 2011

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NORTH AMERICA'S LARGEST OIL SPILL TRAINING EVENT & EXHIBITION

November 30 - December 1, 2011
Henry B. Gonzalez Convention Center
San Antonio, TX

Register Today

News

IMO SECRETARY-GENERAL URGES STATES TO RATIFY 2010 HNS PROTOCOL AS SIGNATURE PERIOD ENDS



His Excellency Mr. Pieter Willem Waldeck, Ambassador Extraordinary and Plenipotentiary of the Kingdom of the Netherlands to the United Kingdom and Permanent Representative of the Kingdom of the Netherlands to the International Maritime Organization signed on behalf of the Netherlands.

IMO Secretary-General Efthimios E. Mitropoulos urged States to take steps to bring the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (2010 HNS Convention) into force, after eight countries signed the Protocol, subject to ratification or acceptance.

The treaty was adopted on 30 April 2010 and was open for signature from 1 November 2010 to 31 October 2011. The 2010 HNS Protocol now remains open for accession.

"I would urge all IMO Member States to now move forward with bringing the Protocol into force at the earliest possible date and, thereafter, to promoting the uniform and effective implementation of the HNS international regime," he said. "The 2010 HNS Convention establishes a comprehensive regime that will cover not only pollution damage from hazardous and noxious substances carried by ships, but also the risks of fire and explosion, including loss of life or personal injury as well as loss of or damage to property."

Denmark was the first to sign the treaty, subject to ratification, on 14 April 2011. Canada, France, Germany, the Netherlands, Norway and Turkey signed the treaty, subject to ratification (or in the case of the Netherlands, subject to acceptance), on 25 October.

The 25 October signing, by representatives of the six countries concerned, was overseen by IMO Secretary-General Mitropoulos. **(Photos here)** Mr. Jose Maura, Acting Director (Director from 1 November) of the International Oil Pollution Compensation Funds (IOPC Funds) was also present. The IOPC Funds has been working closely with the IMO to expedite the entry into force of the HNS Convention as amended by the 2010 Protocol. [Read more](#)

GLOBAL SETTLEMENT REACHED IN RESPECT OF THE *ERIKA* INCIDENT

On 14 October 2011 the Acting Director signed on behalf of the 1992 Fund a global settlement with Steamship Mutual (acting on its own behalf and also on behalf of the shipowner's interests), Registro Italiano Navale (RINA) and Total, in respect of the *Erika* incident.

The *Erika* sank on 12 December 1999 in the Bay of Biscay, some 60 nautical miles off the coast of Brittany, France. Some 400 kilometres of shoreline were polluted by the oil, causing a considerable impact in particular on businesses in the fisheries and tourism sector.

The total amount available to pay compensation for this incident under the 1992 Civil Liability and Fund Conventions is some €184.7 million. Payments of compensation have been made for a total of €129.7 million. Therefore, there now remains some €55 million available for compensation.

The main objective of the global settlement is to ensure that civil parties who, by the judgement of the Criminal Court of Appeal in Paris in March 2010, had been awarded compensation for damage caused as a result of the incident, received such compensation as soon as possible. [Read more](#)

NEW ZEALAND: LATEST NEWS ON THE *RENA*

6 November 2011: 10.30am - Salvors are continuing preparations to pump the last tank of heavy fuel oil off the *Rena*, Maritime New Zealand (MNZ) said. Three salvors remained on board overnight and other team members returned to the ship this morning.

The starboard tank containing 358 tonnes of oil is submerged so the salvors are using a hot tapping technique, and have been pumping sea water into the tank to raise the oil to the top, where it can be pumped to the barge *Awanuia*.

Salvage unit manager Kenny Crawford said that all the equipment had to be manhandled on board, including a 100kg pump, 150 metres of hoses and about 30 metres of ladders. The ladders are required to provide the most level pathway possible along corridors and through hatches for the oil coming out of the tank.

At the same time, the salvors are continuing to pump lubricants, hydraulic and waste oil off the *Rena*. National On Scene Commander Alex van Wijngaarden says shoreline assessment teams are working at Mt Maunganui to decide the best methods to clean up more oil which has been reported there over recent days.

Meanwhile, volunteers are today taking part in the 100th official beach clean-up event, which began at Papamoa at 9am and continues until 1pm. Volunteers are also working at Te Tumu and Maketu this morning. Volunteer Coordinator Bruce Fraser says that since the official volunteer programme began on 12 October, more than 4000 of the 7800 registered volunteers have taken part in the official beach clean-ups so far, putting in over 12,000 hours.

There are 401 birds in care at the Oiled Wildlife Facility, and all were reported to have coped well with sound from the speedway event which took place nearby last night. Two more oiled penguins are being brought to the facility from Motiti Island today, for treatment.

Sonar searches of the seabed are also continuing to locate containers that washed overboard from the *Rena* during the storm three weeks ago. [Read more](#)

6 November 2011: 5.00pm - Salvage teams are pumping 22 tonnes of lubricating oil out of the *Rena's* engine room onto the barge *Awanuia* today.

This work is progressing alongside preparations to extract the remaining 358 tonnes of heavy fuel oil from the vessel's submerged starboard wing tank.

Maritime New Zealand salvage unit manager Kenny Crawford said that more than 20 salvors were working on board the *Rena* today, manhandling 3 tonnes of hoses, ladders and two large pumps in preparation for pumping. One of the pumps is now in position and the other is still to be placed.

This morning the salvors who are raising the oil level in the starboard tank by pumping in 750 tonnes of seawater, temporarily halted pumping while they vented fumes escaping from the tank. This took four to five hours, Mr Crawford said. Pumping seawater has now resumed.

Monitoring of the vessel's hull has continued with no further significant buckling found today.

News (continued)

Underwater transponders have been fixed to four containers known to contain hazardous goods, so they can be easily located should they be lost overboard.

Assistant National On Scene Commander Andrew Berry said sonar scans of the seabed were continuing, to try and locate more of the containers which fell off the *Rena* in a storm three weeks ago. Several have been located on the seabed within 1km of the vessel. The container barge ST60 will begin trials in the Bay of Plenty this week but efforts to lift containers off the *Rena* will not begin until after the last of the oil has been removed. [Read more](#)

DIESEL-LADEN SHIP SINKS OFF UAE COAST

October 26 - Authorities in the United Arab Emirates have announced that a ship laden with 450 tons of diesel fuel has sunk off of the coast on Tuesday evening.

WAM, UAE state news agency, reported that the minister of environment confirmed the sinking of the diesel-heavy ship called the White Whale, and said it sank 11 nautical miles off the coast of Umm al-Quwain emirate. He claimed that the entire White Whale crew was rescued and safe, although did not disclose how many sailors there were. [Read more](#)

October 28 - Police sent divers down yesterday to plug a fuel leak from the engine room of the supply ship that sank 16 kilometres off the coast last weekend.

When the leak is sealed, the Ministry of Environment is expected to authorise an operation to raise the White Whale, which is lying on its side about 30 metres down.

"The ministry wants to be sure that all leakages on the ship are closed before it could authorise its lifting," a police official said. "The ministry also wants to be sure that everything is safe and would be safe even in the process of lifting the ship." [Read more](#)

October 31 - The Ministry of Environment and Water is on high alert to deal with any environmental fallout as diesel cargo from a sunken ship has started leaking again and is spreading towards the shores of Umm Al Quwain, said a ministry official.

"The ministry is now working to control the spread of diesel which is approaching the Umm Al Quwain coast," said Dr Mariam Al Shanasi, undersecretary at the Ministry of Environment and Water, warning fishermen to stay away from the area. [Read more](#)

GULF OF MEXICO: OIL SPILL-CONTAINMENT COMPANIES: SO CAN WE OPERATE IN CUBAN WATERS?

Several U.S. companies are asking the Obama administration for permission to respond to potential oil spills in Cuban waters, a top offshore drilling regulator said Wednesday, hoping to overcome embargo restrictions that currently limit their ability to do so.

The companies' requests coincide with a growing concern among oil-industry experts who say the U.S. embargo on Cuba could cripple the ability of spill-containment companies to respond to potential spills that start in Cuban waters but then move to U.S. shores.

Speaking at a congressional hearing Wednesday, Bureau of Safety and Environmental Enforcement Director Michael Bromwich said several companies have asked the U.S. Commerce Department for licenses that would allow them to use subsea well containment systems and other types of equipment to respond to spills in Cuban waters.

Bromwich said he had "a high level of confidence" the Commerce Department would approve the licenses, in large part because it had already issued separate approvals for oil-spill containment systems and cleanup items. U.S. government agencies "are very much on alert, looking for the licenses [applications] as they come in and my understanding is that they're giving them very rapid attention and they're approving them as promptly as they can." [Read more](#)

USA: SUBCOMMITTEE HEARING TO EXAMINE LESSONS LEARNED FROM THE BP DEEPWATER HORIZON OIL SPILL

November 1 - The Subcommittee on Coast Guard and Maritime Transportation, chaired by U.S. Rep. Frank A. LoBiondo (R-NJ), will hold a hearing on Wednesday to review the latest investigations into the causes of the BP DEEPWATER HORIZON oil spill and the Coast Guard response to it. The panel will hear the recommendations of the Government Accountability Office (GAO) and U.S. Coast Guard individuals who were involved in the investigations, and examine what actions the Service will need to take in response to those recommendations.

There have been three recent reports on the spill, namely the Joint Investigative Team (JIT) Report, the Incident Specific Preparedness Review (ISPR), and the Federal On Scene Coordinator Report (FOSC). The JIT Report is a joint investigation by

the Coast Guard and the Bureau of Ocean Energy Management, Regulation, and Enforcement (BOEMRE) into the causes of the blowout, explosion and subsequent sinking of the DEEPWATER HORIZON. The ISPR reviews the effectiveness of the Coast Guard's overall performance and the actual response efforts taken, including the training and experience of responders. The FOSC Report provides a review of the response and lessons learned from it. [Read more](#) [Related article](#)

U.S. COAST GUARD UPDATES NPFC POLLUTION FUND CLAIM PROCEDURES

October 31 - In response to large environmental disasters, such as the recent Deepwater Horizon oil spill, the United States Coast Guard has announced that it has made adjustments to its National Pollution Fund Center (NPFC) claims processing procedures. The Coast Guard told the Government Accountability Office (GAO) that it would finalize changes to the standard operating procedures of its NPFC, Claims Adjudication Division to spell out specific steps for processing claims connected to an oil spill of national significance by October 31, 2011. A copy of the full GAO report can be found here. While the Federal Emergency Management Agency (FEMA) is known as the primary disaster relief funding agency, the U.S. Coast Guard is responsible for processing damage claims arising under the Oil Pollution Act of 1990. [Read more](#)

AUSTRALIAN GOVERNMENT'S OIL SPILL RISK ASSESSMENT RELEASED

November 1 - A new risk assessment report has been released today by the Australian Maritime Safety Authority (AMSA) as part of a 10 yearly review of Australia's National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances (the National Plan) and National Maritime Emergency Response Arrangements (NMEMA).

The report, titled "Assessment of the Risk of Pollution from Marine Oil Spills in Australian Ports and Waters" was prepared by international risk assessment experts Det Norske Veritas (DNV) following a competitive tender process. The report provides important data to be taken into account in the review of the National Plan and NMEMA, which is expected to be completed in the first half of 2012.

The National Plan is a national integrated government and industry system enabling effective response to marine pollution incidents. The Australian Maritime Safety Authority (AMSA) manages the National Plan, working with state/Northern Territory governments, shipping, oil, exploration and chemical industries to maximise Australia's marine pollution response capability. [Read more](#)

AZERBAIJAN DRAWS UP OIL SPILLS CONTINGENCY PLAN

November 3 - The Ministry for Emergency Situations has drawn up a national contingency plan to tackle oil spills, a workshop in Baku has heard.

The plan has been coordinated with international organizations, the head of the ministry's department for infrastructure development, Tariyel Huseynov, said.

The plan will be submitted to the government soon, he told a workshop on oil pollution at sea.

"Ratification of the plan is to be followed by preparation of the next document - an Action Plan to Prevent Oil Spills."

Huseynov said that a rescue service with all the necessary equipment and personnel had been set up to tackle any offshore incident.

"Increased oil and gas production in turn increases the risk of accidents. Therefore, it's important to set up the relevant infrastructure in the new fields and to cooperate with the companies involved in oil and gas production in the region," the department chief said.

The workshop on International Regimes for Claims and Compensation for Oil Pollution Damage caused by Oil Spills at Sea opened on Thursday.

The workshop will hold three sessions on three topics: the oil spills contingency plan; the implementation of the Tehran Framework Convention for the Protection of the Marine Environment of the Caspian Sea at national level, international cooperation in maritime security and protection of the marine environment; and international regimes for claims and compensation for oil spills at sea.

Representatives of the Ministry of Emergency Situations, State Maritime Administration, State Oil Company and international experts are attending the workshop.

Azerbaijan has joined the International Convention on Oil Pollution Preparedness, Response and Cooperation. [Read more](#)

USA: EXXON MOBIL SAYS MONTANA SPILL TO COST \$135 MILLION



Emergency response crew hired by Exxon Mobil clean up an oil spill along the Yellowstone River on Theil Road in Laurel, Montana, July 5, 2011 Credit: Reuters/John Warner

November 4 - Exxon Mobil's response to a July oil spill into the Yellowstone River in Montana will cost a total of \$135 million, the company said on Friday.

Exxon Mobil said it has reached compensation agreements with over 95 percent of property owners who were affected by the spill, which released some 1,000 barrels of crude oil into the river.

The leak occurred on July 1 on the Silvertip pipeline, in a section that ran under the Yellowstone River and carried crude oil to refineries in Billings, Montana.

The spill was handled by the Exxon Mobil Corp division Exxon Mobil Pipeline Co, which was responsible for the line. [Read more](#)

FRACKING – EARTHQUAKES AND DRINKING WATER

UK: Fracking 'probable' cause of Lancashire quakes (Report from the Guardian Newspaper)

A segment of Bowland shale extracted by Cuadrilla Resources at Singleton. A company report said it is probable the fracking caused the tremors. Photograph: Paul Thomas/Bloomberg/Getty Images

November 2 - Two earthquake tremors in north-west England earlier this year were probably caused by controversial operations to extract [gas](#) nearby, [a report](#) by the company responsible has concluded.

The two tremors - magnitude 2.3 and 1.5 - which were felt by people just outside Blackpool, but did not cause any known damage, were [reported in April and May](#). Since the second event, Cuadrilla Resources has stopped "fracking" operations - where water and chemicals are injected into rocks at high pressure to extract gas from the cracks.



The news came as protesters against the controversial new [energy](#) source halted work at a Cuadrilla gas exploration rig at Banks, near Southport, Merseyside. Four members of the environmental campaign group [Frack Off](#) unfurled banners after climbing climbing the rig at around 5.30am on Wednesday. Others remained on the ground.

The report, by a team of European seismic experts not usually employed by the company, concluded it was "highly probable" that the two main tremors and a series of aftershocks were caused by Cuadrilla's operations at the Preese Hall-1 Well in Lancashire.

It said, however, that the cause was an "extremely rare" combination of factors including a pre-existing fault in the rocks, and that it was "unlikely" to occur at other sites in the Bowland Basin, where Cuadrilla is hoping to exploit an estimated 200 trillion cubic feet of [shale gas](#). [Read more](#)

UK: How fracking caused earthquakes in the UK (from an article in the New Scientist)

In April and May this year, two small earthquakes struck the UK near the town of Blackpool. Suspicion immediately fell on hydraulic fracturing, known as fracking - a [controversial process](#) to [extract natural gas by fracturing the surrounding rock](#). A report has now confirmed that fracking caused the earthquakes.

New Scientist looks at what happened, and whether fracking is likely to cause more earthquakes.

When and where did the earthquakes happen? - A magnitude-2.3 earthquake occurred on 1 April, followed by a magnitude-1.5 quake on 27 May. Both occurred close to the Preese Hall drilling site, where [Cuadrilla Resources](#) was using fracking to extract gas from a shale bed.

News (continued)

Initial studies by the British Geological Survey (BGS) suggested that [the earthquakes were linked to Cuadrilla's fracking activities](#). The epicentre of the second quake was within 500 metres of the drilling site, at a depth of 2 kilometres. Less information was available on the first quake, but it seems to have been similar.

The link with fracking has now been confirmed by an independent report commissioned by Cuadrilla, ["Geomechanical Study of Bowland Shale Seismicity"](#), which states: "Most likely, the repeated seismicity was induced by direct injection of fluid into the fault zone." [Read more](#)

USA: EPA to probe gas drilling's toll on drinking water

November 3 - The Environmental Protection Agency on Thursday released the outlines of its long-awaited probe into whether hydraulic fracturing the unconventional drilling technique that's led to a boom in domestic natural gas production is contaminating drinking-water supplies. Investigators will try to determine the impact of large-scale water withdrawals, aboveground spills of drilling fluids, and the fracturing process itself on water quality and quantity in states where tens of thousands of wells have been drilled in recent years.

Hydraulic fracturing, or fracking, involves the high-pressure injection of millions of gallons of water, along with sand and chemical additives, deep underground to extract natural gas trapped in shale rock. Energy companies have greatly expanded their use of fracking as they tap previously unreachable shale deposits, including the lucrative Marcellus Shale formation in Pennsylvania and neighboring states.

The industry has long contended that fracking is safe, but environmentalists and some residents who live near drilling sites say it has poisoned groundwater. The EPA study, mandated by Congress last year, is the agency's first look at the impact of fracking in shale deposits. [Read more](#)

Science & Technology

OSRL's NEW SERVICE - SUB-SURFACE OIL SPILL MODELLING

From a news release just received from Oil Spill Response - OSRL is delighted to announce the introduction of our new sub-surface modelling service. The 'Oil Spill Contingency and Response Model' (OSCAR) is a multi-component three-dimensional oil spill contingency and response modelling tool for analysis of response strategies. OSCAR is an essential modelling tool that will further assist our most responsible Members to develop their oil spill response planning.

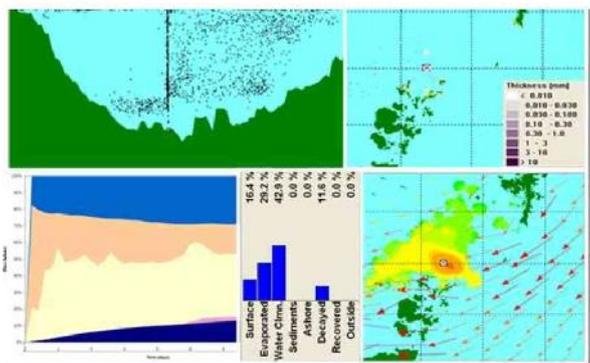
Advantages of an enhanced modelling capability, including sub-surface oil spill modelling include:-

OSCAR enables the contingency planner to ascertain which sub-surface resources may be impacted by an oil spill.

OSCAR allows the contingency planner to simulate the effectiveness of different response strategies to an oil spill scenario. This tool allows response strategies to be compared prior to their activation in a real event and can assist in the response strategy decision making process.

Using OSCAR sub-surface modelling is particularly beneficial to operators in deepwater locations. Sub-surface oil spill modelling takes account of the influence sub-surface ocean currents will have on the trajectory of an oil spill originating from the seabed prior to it reaching the surface where wind-driven currents may become the primary influencing factor. In deepwater operations an oil spill originating from the seabed may surface some distance from the operational site.

Screenshots of OSCAR sub-surface modelling output



OSCAR is a world-leading modelling resource that will provide you with the best possible modelling data. Developed by SINTEF (*"The Foundation for Scientific and Industrial Research"*), OSCAR is used to predict the movement of oil both on the water surface and at depth to provide a three-dimensional oil trajectory and chemical fate simulation model.

The software can be combined with response strategies and GIS data to map the distribution of oil in the marine environment and can be used as a tool for exposure assessment in sensitive environmental resource areas.

OSRL is able to deliver effective solutions using quality resolution sub-surface current data from global and client sources.

More info: darrenwaterman@oilspillresponse.com or gemmabenns@oilspillresponse.com



In this issue of the ISCO Newsletter we are printing No. 50 in a series of articles contributed by Dr Douglas Cormack.

Dr Douglas Cormack is an Honorary Member of ISCO. As the former Chief Scientist at the British Government's Marine Pollution Control Unit and head of the UK's first government agency, the Warren Spring Laboratory, Douglas is a well known and highly respected figure in the spill response community. He is the Chairman and a founder member of the [International Spill Accreditation Association](#)

KNOWLEDGE OF DISPERSANT USE (CHAPTER 50)

Equipment for dispersant application from ships such as harbour tugs was developed by WSL and manufactured by Biggs Wall Fabricators Ltd shortly after the *Torrey Canyon Incident*. The spray booms, one per side and each fitted with three equally spaced fanjet nozzles were swung out horizontally to give continuous dispersant coverage beneath each boom, while these towed a set of horizontal slatted 'gates' to provide additional agitation energy (c.f. article 48) at ship speeds of 5 - 10 knots, the dispersant pump rate being fixed at 20 gal m⁻¹ in compliance with the 1 : 2 oil : dispersant ratio of the laboratory efficiency test, a slick thickness of 0.1mm, and an effective spray width of 20m *i.e.* the pump rate was scaled to a slick encounter rate of 15 - 18 tonnes per hour. A smaller version was designed for inshore work boats for which the scaled pump rate was 7 gal m⁻¹.

Later the advent of concentrate dispersants ~10 times more effective than the earlier formulations introduced the options of seawater diluted application to extend operational endurance at the above rates by a factor of 10 or to increase encounter rates by increasing the speed of the equipment carrier by a factor of 10. As to the first option arrangements were made to dilute with seawater for ship and workboat operations, while aircraft application was considered for the higher speed option, such consideration being largely a matter of observing whether or not the towing of agitation 'gates' was essential. To this end trials were conducted from *RV Seaspring* to assess the effectiveness of a number of undiluted concentrates under different sea state conditions, the method being that of WSL launch-based dispersant efficiency testing (c.f. articles 47 and 48).

With this apparatus, Kuwait crude oil was discharged at 45 litres m⁻¹ while the dispersant under test was discharged at rates from 1 - 4.5 litres min⁻¹ while the ship maintained a steady course and speed of 2 knots using its 360° bow-thruster to avoid main propeller agitation and, of course, the agitation 'gate' was absent. The procedure was to spray dispersant at a particular rate before starting the oil spray, to produce the standard carpet, to spray both for 1 minute, to stop the oil before the dispersant, and to have observers in a following inflatable dinghy report the result as they would normally do in the sea test of dispersant effectiveness. It was found that approved concentrates were effective at 1/10th the application rate of conventional dispersants and without the agitation 'gate'.

The next step was to investigate whether or not dispersants could be applied from aircraft to oil slicks without loss of this effectiveness. The aircraft chosen for trials purposes was the single-engine crop spraying Piper Pawnee owned and operated by Harvest Air Ltd with a range of 200 miles and a disposable load capacity of 540 kg delivered by a propeller-driven pump through spray booms attached to the trailing edges of the wings at 27 - 482 litres min⁻¹ over a pressure range of 0.7 - 4.2 kg cm⁻² depending on nozzle configuration and orifice diameter. This aircraft gave a swath width of 16 m while operating at 90 mph and an altitude of 3 - 4.5 metres. A series of water spray runs were made over an airfield to investigate the effects of nozzle size and configuration on droplet size and ground application rates, droplets being collected at ground level on 10 x 10 cm glass plates laid orthogonal to the flight path over the swath width. After each pass the diameters of spots on the plates were converted to droplet diameters using the 3 : 1 relationship between them, while amount of water on the plate was determined by absorption on tissues followed by extraction with toluene under reflux. Again, the possibility of evaporative loss was assessed by spraying 0.1M sodium carbonate solution in place of water, collection on the plates and rinsing with known volumes of distilled water followed by titration with hydrochloric acid to determine the molarity of the sodium carbonate in the water droplets on impact.

1 The *Rational Trinity: Imagination, Belief and Knowledge*, D.Cormack, Bright Pen 2010 available at www.authorsonline.co.uk

2 *Response to Oil and Chemical Marine Pollution*, D. Cormack, Applied Science Publishers, 1983.

3 *Response to Marine Oil Pollution - Review and Assessment*, Douglas Cormack, Kluwer Academic Publishers, 1999.

Events

MARITIME INCIDENT INVESTIGATION

21 – 22 November 2011, Singapore - Maritime Incident Investigation is a practical 2-day course that will provide you with a better understanding of **managing investigation process, developing incident investigation system**, and learning how **effective analysis of maritime accidents** are keys to any successful investigation, ultimately reducing accidents and incidents in the shipping industry.

Tailored for ship owners, ship managers, superintendents, deck and engine officers, technical officers, legal advisors, senior officers on board the ship, safety officers, nautical officers, and marine engineers, the course introduces tools, procedures, and methodologies and through combination of lecture, discussion, and practical case studies, participants will better understand the basic requirements and procedures necessary to investigate maritime accidents incidents. [More info](#)

TURKEY: SPILL RISKS, OLD & NEW, IN SENSITIVE ZONES, 14-15 NOVEMBER 2011



A key Seminar to be held by the Turkish Ministry of Environment and Urbanisation, General Directorate of Environmental Management, Department of Marine and Coastal Management, the Undersecretariat of Maritime Affairs, Istanbul Technical University, together with the Eurospill Association, at Istanbul Technical University, Istanbul, Turkey.

The Seminar addresses issues on preparedness for oil spills in Turkey, risk assessments, compensation and other problems that may be caused by offshore exploration and oil transportation in the Istanbul Strait.

The Seminar also features spill industry presentations and an on-water demonstration in the Istanbul Strait.

This new event is being organized in conjunction with the European Maritime Safety Agency (EMSA) and the Black Sea Commission. The event is being supported by Meke Marine and Lamor.

Details of the event can be found at www.eurospill.eu

Thanks to Member of the ISCO Executive Committee, Mr Kerem Kemerli, ISCO will have a booth at the Seminar. As many ISCO Members as possible are urged to attend and everyone is invited to come by the ISCO booth to learn more about ISCO and the Organization's activities.

Details of the programme –

Monday, 14th November

0800-0830	Registration and Refreshment
	Opening Session – Key Note Presentations
0830-0840	Opening by Chairman of Eurospill (Mr. Kerem Kemerli)
0840-0850	Key note speech by European Maritime Safety Agency (EMSA)(Mr. Veselin Vasilev)
0850-0900	Welcome by General Directorate of Coastal Safety
0900-0910	Welcome by The Undersecretariat of Maritime Affairs (UMA) (Mr. Ömer Tıktık)
0910-0920	Welcome and (2) key note speeches by Turkish Ministry of Environment and Urbanisation (MoEU)

Coffee break and opening of the Exhibition

0950-1005	Emergency Response and Planning, MoEU
1005-1020	Risk Assesments and Risks in the Emergency Response Plans Gazi University (Prof. Dr. Can Balas)
1020-1035	Sensitivity Mapping and Regional Risk Assesment TUBITAK (The Scientific and Technological Research Council of Turkey) (Mrs. Fatma Telli Karakoç)
1035-1050	Marine Pollution Response (Directorate General of Coastal Safety)
1050-1105	Straits and Environmental Risks (Mr. Cahit İstikbal)
1105-1120	Disaster Management- Istanbul Technical University, (Prof. Dr. Mikdat Kadioğlu)
1120-1135	Review-Questions

Coffee break

1150-1205	The Eurospill Association (Mr. Roger Mabbott)
1205-1220	Lamor Corporation (Mr. Steve Reilly)
1220-1235	Optimare (Mr. Nils Robbe)
1235-1250	Swedish Space Corporation (Mrs. Aurelie Domargard)
1250-1305	Framo (Mr. Roald Wie.)
1305-1320	Fastank
1320-1330	Rewiew-Questions

Lunch and viewing of the Exhibition

Events (continued)

1430-1445	Determination of oil spill pollution UMA (Mr. Hakan Akyıldız)
1445-1500	Systematics of Emergency Response & Preparedness - MEKE Marine (Mr. Cihan Anul)
1500-1515	Desmi Ro-Clean (Mr. Mark van der Zwan.)
1515-1530	Norlense (Mr. Trond H. Hansen)
1530-1545	Koseq (Mr. Ary Van Adel)
1545-1600	Aptomar
1600-1615	Istanbul Technical University (Dr. Burcu Özsoy Çiçek)
1615-1630	Review-Questions

1900 – 2300 Welcome Cocktails and Dinner

Training

THE CERTIFICATE IN MARITIME ENVIRONMENTAL MANAGEMENT PROVIDES YOU WITH A STRATEGIC APPROACH TO REDUCING YOUR OPERATION'S ENVIRONMENTAL IMPACT AND ASSOCIATED RISKS

This [Lloyd's Maritime Academy](#) 12 week [Certificate in Maritime Environmental Management](#) distance learning course delivers an invaluable overview of the current regulations and tools available to ensure compliance.

Despite often best intentions, it is possible that altruistic intentions of operating in a more environmentally conscientious operation fall by the way-side, especially at a time when purse strings are being pulled firmly closed.

However, being economically savvy and environmentally aware don't have to be mutually exclusive - this programme shows you how to **minimise your environmental footprint whilst maximising commercial effectiveness**. [More info](#)

Company news

USA: MPC SUB SEA OIL RECOVERY SYSTEM BEING TESTED AT OHMSETT



Pictured at IOSCO Portland, USA earlier this year, L to R, William Kohnen (President, Seamagine), Li Guobin (ISCO Member of Council for China), David Usher (MPC) with Marine Pollution Control's submarine for sub-sea oil recovery

The specialised and patented oil recovery systems that are components of Marine Pollution Control's submarine for sub-sea oil recovery will be tested this week by the US Coast Guard's R&D Center.

The tests will be carried out at the Ohmsett facility in New Jersey.

David Usher and Bill Hazel will be in charge of the operations.

Publications

US EPA: TECHDIRECT 1 NOVEMBER, 2011

TechDirect's purpose is to identify new technical, policy and guidance resources related to the assessment and remediation of contaminated soil, sediments and ground water. [Download the latest issue](#)

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