



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community

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## ISCO & THE ISCO NEWSLETTER

The ISCO Newsletter is published weekly by the International Spill Control Organisation, a not-for-profit organisation supported by members in 45 countries. ISCO has Consultative Status at IMO, Observer Status at IOPC Funds and is 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 IMO, UNEP, EC and other organisations.

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The Register of ISCO Members is maintained by **Ms Mary Ann Dagleish** (Membership Director) and the list of members is on the website at <http://www.spillcontrol.org>

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For more info on Executive Committee and Council Members go to [www.spillcontrol.org](http://www.spillcontrol.org)

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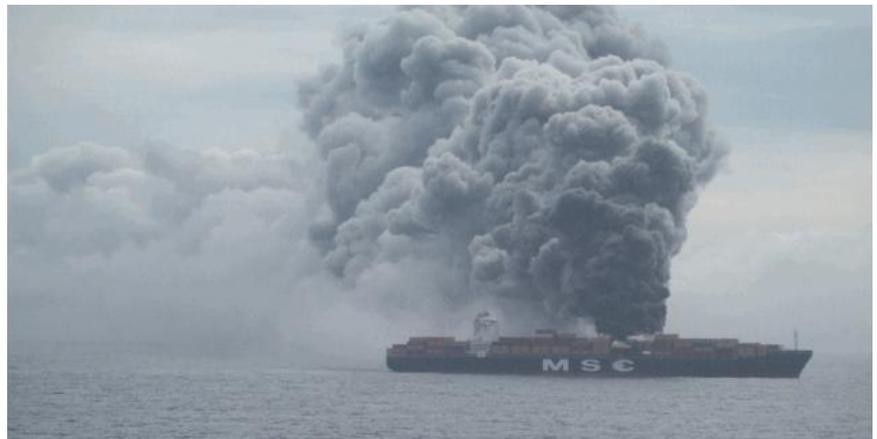
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## International news

### CAMPAIGN TO URGE GOVERNMENTS TO ADOPT IMO PLACES OF REFUGE GUIDELINES



The MSC Flaminia on fire in the North Atlantic in 2012.

February 13 - Shipowners, Salvors and Insurers – through their respective trade associations – have jointly called for the prompt and proper implementation of international measures to provide a Place of Refuge for stricken vessels, following a series of incidents where casualty vessels have been delayed in accessing a safe harbor.

The International Chamber of Shipping (ICS) says that it has noted “with dismay” the refusal by some coastal States to make places of refuge available, thereby risking lives and the environment even after the high profile cases of the Stolt Valor and the MSC Flaminia in 2012. And the plight of the Maritime Maisie presently off the coast of Japan has brought this subject back into sharp focus. The 44,000 dwt chemical tanker is being held at sea by six tugs after a collision and fire on 29 December 2013. The cargo fire has now been extinguished through the efforts of the salvors in the face of difficult conditions at sea.

Peter Hinchliffe, ICS Secretary General, said: “Guidance on the handling of requests for places of refuge was agreed at IMO but often when a case arises the coastal states concerned take a ‘not in my backyard’ attitude. This is in marked contrast to attitudes to aircraft in need of assistance. This current case shows that recent lessons have simply not been learned.”

ISU, ICS and IUMI all note the international legal context for the issue and the significant relevant legislation that is in place internationally and regionally, in particular, IMO Resolution A.949, “Guidelines on Places of Refuge for ships in need of assistance”; Resolution A.950 (23) (recommending all coastal States to establish a Maritime Assistance Service) and the 1989 Salvage Convention as well as the European Union vessel traffic monitoring and information system

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The two countries are worried about the risk of a spill or environmental pollution at port, sources said.

The tanker, a 44,000 deadweight-ton vessel the size of nearly two football fields, collided with another ship nine nautical miles off Busan, South Korea, on Dec. 29, said Ying Jinghua, fleet director of MSI Ship Management, which manages the tanker's day-to-day operation, and other shipping sources.

The accident caused a fire when a cargo tank holding the chemical acrylonitrile ruptured. The ship, owned by Aurora Tankers, part of Singapore's IMC Group, was carrying 29,337 tonnes of acrylonitrile, used to make plastics and synthetic rubber, and other chemicals, Ying and the sources said. *The Maritime Executive* [Read more](#)

## NEXT STEPS IN THE ESTABLISHMENT OF A GLOBAL INITIATIVE IN CHINA

February 14 - IPIECA attended a meeting with the China Maritime Safety Administration (MSA) and the IMO in order to define the next steps in the establishment of a Global initiative in China, following the statement of intent signed by the three parties in July 2012.

During the meeting attendees agreed the agenda of the first Technical Consultative Group meeting of GI China that will take place in Yantai, from 11-12 May 2014. [IPIECA News](#)

## Incident reports

### SINGAPORE - ANOTHER SHIP COLLISION IN RESULTS IN BUNKER SPILL

February 10 - Today, the Maritime and Port Authority of Singapore (MPA) received a report that a collision had occurred between the departing Liberia-flagged containership "Hammonia Thracium" and the Panama-flagged chemical tanker "Zoey" in the Singapore Strait, off Sebarok Island (about 10 km south of mainland Singapore).

## International news (continued)

(Directive 2002/59/EC as amended by Directive 2009/17/EC) which prevents member States from issuing an outright refusal to provide a place of refuge and states that safety of human life and the environment are of over-riding concern.

Read the complete text of this article in [The Maritime Executive](#). Related article in [gCaptain](#) Press release on this matter from [The International Salvage Union](#) (ISU).

### ADRIFT AT SEA: FIRE-HIT TANKER SHOWS FLAWS IN SAFE-HAVEN RULES



February 12 - A fire-ravaged ship loaded with hazardous chemicals has become a maritime football in the north Pacific, with Japan and South Korea unwilling to give it refuge even though they risk a wider environmental disaster if it sinks.

The plight of the Maritime Maisie, a chemical tanker which has spent seven weeks being towed in waters between the two Asian neighbors, highlights the lack of global consensus on designating ports as safe-havens for ships in distress

## Incident reports (continued)

Prior to the incident, MPA's Port Operations Control Center provided traffic information to the two vessels and alerted Zoey that the vessel Hammonia Thracium was crossing the traffic lane.

Hammonia Thracium reported that one of her bunker tanks sustained damage, resulting in spillage of some 80 metric tons of bunker fuel. Upon notification, MPA immediately dispatched four patrol craft to deal with the spillage. Oil spill response companies have also been activated to support the clean-up efforts. *The Maritime Executive* [Read more](#) Related report in [gCaptain](#)

## BULGARIA: CARGO SHIP CAPSIZES IN THE BLACK SEA

February 10 - The cargo ship Elland was carrying lumber from Romania to Turkey when it capsized in Bulgarian waters of the Black Sea on 8 February.

The ship sank near a Bulgarian village that was close to the border with Romania.

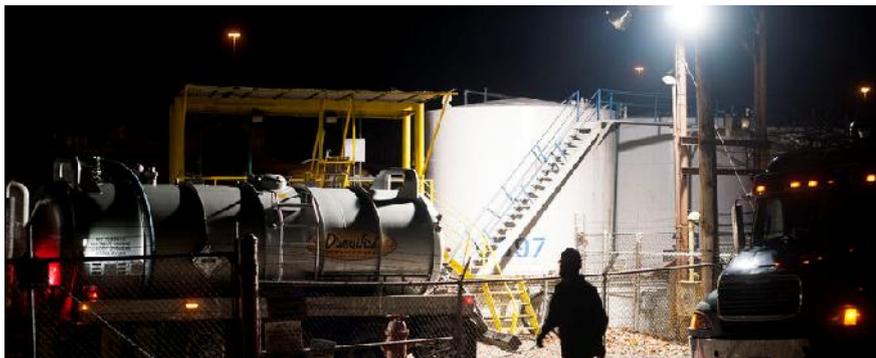
As per the latest reports, the sinking of the ship has resulted in a spill in the Black Sea, off the north-eastern Bulgarian coast of Durankulak. The spill may be from the fuel tank of the vessel, which was full when it sank. *Ship-Technology.com* [Read more](#)

## FRANCE: OIL POLLUTES ATLANTIC BEACHES

February 11 - Beaches have been closed along France's Atlantic coast after pools of oil were discovered following recent storms.

The Mayor of Croisic, Michèle Quillard, filed a complaint on Friday after oil puddles were found on nearby beaches. Other pools had been reported on beaches in the neighbouring departments of Morbihan and the Vendée. *The Connexion* [Read more](#)

## USA: ANOTHER CHEMICAL SPILL IN WEST VIRGINIA



*Photo: Emergency crews worked throughout the night cleaning up a chemical leak from a tank at the West Virginia American Water Plant on the Elk River, Jan. 11, 2014. Ty Wright/New York Times/Redux*

February 11 - More than 100,000 gallons of waste from a coal processing facility leaked into a tributary of West Virginia's Kanawha River early Tuesday, blackening six miles of Fields Creek, the head of the state's Department of Environmental Protection told reporters on a call Tuesday evening.

Randy Huffman of the DEP said that the grimy by-product, known as "coal slurry," leaked into the Kanawha River as well, according to NBC News. *MSNBC* [Read more](#)

## This Is What It Looks Like When 100,000 Gallons Of Coal Waste Spill Into A West Virginia Stream

February 12 - A pipe break at a Patriot Coal preparation site spewed more than 100,000 gallons of coal slurry into a waterway near Charleston, WV on Tuesday.

"When this much coal slurry goes into the stream, it wipes the stream out," said Randy Huffman, Secretary of the Department of Environmental Protection.

Tuesday's spill did not occur near a drinking water intake, an area of particular concern for nearby residents as the safety of their water supply remains a concern more than one month after a massive chemical spill contaminated the water for 300,000 West Virginians. Coal slurry contains a range of toxic substances, including chemicals used to wash the coal and heavy metals, like iron, manganese, aluminum and selenium. *ClimateProgress* [Read more](#)



## Incident reports (continued)

### USA: NAVY CAUSES OIL SPILL IN THE HOOD CANAL

February 11 - Washington State's Hood Canal, best known for its delicacies of shellfish and salmon, had an unwelcome visitor today, as the United States Navy accidentally spilled oily bilge water in to the fjord. Initially, the Navy reported that they had only spilled 150 gallons into the unique eco-system off the coast from the Olympic National Park. The Department of Ecology estimates the spill to be more than 2,000 gallons, producing an oil slick in the water at over a mile and a half long and nearly to the beaches of Shine Tidelands State Park. *Exotic Hikes* [Read more](#) Related report in [EarthFix](#)

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### USA: TRAIN CARRYING CRUDE OIL DERAILS IN VANDERGRIFT, PENNSYLVANIA

February 13 -Twenty-one cars of a freight train hauling oil and gas derailed this morning in Vandergrift, striking a building that houses a specialty metals firm, authorities said. No one was injured.

Hazmat crews responded to MSI Corp. in the 200 block of First Street in Vandergrift, and the state Department of Environmental Protection was sending a three-member emergency response team after reports that oil was leaking from overturned cars. *Pittsburgh Post-Gazette* [Read more](#) [Thanks to Bill Hazel of ISCO Corporate Member, Marine Pollution Control Inc.]

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### USA: OIL WELL IN NORTH DAKOTA OUT OF CONTROL, LEAKING

February 14 - A Whiting Petroleum Corp oil well in North Dakota was leaking drilling fluids after a blowout late on Thursday, company and state officials said on Friday.

The well lost control after a blowout preventer failed and was leaking between 50 and 70 barrels per day of fracking fluid that contains chemicals, water and sand, a company spokesman said. *Reuters* [Read more](#)

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### INDONESIA: BALI'S MANGROVES DAMAGED BY OIL SPILL

February 9 - Oil leaks from a pipeline owned by PT Indonesia Power have soiled and damaged a two-hectare area of mangroves near Benoa.

The leak occurred on Wednesday, February 5, 2014, releasing "dozens of liters" of marine fuel oil and high speed diesel fuel into the environmentally sensitive area.

Clean up efforts are underway but there has been no formal estimate of the damage to sea life, birds and mangrove flora. *BaliDiscovery.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### SOUTH KOREA: FREIGHTER, OIL TANKER COLLISION CAUSE OIL SPILL OFF BUSAN

February 15 - An 80,000-ton freighter collided with an oil tanker Saturday, spilling an undisclosed amount oil into the water off South Korea's largest port of Busan, Coast Guard officials said.

The collision opened a large hole, about 20 centimeters by 30 centimeters, in the hull of the cargo ship, from which fuel oil gushed out, they said.

The accident occurred at about 2:20 p.m. as the freighter approached the oil tanker to replenish its fuel, the officials said, adding that the tanker had planned to transfer 1,500 tons of oil, the officials said.

Emergency actions were taken to stop the oil spill but an oil slick about 800 meters wide was found formed on the water, they said. The oil spill was stopped three hours later. *Global Post* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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## Other news reports from around the world

### NEWS REPORTS FROM USA

#### February 10 – West Virginia / Tank Inspections & Leak Prevention - Testimony of CSB Chairperson

Testimony of Chairperson Rafael Moure-Eraso, Committee on Transportation and Infrastructure, Field Hearing in Charleston, WV, February 10, 2014. [Download this document](#)

#### February 11 - Exxon oil spill town 'deserted land', residents still getting sick, forced to abandon homes

## Other news reports from around the world (continued)

Almost one year after ExxonMobil's pipeline burst and caused a major oil spill near Mayflower, Arkansas, officials say the area is safe to live in. But locals are still suffering from dizziness, headaches, and nausea – prompting many to move away.

On March 29, 2013, Exxon's Pegasus pipeline spilled thousands of barrels of Canadian crude oil in a suburban area near the town of Mayflower, sparking strong opposition to oil sands exploitation and the Keystone XL project. If approved, the Keystone pipeline would carry tar sand oil from Alberta, Canada through the US to Texas refineries. *RT.com* [Read more and listen to audio report](#)

### February 11 - ND oil spill cleanup to last at least 2 more years

A state health official told North Dakota lawmakers that cleanup of massive oil spill in northwestern North Dakota will take at least two more years.

The Tesoro Corp. pipeline rupture discovered in September sent more than 20,000 barrels of crude spewing across a North Dakota wheat field. The spill fouled an area about the size of seven football fields and is one of the largest onshore spills in U.S. history. *Seattle PI* [Read more](#)

### February 14 - Enbridge Unveils New Plans to Dredge Oily Sediment from Kalamazoo River in Michigan

Enbridge Energy has new plans to finish dredging oil from the Kalamazoo River spill in 2010. The spill was the biggest inland oil spill in U.S. history. The cleanup has cost the company more than a billion dollars so far.

The roughly 180,000 gallons of crude oil that was left on the river bottom before dredging began isn't really oil anymore. It's tiny particles of weathered material that's mixed in with sediment. *Inside Climate News* [Read more](#)

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## NEWS REPORTS FROM CANADA

### February 8 - Record Bitumen Seepage in Alberta Continues Unabated

Researchers of an independent report on one of the largest ongoing oil releases in Alberta history say the provincial regulator and industry must do more to inform the public about the scale and impact of massive bitumen seepage in the oil sands.

For nearly a year now, more than 12,000 barrels of bitumen mixed with water have seeped through several long cracks (some as long as 100 metres) in the forest floor near four wells owned by Canadian Natural Resources Ltd. (CNRL) in the Cold Lake region.

To date, the Calgary-based company has spent nearly \$40 million in cleanup operations that have involved the removal of 70,000 tonnes of earth. It also pumped 404,378 cubic metres of water out of a small lake to clean up two large bitumen fissures. *The Tye* [Read more](#)

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## UK: CALL FOR RESEARCH ON OIL SPILL IMPACT ON FISHERIES

February 15 - Marine experts at Aberdeen university have called for more research on the short and long-term threats posed by North Sea oil spills and leaks to European fisheries.

The report, presented to the Fisheries Committee in the European Parliament, also says that lessons learned in the North Sea will be applicable to the new areas of oil and gas exploration opening up in European waters, such as the Mediterranean and Baltic seas.

The report - "The Impact of Oil & Gas Drilling Accidents on EU Fisheries" - is the first to study the impact of oil and gas related incidents and accidents in relation to fisheries in EU waters. *The Scotsman* [Read more](#)

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## TRINIDAD & TOBAGO: US EXPERTS JOIN OIL SPILL TASK FORCE

February 12 - Two US experts and a local one in oil spill dispersion have been added to the recently-formed National Environmental Assessment Task Force which is dealing with the December oil spill at La Brea, Environment and Water Resources Minister Ganga Singh said yesterday. The spill occurred in several parts of the area from December 17 to 26, necessitating an emergency response to protect human health and the environment. It was reported that 2,000 barrels of oil were recovered as a result of clean-up efforts.

State-owned Petrotrin was found to be in breach of the Environmental Management Act and was fined \$20 million which will be used towards assessment, remediation and rehabilitation of the affected areas. The task force was subsequently launched to assess the impact and current state of the environment as a result of the spill, with emphasis on potential effects in the Gulf of Paria waters.

As well as making recommendations on the situation the force's 17-point mandate includes establishing a monitoring programme

## Other news reports from around the world (continued)

and identifying studies needed to rehabilitate the affected areas. The ten-member force, headed by Dr Allan Bachan, head of the Environmental Management Authority, received instruments of appointment last week. In a statement to the Senate yesterday, Singh said three other experts would supplement the team. *Trinidad & Tobago Guardian* [Read more](#)

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### FRANCE: RECENT ACTIVITY REPORT FROM ISCO INDUSTRY PARTNER, CEDRE

February 13 - In January, a stormy winter month, Cedre was involved in the response to the loss of 33 containers overboard from the Maersk Stepnica. This container incident was the fourth noteworthy event of its kind this winter, with the loss of 45 containers from the Maersk Salina on 28th October 2013, 79 from the Cosco-Nagoya on 23rd December 2013 and 14 from the CMA-CGM Rossini on 3rd January 2014. None of these 171 containers was declared to be hazardous. Some however had to be tracked and recovered by the maritime authorities due to navigational risks.

Two actions were implemented as part of the Mar-Ice protocol: Cedre was mobilised by MRCC Dublin in relation to a towed and drifting vessel carrying a cargo of 15,000 tonnes of sodium hydroxide, and secondly was mobilised by MRCC Barcelona for an exercise.

A field assignment mobilised one agent from Cedre to assist the local authorities following the grounding of the trawler Estran on the morning of 20th January, as it was leaving the port of Saint-Guénolé (Finistère) with 40,000 litres of diesel on board. The vessel was finally refloated on 30th January. Source: [Cedre Newsletter](#)

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### NIGERIA: 546M GALLONS OF CRUDE OIL SPILLED IN N'DELTA IN 50 YEARS, SAY NGOS

February 13 - About 546 million gallons of crude oil have been spilled into the Niger Delta over the last 50 years. The quantity amounts to 11 million gallons a year, representing about 50 times the estimated volume spilled in the historic Exxon Valdez Oil Spill in Alaska, United States, in 1989.

These revelations are contained in a letter written by 13 Nigerian and five international Non-Governmental Organisations (NGOs) on the National Oil Spill Detection and Response Agency (NOSDRA) Bill, before the Senate.

The letter, a copy of which was given to THISDAY Wednesday, stressed the need for the passage of the NOSRDA Amendment Bill 2012 into law, as well as the need to ensure remediation and protection of the environment in the Niger Delta. *This Day Live* [Read more](#)

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## ISCO News

### SPILLAGE OF GROUP V OILS IS AN INTERNATIONAL PROBLEM

The International Spill Control Organization (ISCO), which celebrates its 30th anniversary this year, is organising an International Forum on Group V oils (sinking and submerged oils) to be held on **September 9-10, 2014**, at the Detroit/Wayne County Port Authority Building. Sinking oils (Group V and Class C/D), including oil sands, Dilbit and bitumens, are being increasingly utilized and transported around the world, increasing the risk of spills can be very difficult to clean up.

With increased movements of these oils by sea to world markets, tanker owners, insurers and spill response organisations are becoming increasingly concerned because incidents involving spills of Group V oils will pose serious challenges, creating new liability concerns and underlining the need for development of improved observation, tracking and recovery techniques. In addition to the marine aspect, the problems caused by spills of Group V oils from pipelines and railcars into rivers and lakes create similar concerns, also needing to be answered.

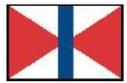
The forum will present expert analysis of the fates and behaviors of these oils when released, and strategies, tactics and specialized equipment associated with their clean up. Confirmed forum participants include members of the oil and gas industry, the shipping community (OSG Shipping, Inc.), oil spill responders and the regulatory community (including the U.S.C.G. and N.O.A.A.). In addition to speakers presentations and panel discussions, a table-top exhibition hall will be included as part of the event.

ISCO President, David Usher would very much like to hear from individuals, organizations and companies interested in taking a part in this event as sponsors, session chairpersons, speakers, or exhibitors.

ISCO is currently compiling a mailing list for people who wish to register possible interest in attending the forum and would like to be kept informed on the event. To register your interest, please send an email to [info@spillcontrol.org](mailto:info@spillcontrol.org)

Early advice of interest will be of great help in progressing the detailed planning of the event. Contacts are -  
David Usher, ISCO – [dusher@marinepollutioncontrol.com](mailto:dusher@marinepollutioncontrol.com) +1 (313) 849-2333 (office)  
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# SWIRE EMERGENCY RESPONSE SERVICES

Swire's marine interests can be traced back almost 200 years, with involvement in a wide range of activities from Liner Shipping to Offshore Support to the International Oil and Gas Industry. The oil boom of the 1970's prompted the formation of Swire Pacific Offshore (SPO) in 1975, to focus on providing marine support to the Oil and Gas industry. Since that time, Swire Pacific Offshore has established a reputation as one of the leading service providers in the industry, equipped to support such diverse activities as exploration, wind turbine installation, drilling, production, pipe-lay, sub-sea construction, rig moves and seismic surveys.

Swire's motto is "Esse Quam Videri", meaning "To be rather than to seem to be". This is the guiding principle of Swire Pacific Offshore and underpins its vision of "Excellence in Marine Services".

Whilst already operating in excess of 80 Platform Supply and Anchor Handling Vessels, SPO's desire to continually develop the marine services it offers led to the formation of the Marine Services Division, tasked with providing complementary services to the core business of operating vessels, one of these companies being Swire Emergency Response Services.



Based in Dubai, Swire Emergency Response Services owns and operates one of the largest Oil Spill Response equipment stockpiles in the Middle East and has additional, comprehensive stockpiles located in Singapore, Cameroon and South Africa. Besides physically responding to incidents, since its inception in 2008, Swire Emergency Response Services has promoted preparedness to respond through providing Training, Planning and perhaps most importantly, bespoke oil spill response equipment packages to provide contingency cover for client's activities on a cost effective basis. To date, SERS has provided these preparedness services in countries including Ghana, Cameroon, Sri Lanka, Mozambique, Iraq and Latvia.

When responding to incidents, SERS understands that speed of response is crucial. SERS has contracts in place with leading international logistic providers to mobilize equipment globally at short notice, ensuring compliance with all relevant customs procedures. Where required, support can be provided by any one of SPO's 19 regional offices, located in the Americas, Europe, Middle East, Africa, Asia and Australia. <http://www.swire-ers.com/cprofile.html>

## COMPUTER MODELS HELPS TRACK SPILLED OIL



February 11 - U.S. Geological Survey scientists developed the model as a way of tracking the movement of sand and oil found along the Gulf of Mexico since the Deepwater Horizon oil spill. The new tool can help guide clean-up efforts, and be used to aid the response to future oil spills.

Following the Deepwater Horizon spill, denser-than-water conglomerates of sand and oil have been found in the surf zone, ranging in size from less than a millimeter to mats up to a few meters in size. The surf zone is where waves break as they approach the shore. The USGS study looked at conglomerates several centimeters thick—known as “surface residual balls,” or “SRBs”, which continue to emerge in some beach locations more than three years after the first oil reached the shoreline.

Applying the model to movement of SRBs along the coast of Alabama and western Florida showed that normal wave conditions, less than 1.5 to 2 meters, will not move centimeter-sized SRBs alongshore. However, tropical storms, or winter storms can mobilize and redistribute these SRBs alongshore.

The numerical model indicated that inlets trap SRBs, where they could accumulate over time. The model also suggests that when larger SRBs are found they are more likely to have been formed locally when the oil came ashore, rather than being transported from a different location along the coast.

Published in Marine Pollution Bulletin (see footnote), the report also shows that SRBs are likely to be covered and uncovered by sand that is relatively easily moved by waves and currents in the surf zone.

Note: P. Soupy Dalyander, Joseph W. Long, Nathaniel G. Plant, David M. Thompson (2014). Assessing mobility and redistribution patterns of sand and oil agglomerates in the surf zone Marine Pollution Bulletin DOI: [10.1016/j.marpolbul.2014.01.004](https://doi.org/10.1016/j.marpolbul.2014.01.004)

*The Daily Fusion* [Read more](#)

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## STUDY ON BURNING OIL IN ICE CAVITIES LEADS TO NEW DISCOVERY

February 11 - The Bureau of Safety and Environmental Enforcement’s (BSEE) Oil Spill Response Research (OSRR) program has completed its review of an important new research project on burning oil in ice cavities and published the final results. The research project, funded by the bureau and completed by Worcester Polytechnic Institute in a lab, led to the discovery that the average burning rate is greater in an ice cavity than in a similar sized vessel or a pan.

The objective of this study was to assess the in-situ burn efficiency of oil spills in icy conditions and explore oil spill burning on ice. The fundamental problem of burning oil in an ice cavity is new to the fire science community, as such there were no prior experiments on the subject. This study included a series of experiments that were conducted to develop an understanding of the burning of crude oil in ice cavities. Alaska North Slope crude oil (~1.5 cm thick) was placed within ice cavities (5 – 100 cm wide and 6 - 25 cm high). It was found that because of the cavity expansion the average mass transfer of crude oil in the ice cavity is greater than in a similar-sized vessel or pan. The scientific problem examined in this research involves new fundamental studies about the interaction of a pool of oil burning in an ice matrix. This interaction represents an innovative aspect of this work that had not been studied before.

## Science and Technology (continued)

The study has helped the bureau quantify the combustion efficiency and point of extinction for liquid fuel spills in icy conditions. [Additional information on the study including the report can be found here.](#) *The Maritime Executive* [Read more](#)

## Cormack's Column



**In this issue of the ISCO Newsletter we are printing No. 163 in a series of articles contributed by Dr Douglas Cormack.**

Dr Douglas Cormack is an Honorary Fellow 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](#)

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## CHAPTER 163: THE NEW RESPONSE PLANS AND THEIR USES

These plans are based on knowledge created by reality-evaluating beliefs as specific hypotheses, as was the knowledge which is our craftsmanship, science, technology and the knowledge-content of our traditional behaviour codes, while our political failure to reality-evaluate beliefs/counter-beliefs as specific hypotheses has been creating disharmony, violence, revolution and war since time immemorial. Thus, we see that all human history can now be explained for the first time by noting whether beliefs/ counter-beliefs have been reality-evaluated or not.

Accordingly, we see that the belief in species-extinction/ecological-disaster being caused by oil/HNS releases from ships and oil-wells is refuted by our knowledge of their resulting seawater concentrations being too low to produce such effects; that belief in anthropogenic global warming has yet to be shown consistent with our knowledge of the biological and geological carbon dioxide cycles; that regulations based on these beliefs needlessly increase the costs of incident response and power generation; and that cost-effective progress requires all beliefs to be reality-evaluated to positive or negative knowledge.

Thus, the new WSL marine pollution division of 1974 saw its task as acquisition of the knowledge needed to restore the environment to its pre-release state as quickly and cost-effectively as possible and thus to enable interrupted commercial activities to resume, rather than to avoid the species-extinction/ ecological-disaster which seawater concentrations could not cause in any case. Thus, the division sought to enhance the natural rates of slick dispersion, dilution and biodegradation by dispersant-use prior to and after arrival onshore; to develop means of mechanical recovery from the sea-surface and from shorelines when natural or induced dispersion was reduced by higher-viscosity pollutants. Again, it recognised that the floating-layer thickness which ensures low seawater concentrations also ensures the inadequacy of response-unit encounter-rates for anything approaching total release of cargo.

However, the WSL division also recognised that belief in species-extinction/ecological-disaster remained politically unshaken despite its absence in reality; and that all beliefs/disbeliefs thus accruing to the fates and effects of, and responses to, oil/HNS releases would need to be validated or refuted as specific hypotheses by direct observation or designed experimentation *i.e.* by what I have defined as reality-evaluation. Accordingly, the new plan embodies the reality-validations and reality-refutations thus acquired by WSL from October 1974 to March 1979 and intended to be the knowledge-only basis of the national contingency plan when DTI headquarters established its Marine Pollution Control Unit (MPCU) in March 1979 with this author as 'chief scientist'. However, by then, the politically correct belief in technology being disharmonious with the environment (c.f. articles 1-15) had already caused policy makers to write the Unit's contingency plan as a call for so-called interested parties to debate belief/counter-belief as to what to do, or not to do, in response to every incident as it might arise.

Thus, while the MPCU did establish stockpiles of incident response equipment based on the knowledge previously acquired by WSL, the use of this stockpiled equipment remained subject to politically correct beliefs/disbeliefs which could be debated to one or other belief-consensus more or less on a daily basis. Nonetheless, these knowledge-only stockpiles contained emergency cargo/bunker transfer equipment for oils/HNS; seagoing mechanical recovery equipment for use on *RV Seaspring* and coastal tankers of opportunity (c.f. articles 70-91); dispersants and spraying equipment for use from ships of opportunity and from contracted standby aircraft (c.f. 46-61), one of which was equipped for remote-sensing (c.f. articles 62-69); onshore equipment for dispersant spraying and surface-film application; and onshore and inshore mechanical recovery equipment and protective booms (c.f. articles 92 -102).

However, knowledge-counteracting beliefs/disbeliefs were meanwhile ensuring that no other country would permit the discharge of oils/HNS for investigative purposes thus ensuring that no laboratory other than WSL would be in a position to challenge the politically-correct environmentalist belief-consensus while normal civil service staff changes ensured the loss of any ability to challenge the said belief-consensus. Indeed, this internal loss was completed by the absence of incidents in UK waters from 1980 to 1996 and by the 1994 closure/merger of WSL with UKAEA, which coincided with WSL atmospheric monitoring and abatement being overtaken by UK and hence UNCCC belief in anthropogenic global warming, and with WSL waste recycling and contaminated land reclamation being lost in the belief-only regulations of the then new UK Environment Agency.

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

## Publications

### FOR YOUR INTEREST – LINKS FOR RECENT ISSUES OF PERIODICALS

<a href="#">ASME EED EHS Newsletter</a>	News and commentary on HSE issues from George Holliday	Most recent issue
<a href="#">Bow Wave</a>	Sam Ignarski's Ezine on Marine & Transport Matters	Current issue
<a href="#">Cedre Newsletter</a>	News from Cedre in Brittany, France	January 2014
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	February 5 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	February 1 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	May 2013 issue
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	Dec 16-31 2013 issue
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 7 2014
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	February 2014 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	January 2014
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 4, 2013
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	February 12 issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	February 2014 issue
<a href="#">JOIFF "The Catalyst"</a>	Int'l Organisation for Industrial Hazard Management	January 2014 issue
<a href="#">Environmental Technology Online</a>	Environmental Monitoring, Testing & Analysis	February 2014 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	September 2013 issue
<a href="#">IPIECA eNews</a>	Int'l Petroleum Industry Environmental Conservation Assoc'n	February 2014 issue
<a href="#">WMU Newsletter</a>	From the World Maritime University in Malmo, Sweden	February 2014 issue

## Events

### KAZAKHSTAN: ONSHORE AND OFFSHORE OIL SPILLS: PREVENTION AND RESPONSE

17 - 18 March 2014, Almaty, Kazakhstan. Technical and environmental safety issues, oil spill preparedness and response in the main segments of the oil and gas sector. [Conference and Exhibition Website](#)

### UAE: OFFSHORE ARABIA 2014 CONFERENCE PROGRAMME

3 – 5 March 2014 at Dubai International Convention and Conference Centre [Download the Conference Programme](#)

### UK: CONFERENCE ON FRACKING FOR SHALE GAS

19 May 2014 at The Mermaid, City of London. [Conference Programme and Registration](#)

### FRANCE: OIL SPILL STUDIES WORKSHOP CALL FOR PAPERS

6-7 March 2014 at La Rochelle

To extend the results of the ISDAMP (Improving Shorelines Defenses Against Marine Pollution, [ISDAMP | Improvements of Shorelines Defences Against Marine Pollution](#)) project, we are planning 2 workshops in 2014 about the implications of oil pollution for coastal communities. This call for papers is for the first workshop, which is focussed on the economic aspects of oil pollution (the second one will focused on political aspects 9-10 October 2014). We hope that this workshop will encourage synergy between different experts. The focus of this workshop will be the economic aspects surrounding small-scale coastal oil pollution. In order to participate, please send an extended (2 pages) abstract to - [rose.campbell@eigsi.fr](mailto:rose.campbell@eigsi.fr) or [frederic.muttin@eigsi.fr](mailto:frederic.muttin@eigsi.fr) Tel. +33 (0)5 46 45 80 19

### FRANCE: CEDRE INFORMATION DAY 2014 - "HAZARDOUS AND NOXIOUS SUBSTANCES"

Tuesday 1st April 2014 in Paris

Hundreds of millions of tonnes of chemicals are transported annually by sea and river, and are traded in ports. These substances are carried either in bulk or packaged. The constantly growing fleet of chemical tankers and container ships, whose ever-increasing size is cause for concern, exacerbates the risk of accidents and spills into the natural environment. The efforts made by the International Maritime Organization towards greater consideration of this situation testify to this. Accidents involving chemical tankers (Ievoli Sun, Ece...) and container ships (Napoli, MSC Flaminia) have highlighted the technical difficulties and international dimension of maritime incidents involving hazardous and noxious substances (HNS).

To address this complex issue of chemical incidents and risks at sea and in rivers, we asked our French, European and international partners to present the information networks, regulations and research conducted in this field. To illustrate this topic with an example of a recent shipping incident, we invited a representative of the group of experts in charge of advising the German Central Command for Maritime Emergencies to give a presentation on the consequences of the fire on board the MSC Flaminia. [Download Programme and Registration Form](#)

## Training

### USA: OHMSETT OIL SPILL RESPONSE STRATEGIES & TACTICS TRAINING COURSES

When an oil spill occurs, your team needs to know how to set up an incident command system, what strategies to use, and what equipment to deploy for successful response operations.

Learn this and more at Ohmsett's Oil Spill Response Strategies and Tactics Training. This three and a half-day training session emphasizes practical experience in full-scale oil recovery operations in the Ohmsett outdoor wave tank. You will increase your proficiency using boom and skimmers while practicing removing spilled oil. The course is presented in partnership with Texas A&M National Spill Control School. At the completion of the course, you will receive a NSCS Certificate of Completion.

June 10-13 2014 [Register](#) or August 26-29 2014 [Register](#)

The cost is \$1,270.00 per person. Space is limited to 20 students.  
For more information call 732.866.7286 or email [scunneff@ohmsettnj.com](mailto:scunneff@ohmsettnj.com)

### NIGERIA & GHANA: ENVIRONMENTAL PROTECTION TRAINING COURSES

Ghana, 12-14 March 2014. Environmental Management Training Course for Establishments  
Nigeria, Abuja, 8-9 April 2014 How to Develop and Implement a Remediation Action Plan for Hydrocarbon Polluted Sites  
Nigeria, Abuja, 15-16 April 2014. Water pollution and remediation training course

For more information call +234 8034517767 or email [riltraininginfo@gmail.com](mailto:riltraininginfo@gmail.com)

## Company news

### TITAN SALVAGE APPOINTS CAPT. AJAY PRASAD GENERAL MANAGER, SOUTHEAST ASIA



[TITAN Salvage](#), [Crowley Maritime Corp.](#)'s marine salvage, emergency response and wreck removal company based in Houston, Texas, announced today that Capt. Ajay Prasad has joined its leadership team as general manager, Southeast Asia. The veteran mariner, who started his career at sea over 20 years ago, will be domiciled in TITAN's Singapore office, reporting to TITAN's Chris Peterson, vice president, and will oversee the company's business and operational activities in Southeast Asia, Australia, the Pacific Rim and Middle East.

Capt. Prasad has gained considerable industry insight throughout his career. He has worked together with technical ship managers overseeing chemical and gas tankers in commercial, operational and health, safety and environmental (HSE) roles, in addition to leading numerous investigations into serious maritime disasters and vessel casualties. With a master's in business administration from INSEAD, widely considered one of the world's finest business schools, Capt. Prasad brings both a wealth of managerial experience and operational knowledge to TITAN. He was instrumental in implementing informative, in-house training and consultancy programs with his previous employers, and has developed several workshops and training seminars for senior managers across the industry.

"Captain Prasad's exemplary background in operations; HSE; salvage; and marine management, will further strengthen Titan's Southeast Asia, Pacific Rim and global presence," said Peterson. "He is a great addition to our Singapore-based team and we are delighted to have him join TITAN and Crowley." [Titan Salvage and Crowley Maritime Corp. are both members of the Marine Response Alliance, a Corporate Member of ISCO]

### AQUA-GUARD'S INDUSTRIAL RBS TRITON™ SKIMMERS RECOVER VALUABLE LOST PRODUCTS IN GLOBAL REFINERIES

Industrial waste water found in the internal collection sewers and basins of oil refineries contain valuable petroleum bi-products and raw crude oil. Aqua-Guard Spill Response Inc. has developed an attractive solution for its customers to recover these products and return them into their refining process. Besides the financial return, there is a positive benefit to the environment by reducing the amount of hydrocarbons in their effluent waste water system.

Aqua-Guard's RBS TRITON™ 60 model skimmers were installed in Chevron Canada's Burnaby Oil Refinery in September of 2008. Shell refineries in Asia and oil companies in Latin America also employ this system. [More info](#)



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