



# ISCO NEWSLETTER

The Newsletter of the International Spill Response Community  
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[info@spillcontrol.org](mailto:info@spillcontrol.org) <http://www.spillcontrol.org>



## 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.

## ISCO COMMITTEE & COUNCIL

ISCO is managed by an elected executive committee members of which are **Mr David Usher** (President, USA), **Mr John McMurtrie** (Secretary, UK), **Mr Marc Shaye** (USA), **Mr Dan Sheehan** (USA), **M. Jean Claude Sainlos** (France), **Mr Kerem Kemerli** (Turkey), **Mr Paul Pisani** (Malta), **Mr Simon Rickaby** (UK), **Mr Li Guobin** (China), **Captain Bill Boyle** (UK) and **Mr Dennis van der Veem** (The Netherlands).

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>

The Executive Committee is assisted by the non-executive ISCO Council composed of the following national representatives – **Mr John Wardrop** (Australia), **Mr Namig Gandilov** (Azerbaijan), **Mr John Cantlie** (Brazil), **Dr Merv Fingas** (Canada), **Captain Davy T. S. Lau** (China, Hong Kong), **Mr Li Guobin** (China, Mainland), **Mr Darko Domovic** (Croatia), **Eng. Ashraf Sabet** (Egypt), **Mr Torbjorn Hedrenius** (Estonia), **Mr Pauli Einarsson** (Faroe Islands), **Prof. Harilaous Psarafitis** (Greece), **Captain D. C. Sekhar** (India), **Mr Dan Arbel** (Israel), **Mr Sanjay Gandhi** (Kenya), **Mr Joe Braun** (Luxembourg), **Chief Kola Agboke** (Nigeria), **Mr Jan Allers** (Norway), **Capt. Chris Richards** (Singapore), **Mr Anton Moldan** (South Africa), **Dr Ali Saeed Al Ameri** (UAE), **Mr Kevin Miller** (UK) and **Dr Manik Sardessai** (USA).

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

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**Oil Spill India 2014**  
International Conference & Exhibition  
18-20 September 2014, Holiday Inn Resort, Goa



## International news

### GROUND-BREAKING FIRST SESSION OF UN ENVIRONMENT ASSEMBLY (UNEA) JUST DAYS AWAY



Above: UNEP Executive Director Achim Steiner (L) and Permanent Representative of Kenya to UNEP Amb. Martin Kimani (R) address media at a press conference in Nairobi

**Nairobi, 17 June 2013** - The UN Environment Assembly - the highest-level UN body ever convened on the environment - is less than a week from its historic opening day at the United Nations Environment Programme (UNEP) headquarters in Nairobi.

UNEA feeds directly into the General Assembly and enjoys universal membership of all 193 UN member states as well as other stakeholder groups. With this wide reach into the legislative, financial and development arenas, the new body presents a ground-breaking platform for leadership on global environmental policy.

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## International news (continued)

For many, the creation of UNEA is the coming of age of the environment as a world issue, as it places environmental concerns on the same footing with those of peace, security, finance, health and trade for the first time. Major issues on the UNEA agenda include the illegal trade in wildlife; environmental rule of law; financing the Green Economy; and the Sustainable Development Goals and the Post-2015 Development Agenda, including sustainable consumption and production.

In this new forum, UNEP and its partners will be able to provide governments and other policymakers with the science, tools, and innovation required to link environmental stewardship and sustainable development.

UNEA has the mandate to make strategic decisions and provide political guidance in the work of UNEP, and promote a strong science-policy interface. The first UNEA session is expected to deliver a series of outcomes that would spell out concrete actions to address the key environmental challenges discussed at UNEA. Where appropriate, UNEA may also recommend draft resolutions for adoption at the United Nations General Assembly for UN system-wide action.

Watch a video on the "Road to UNEA" by clicking [here](http://www.unep.org). <http://www.unep.org>

## OBAMA PROPOSES VAST EXPANSION OF PACIFIC OCEAN SANCTUARIES FOR MARINE LIFE

June 17 - President Obama [announced](#) Tuesday his intent to make a broad swath of the central Pacific Ocean off-limits to fishing, energy exploration and other activities.

The proposal, slated to go into effect later this year after a comment period, could create the world's largest marine sanctuary and double the area of ocean globally that is fully protected.

"I'm going to use my authority to protect some of our nation's most precious marine landscapes," Obama said in a video to participants at a State Department conference, adding that while the ocean is being degraded, "We cannot afford to let that happen. That's why the United States is leading the fight to protect our oceans." *The Washington Post* [Read more](#)

## OSPAR ON TRACK TO ADOPT A MARINE LITTER REGIONAL ACTION PLAN

June 19 - The OSPAR Commission looks set to adopt an innovative Regional Action Plan for Prevention and Management of Marine Litter in the North-East Atlantic. The OSPAR Commission, which guides international cooperation on the protection of the marine environment of the North-East Atlantic, aims to finalise the plan in Cascais (Portugal) at its annual meeting next week.

The dynamic oceans coupled with the diverse sources of marine litter create a problem that straddles boundaries and requires collective action to solve. In 2010, OSPAR Ministers noted that quantities of litter in many areas of the North-East Atlantic were unacceptable and committed to continue to develop reduction measures and targets.

The Regional Action Plan on Marine Litter has been developed with the aim of following-up on OSPAR Ministers' commitments and of implementing the objective of the North East Atlantic Environment Strategy "to substantially reduce marine litter in the OSPAR maritime area to levels where properties and quantities do not cause harm to the marine environment".

The Plan will focus on + the development of regionally coordinated reduction/operational targets taking into account the European Union's Marine Strategy Framework Directive + specific sources and items of marine litter + the development of regional measures; + monitoring and assessment + cooperation with other relevant regional and international organisations.

The OSPAR Regional Action Plan will support the Rio+20 global commitment to "take action to, by 2025, based on collected scientific data, achieve significant reductions in marine debris to prevent harm to the coastal and marine environment". The OSPAR objective is in line with the European Union's Marine Strategy Framework Directive, where achieving Good Environmental Status also relates to the properties and quantities of marine litter that should no longer have harmful effects on coastal and marine environments by 2020. In this sense, OSPAR's plan for prevention and management of marine litter can be seen as an exemplar for a regional effort supporting multiple national, regional and global commitments.

Full details of the Regional Action Plan on Marine Litter will be announced following the meeting of the OSPAR Commission from 23-27 June 2014. [www.ospar.org](http://www.ospar.org)

## OCEAN PLASTIC: A NEW INVASIVE SPECIES THREAT



June 19 - A recently published study from researchers at The University of Western Australia demonstrates that plastic rubbish dumped in the ocean is becoming its own ecosystem. Plastic rubbish is not just rubbish but a living community.

Tiny ocean plastics form from the breakdown of discarded plastic items such as single-use packaging and fishing gear.

More than 1000 images were taken while examining ocean plastics from Australia-wide sample collections by PhD candidate Julia Reisser and her colleagues. *The Maritime Executive* [Read more](#)

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## ANNUAL MEETING OF THE BONN AGREEMENT OTSOPA WORKING GROUP

The annual meeting of the Bonn Agreement **OTSOPA** working group was held in Bremerhaven, Germany from 20th to 22nd May. The 28 participants, from countries bordering the English Channel and the North Sea, as well as an EU and an **EMSA** representative, were able to discuss their spill response experience. *Cedre* attended this meeting together with the French maritime authority for the English Channel/North Sea and **SG Mer**, leader of the French delegation. France presented the recently launched **Polluproof** project, (ANR-funded project on the aerial detection of chemicals), a review of French **POLREPs** in 2013, the progress of the EMSA working group led by *Cedre* on dispersant use (literature review of reports published on *Deepwater Horizon*), the manuals produced as part of the European project **POSOW**, a summary of the *Cedre Information Day 2014* on HNS spills as well as information on the 600 containers lost in the English Channel last winter. The secretariat announced that the new Bonn Agreement website [www.bonnagreement.org](http://www.bonnagreement.org) is to be launched in September. Source: [CEDRE Newsletter, June 2014](#)

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## CANADA & USA: SAULT MAYOR, OTHERS CALL FOR BETTER PROTECTION FROM OIL SPILLS

June 19 - Today, at the Great Lakes and St. Lawrence Cities Initiative annual meeting, mayors from the United States and Canada issued a call to their respective federal governments and the responsible companies to significantly improve the safety of oil transportation across the Great Lakes and St. Lawrence basin, in order to protect the largest source of fresh water on Earth.

"In our opinion, the reaction on the part of federal governments and energy and transportation companies to devastating accidents like those that have occurred in Lac-Mégantic and in the Kalamazoo River has been slow and insufficient," said incoming Cities Initiative chair John Dickert, mayor of Racine, Wisconsin. *SooToday.com* [Read more](#)

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## ITOPF COMPLETES LAUNCH OF ITS FILM SERIES IN HONG KONG, CHINA

The final films in ITOPF's "Response to Marine Oil Spills" series were showcased at a cinema in the iconic IFC building in Hong Kong, China on Wednesday evening. Mr Michael Wong, Director of the Marine Department, told the invited audience of shipping, P&I and government representatives that Hong Kong, China was a fitting location for the climax to the film series. As one of the busiest ports in the world and operator of one of the largest shipping registries, protecting the marine environment and facilitating the safe and expeditious movement of ships was of paramount importance for Hong Kong, he explained. He also outlined how investing in infrastructure to further strengthen the position of Hong Kong as one of the leading ports in the world is seen as a strategic priority for the government of the Hong Kong Special Administrative Region. *ITOPF* [Read more](#)

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## Incident reports from around the world

### USA: FUEL SPILLS INTO THE ELIZABETH RIVER AT LAMBERT'S POINT DOCKS, NORFOLK, VIRGINIA

June 13 - Clean up is underway of a fuel spill that occurred at a pier at Lambert's Point docks on the Elizabeth River Friday afternoon.

According to a spokesperson with the Coast Guard, dock workers were transferring fuel from a pier to the bulk carrier, *Ostria S*, when the spill occurred. The incident happened around 3:20 pm.

Fuel spilled onto the ship's deck and into the Elizabeth River. It was unknown how much fuel was spilled. O'Brien's Oil Spill Response was on scene cleaning up the fuel. Four thousand foot of boom was deployed around the ship to contain the spill.

*WVEC.com* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

## Incident reports from around the world (continued)

### MALAYSIA: PIRATES STEAL 700,000 LITRES OF DIESEL FROM TANKER OFF MALAYSIA



Photo: The MT Ai Maru seen with a Malaysian Navy patrol vessel. Photo courtesy Malaysian Navy

June 16 - Pirates in southeast Asia have made off with about 700,000 litres of diesel stolen from an oil tanker off Johor, Malaysia, the Malaysian Maritime Enforcement Agency has confirmed.

#### **UPDATE: IMB Issues New Piracy Warning Amid Tanker Hijackings**

According to the MMEA, as many as 7 pirates in a speedboat attacked and boarded the tanker MT Ai Maru approximately 31 nautical miles east of Gcaptive [Read more](#) Related report

Tanjung Sedili on Saturday evening as the vessel sailed from Singapore to Cambodia. in [The Maritime Executive](#)

## Other news reports from around the world

### NEWS REPORTS FROM USA

#### **June 17 - Texas A&M Corpus Christi Tests New Technology in Oil Spill Drill**

It's easier to prepare for a major oil spill when you're not already knee deep in a mucky crisis.

That's what Tony Wood would tell you, the Director of the National Spill School at Texas A&M Corpus Christi.

Representatives from the Coast Guard, the Texas General Land Office, the university and other oil industry types gathered in Packery Channel this morning for a "spill drill." They all got a chance to check out the latest in oil spill recovery technology.

It's called a BoomVane. A yellow spill boom is angled in a way that uses the current to channel oil into a big silver drum, where it can be disposed of. [KRISTV.com](#) [Read more](#)

#### **June 17 - North Dakota Hits Milestone in Oil Production**

North Dakota is now producing a million barrels of oil a day, with a large part of the credit going to the rich Bakken shale formation in the western part of the state. The state's Department of Mineral Resources on Tuesday released the April production numbers that show the oil fields' production level. [International New York Times](#) [Read more](#) [Thanks to Mike Rancilio of ISCO]

#### **June 18 - California to impose fee on crude oil rail shipments**

California leaders have included several safety provisions in this year's state budget with the aim of preventing toxic spills and fires as oil companies ship more crude oil on trains through cities and wildland areas.

Beginning in the coming fiscal year, the state will apply a 6.5-cent fee on oil companies for every barrel of crude that arrives in California on rail, or that is piped to refineries from inside the state.

The resulting funds, estimated at \$11 million in the first full year, will be allocated for oil spill prevention and preparation work, and for emergency cleanup costs.

The efforts will be focused on spills that threaten waterways, and will allow officials to conduct response drills.

[Inland News Today](#) [Read more](#)



A crude oil train operated by BNSF travels just outside the Feather River Canyon in the foothills into the Sacramento Valley.

## NEWS REPORTS FROM USA (continued)

### June 19 - Report: Chemical Safety Board in disarray, fostering abusive work environment

A probe by two Congressional committees has found that the U.S. Chemical Safety Board is in turmoil and failing to fulfill its investigative duties for serious accidents at refineries and chemical plants, [according to Reuters](#).

The draft report concludes that leaders at the federal agency, which has criticized energy industry practices in the aftermath of the 2010 Gulf oil spill and other major accidents, have created an “abusive and hostile work environment,” [Reuters wrote](#). That has caused experienced investigators to leave the agency and important investigations into sometimes-fatal explosions and other important incidents to go unfinished. *Fuel Fix* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

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### June 19 - California Officials Seek to Ensure Safety of Trains Hauling Crude Oil

State and local officials in California, worried that trains carrying crude oil from Canada and North Dakota could cause explosions or environmental damage in their state, asked lawmakers on Thursday to regulate the shipments, which are becoming more frequent.

Firefighters and others urged action on bills in the California legislature to impose safety regulations on trains carrying crude oil to refineries in the state, a year after a disastrous oil train derailment in Canada that killed 47 people and spilled 1.6 million gallons of crude. *International New York Times* [Read more](#)

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## NEWS REPORTS FROM CANADA

### June 17 - Despite Protests, Canada Approves Northern Gateway Oil Pipeline



*Photo: Cranes at work in British Columbia. Various groups in British Columbia are opposed to an oil pipeline near the port. Credit Julie Gordon/Reuters*

The Canadian government's approval of a major pipeline running from the Alberta oil sands to a new port on the coast of British Columbia has intensified opposition from aboriginal groups, environmentalists and community advocates.

The Northern Gateway project, which the government approved on Tuesday as expected, would send heavy, oil-bearing bitumen to Asia, giving Canadian producers better access to the world markets. The pipeline, being built by Enbridge, has been championed by the federal government as a way to diversify Canada's energy industry from its current dependence on exports to the United States.

But opponents in British Columbia, who span the political spectrum, threatened to block the pipeline altogether. The fear is that the pipeline would make the province vulnerable to an oil spill, damaging the rugged and scenic coastline. *International New York Times* [Read more](#) [Thanks to Mike Rancilio of ISCO] Related report in [The Maritime Executive](#)

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## NEWS REPORTS FROM INDIA

### June 15 - Coast Guard gears up to get cracking

The Indian Coast Guard has initiated a major exercise of upgrading its oil disaster management systems and introducing sophisticated machinery for higher level of preparedness and quicker response in oil spill incidents in the country.

After yet another episode of tar ball pollution on several stretches of the state's coastline, the Coast Guard, shipping ministry and other agencies have been facing public criticism over their role in monitoring the coastline. *The Times of India* [Read more](#)

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

### NEWS REPORTS FROM INDIA (continued)

#### June 18 - Contingency plan 'by mid-July'

The Goa state pollution control board (GSPCB) hopes to release soon a long-delayed contingency plan to tackle oil spills, while other agencies are involved in upgrading their infrastructure; but identifying rogue ships and pinpointing the pollution source may take some time.

The heavy tar ball pollution on the state's beaches recently and a series of TOI reports has triggered off general concern about the still unquantified damage to the fragile marine ecosystem and interest among government agencies to upgrade the quick response systems to clean the beaches of the ugly blotches of oily clutter. *The Times of India* [Read more](#)

### NEWS REPORTS FROM AUSTRALIA

#### June 17 - NTC releases new dangerous goods code

The National Transport Commission (NTC) has released the latest version of the Australian Dangerous Goods Code, providing an updated technical resource to transport operators and DG shippers.

NTC CEO Paul Retter said edition 7.3 of the code would be of particular interest to heavy vehicle drivers, companies that use and transport dangerous goods, and those who provide training on how to move dangerous goods safely.

"Everyone who uses Australia's roads and other transport networks has a responsibility to keep themselves and the travelling public safe," Mr Retter said.

"This code will help people transporting dangerous goods comply with the laws that are designed to keep them from harm."

Mr Retter said it was very important that people reading the code read it in conjunction with the specific dangerous goods legislation that applies to their state or territory. *Transport & Logistics News* [Read more](#) [Thanks to Don Johnston of ISCO Industry Partner, DG & Hazmat Group]

### NEWS REPORTS FROM NIGERIA

#### June 18 - Netherlands in secret talks on Nigeria oil spill

For more than a year, The Netherlands has been negotiating in secret in the Niger Delta oil pollution conflict in the unstable southern region of Nigeria. There is large-scale pollution in the Ogoniland, resulting from oil extraction activities in the region of companies such as Shell.

Special envoy to The Netherlands, Bert Ronhaar has been able to get all parties involved to have talks, according to Minister of Foreign Trade and Development Cooperation, Lilianne Ploumen. "The only way to get to a solution is via talks and collective action from all involved parties." *NL Times* [Read more](#)

## ISCO news

### INTERNATIONAL FORUM UPDATE NEWS FROM MICHAEL RANCILIO

The International Spill Control Organization (ISCO), celebrating its 30th Anniversary, is organising the "International Forum on Group V (Non-buoyant) Oils being held on 9-10 September, 2014 at the Detroit/Wayne County Port Authority located at 130 Atwater, Detroit, MI 48226.

ISCO's Event Manager, Mike Rancilio and his team are making excellent progress in making all the arrangements. The Forum Website menu can be found on the ISCO Home Page at <http://www.spillcontrol.org>

Some of the Forum Website pages are as yet incomplete but there is a lot of information –

- **REGISTRATION** - You can find all the prices for participating in the forum and the cost of a table-top exhibition space – but please note that the online booking and payment facility isn't up and running yet. **DO NOT ATTEMPT TO MAKE YOUR BOOKING AND PAYMENT YET.** We expect to have this facility fully operational within the next few days and a further announcement will follow.
- **ACCOMODATION & TRAVEL** – ISCO has negotiated discounted travel costs for delegates with **Delta Airlines** and low room rates with **The Roberts Riverwalk Hotel**, offering high standard rooms and a free shuttle bus service to and from the nearby Forum venue. Full details are on this page of the website.

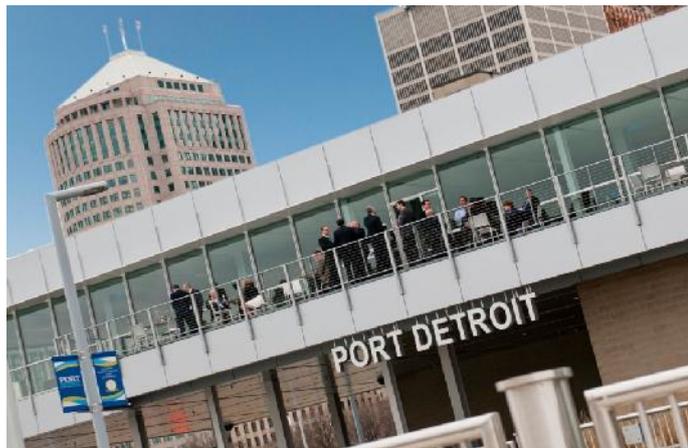
## ISCO news (continued)

- **FORUM AGENDA** - On this page you can see the provisional agenda. Full details of the keynote and other speakers will be added as soon as evaluation of submitted papers has been completed. Already we have been able to confirm a formidable list of speakers including high level representatives from the US Coast Guard, NOAA, US EPA, other prominent speakers from government and industry, and respected international experts on the problems of dealing with Group V (Non-buoyant) Oils.

*Keep yourself up-to date by checking the Forum Website and announcements in the ISCO Newsletter*

## INTRODUCING THE VENUE FOR THE INTERNATIONAL FORUM

If you haven't been there before, you might be forgiven for imagining that the waterfront building in Detroit for the International Forum might be a dusty old warehouse – Think again! It is in fact, as you can see below, an ideal venue with superb facilities.



## People in the news

### CAPTAIN ROBERT McCABE FNI ELECTED AS THE NEW PRESIDENT OF THE NAUTICAL INSTITUTE



June 18 - On his election yesterday as President of The Nautical Institute, Captain Robert McCabe FNI issued a challenge to members and branches to evaluate their contribution to the Institute as a "responsible and independent voice for the maritime industry, selflessly dedicated to delivering the highest standards in the profession. What truly matters is that the spark that made you and others become a member is fanned to become a beacon for others and for our industry."

In his inaugural address at the Institute's Annual General Meeting held in Sydney, Australia,

## People in the news (continued)

Captain McCabe pointed out change and continuous improvement at the Institute meant that the building blocks of NGO status at IMO, revised membership criteria and the new governance structure were in place for preparation of the Institute's Strategic Plan for 2016-2020. The President's questionnaire will be issued in 2015 and he encouraged members and branches to start discussing what the priorities should be for the following five years. "This is your opportunity to influence the strategic direction of the Institute into the next decade. We need your energy, experience and guidance to determine the priorities and in delivering the plan."

Captain McCabe is Director of Operations and Navigation Services at the Commissioners of Irish Lights (CIL) and takes over the two-year Presidency from Captain Sivaraman Krishnamurthi FNI.

The 2014 AGM elected Captain David (Duke) Snider FNI of Canada as Senior Vice-President. [This is an abridged version of the press release from the NI] [Read the complete text](#)

## Science and technology

### MOXA, INTEL AND MIROS COOPERATE TO PRODUCE AN OFFSHORE OIL SPILL DETECTION SYSTEM



Moxa has long partnered with Intel to produce industry-leading industrial computing platforms. Moxa uses innovative advances in hardware and software designs to make the most of industrial-grade Intel processors, producing rugged solutions tailored for mission critical maritime applications. The recently published Intel case study "[Marine Disaster Recovery through Intelligent Systems](#)" \* highlights how the combination of Intel processors with Moxa design and engineering has resulted in computing platforms certified for marine use that are perfectly suited for critical high-performance applications like oil spill detection systems.

protections has spurred the demand for oil spill detection systems. One leading system provider, Miros AS, has selected Moxa's [MC-5150-AC-DC](#) series (built around advanced Intel processors) as the base platform in their advanced oil spill detection (OSD) system.

In "Marine Disaster Recovery through Intelligent Systems", Intel illustrates how the increasing demand for environmental

Basic OSDs must integrate radar sensors, processors, and advanced central controls. In Miros' system, X-band radar is used to produce sea clutter images that allow the OSD to detect distant oil spills, even in the dark, enabling skimming operations to continue around-the-clock. The base processor is the heart of an OSD system, the place where raw information from the radar is collated with information received from navigation devices such as GPS, the gyrocompass, and AIS to create an effective, valuable map that may be used to coordinate cleanup operations.

Miros offers a radar-based OSD solution that has been extensively tested in oil-on-water exercises going back to 2004. This radar-based system has fully automated detection capabilities, giving oil spill position, tracking and measurement of drift. Miros OSD™ can operate in nearly all visibility conditions on a 24 hour basis, and has become an essential tool for aiding in recovery vessel and boom orientation to the oil slick.

Using thermal (IR) imaging, Miros AS' OSD allows identification of the thickest part of the oil slick, giving operators a powerful tool for estimating the magnitude of the spill, and enabling targeted responses where the majority of oil is located.

Intel uses advancements in microarchitecture facilitate the creation of smaller, higher-performing devices. They're also the driving force behind Intel's business model and success. Through a commitment to smart design and intelligent process technology, Intel continues to lead the industry toward ever-smaller transistors, resulting in more energy-efficient, higher-performing processor cores

\* This is a detailed case study authored by Intel, showing how Moxa computers built around high performance Intel x86 chipsets are being used by the internationally acclaimed system integrator Miros AS to build offshore oil spill detection systems. By exploring the technical requirements for the computer controllers and HMIs that sit at the core of oil spill detection systems, this case study shows how the careful engineering and design of Moxa's marine computers make effective use of Intel chipsets to deliver a reliable, durable, economical core computing system for any marine application.

[More info](#)



In this issue of the ISCO Newsletter we are printing No. 179 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](#)

## CHAPTER 179: CONCLUDING REMARKS

The intended paper for MEPC 67 will recall that the belief in species-extinction/ecological-disaster denies the biodegradation which recycles all organic substances back to the carbon dioxide from which they were photosynthesised; that it denies the re-colonisation/regeneration which returns sedentary and mobile species to their pre-incident population levels; and that it uses these denials to thwart the use of dispersants, the discharge of post-recovery process-water, and the emergency-use of safe havens; and to justify its regulation of operational discharges beyond known need and beyond the unavoidable costs of incident response and of shipping operations in general. Again, this MEPC 67 paper will recall that the belief in anthropogenic global warming also denies the recycling of carbon dioxide and of all the other life-essential elements (c.f. article 178); and that it uses these denials to justify its regulation of exhaust-gas emissions beyond known need and beyond unavoidable costs. It will also recall that at MEPC 64, ISCO announced its intention to invite NGOs to reality-evaluate these beliefs and did so on 15 November 2012; and that, not unexpectedly, no reply has been received.

This invitation sought to encourage reality-evaluation of these beliefs as specific hypotheses by asking the following questions. Why should we believe in species-extinction/ecological-disaster when we know that the concentrations of exposure are low enough to account for their absence in all incidents thus far; that re-colonisation/regeneration rates are high enough and physical coating extents are low enough to account for their absence in all incidents thus far; and that no believer has yet reality-evaluated any such hypothesis by comparing incident deaths with annual birth/death rates of relevant species populations? Again, why should we believe in anthropogenic global warming when we know that we combust only part of a 'fossilisation' but for which all of its carbon dioxide equivalent would already be recycling through the atmosphere and biomass just as initially photosynthesised and now 'fossilised' oils and their organic HNS derivatives recycle after release? Yet again, with atmospheric carbon dioxide recycling through the biomass by photosynthesis and biodegradation, and through carbonate rock by the tectonically driven Urey reaction and its volcanic reversal, why should we believe in anthropogenic global warming when no believer has yet reality-evaluated any hypothesis as to the rate at which increased carbon dioxide release in one of these cycles would cause increased abstraction by the other or both, and when experimentation on the variation of vegetative-mass with variation in carbon dioxide concentrations in controlled horticultural atmospheres is an obvious starting-point.

Thus, the intended paper for MEPC 67 will recognise that problem-solving needs knowledge of the problem and knowledge of how to solve it; that if one believes in the existence of a problem, one has to reality-evaluate this belief to positive knowledge of its reality or to the negative knowledge of its unreality; that the problem of ship-release/ship-discharge causing species-extinction/ecological-disaster is unreal; that the problem of third-party commercial loss is real; that the problem of fuel costs is real; that unreal problems need no solutions; and that real problems have knowledge-only solutions if any. Again, this intended paper will recall that while the belief in species-extinction/ecological-disaster was reality-refuted in the mid 1970s and this refutation ignored ever since, the belief in anthropogenic global warming has never been transformed to hypotheses for reality-validation or reality-refutation; that believers collect facts in support, while disbelievers collect counter-facts; that believers announce the dire consequences of failure to believe while disbelievers deny these consequences; and that such is merely a specific example of belief/counter-belief debate. Thus, for the present, we have a majority belief-consensus in favour, while the minority hopes to flip it to the counter-consensus while neither seeks to replace this belief/counter-belief with knowledge: this pseudoscience with science.

In the meantime, the intended paper will recognise that belief-consensual decisions are maintainable only when dissent is quiescent or is suppressed by the *pro tem* majority voting which does nothing to eliminate it; that assent to knowledge-only decisions is unavoidable, dissent from knowledge being rationally impossible; that knowledge-only policy is definitively differentiated from belief-consensual policy by the respective presence or absence of my co-defined reality-evaluation; that such knowledge/ belief differentiation would eliminate current MEPC dissent in respect of ballast water management and exhaust-gas emissions while permitting assent to the knowledge-acceptance/belief rejection of the new ISCO approach to contingency and incident-specific response planning.

Thus, the intended paper for MEPC 67 will recommend that prior to completion of the new ISCO approach to contingency and incident-specific response planning, member states should accept it in principle; that they should reject the already reality-refuted belief in species-extinction/ecological-disaster; that they should accept commercial loss as the only significant consequence of casualty-release; that in light of current knowledge, they should reconsider calls for operational discharges to be zero; that pending development of knowledge-only solutions they should consider interim arrangements for ballast water management; that in light of current knowledge, they should reconsider exhaust-gas emission control in general; and that in particular, they should suspend all arbitrary charges for carbon dioxide emissions, while pursuing fuel-efficiency, and inviting the UNPCC to reality-evaluate its belief in anthropogenic global warming to positive or negative knowledge.

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.

### **IRELAND: REMINDER - ALL-IRELAND OSRO ACCREDITATION SCHEME – STAKEHOLDERS MEETING IN DUBLIN**

A meeting of the ISAA All-Ireland Accreditation Scheme Steering Group will take place at the HQ of the Irish Coastguard, Leeson Lane, Dublin at 10.30 a.m. on Thursday 26th June 2014

The Notice of Meeting and Agenda has been sent out to all stakeholders on the ISAA mailing list – If you have not received this, please advise the Administrator without delay. [john.mcmurtrie@spillcontrol.org](mailto:john.mcmurtrie@spillcontrol.org)

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### **USA: REAR ADMIRAL KEVIN COOK, EIGHTH COAST GUARD DISTRICT, U.S. COAST GUARD, SECURED AS KEYNOTE SPEAKER FOR CLEAN GULF 2014**

Rear Admiral Kevin Cook will deliver the Keynote Address at the CLEAN GULF Conference & Exhibition on the morning of Wednesday, December 3rd. CLEAN GULF is focused on real-world solutions for spill prevention and response and takes place December 2-4 at the Henry B. Gonzalez Convention Center in San Antonio, Texas. Each year it brings together spill response professionals from the Gulf Coast and beyond to connect with old friends, discuss industry trends, and discover new technologies.

Rear Admiral Kevin Cook serves as the Commander of the Eighth Coast Guard District headquartered in New Orleans. He is responsible for U.S Coast Guard operations spanning 26 states, including the Gulf of Mexico coastline from Florida to Mexico, the adjacent offshore waters and outer continental shelf, as well as the inland waterways of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems.

Previous duty assignments include three tours afloat: CGC MADRONA as a deck watch officer; CGC BITTERSWEET as the Executive Officer; and CGC COWSLIP as the Commanding Officer. His tours ashore include assignments as a staff engineer in Hazardous Materials Division where he later returned as Division Chief. As Director of Prevention Policy, he was responsible for many of the Coast Guard's Marine Safety, Security and Stewardship missions affecting waterways management, domestic and international shipping, recreational and fishing boats, and port facilities throughout the nation.

Following the Admiral's Keynote Address there will be concurrent conference tracks covering response, planning & preparedness, information & response technologies, special interests, case studies, subsea and inland spill response. Along with this in-depth program, CLEAN GULF will include an exhibit floor that features the latest products & technologies for response operations and a learning lounge that will host additional sessions.

For the latest updates on CLEAN GULF visit [www.cleangulf.org](http://www.cleangulf.org) For information on attendance or exhibiting opportunities, please contact Marketing Manager Carey Buchholtz at 713-343-1878.

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### **CHINA: OIL SPILL RESPONSE WORKSHOP 2014**

Topco is re-launching Oil Spill Response Workshop(OSRW 2014) by showcasing the latest and best technologies and solutions for oil spill through five dedicated sessions. OSRW 2014, to be held on 18-19 November 2014, is designed to be Asia's top networking, knowledge-sharing and sourcing event of choice for oil spill prevention and clearing professionals and companies. The event features discussions on technical innovations and best practices across spill prevention, preparedness, response and restoration. It will provide an optimum mix of networking opportunities for industry shareholders and will bring to the audience the most update technology and cost-efficient solutions to contain oil spill. Themed Improving Environment amid Spill Prevention, Preparedness and Response, the exhibition will display the latest technologies and equipment. Representatives from ITOPF, ISCO and OSRL also took part in the workshop as industry experts. We recorded a huge success in the conference attendance and achievements in the past three years. [More info](#)

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### **UK: MANAGING MARITIME ACCIDENTS AND EMERGENCIES SEMINAR 2014**

London, 16-17 September, 2014 - Managing Maritime Accidents & Emergencies Seminar: a comprehensive guide to handling the operational and legal aspects of maritime incidents

#### SEMINAR HIGHLIGHTS

- Analyse the impact of human behaviour and reduce human error
- Identify casualty management strategies
- Learn about risk management and assessment
- Examine the legal implications and liability issues
- Understand claims investigations and wreck removal

#### EXPERT SPEAKERS INCLUDE:

- David Wheal Principal Inspector MAIB
- Morgyn Davies OBE Chief Salvage & Mooring Officer, Salvage & Marine Operations TL MOD

## Events (continued)

- Alex Hunt Team Manager ITOFF
- Mark Hoddinott General Manager INTERNATIONAL SALVAGE UNION

[Download detailed programme and registration form](#)

## 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	May 2014
<a href="#">The Essential Hazmat News</a>	Alliance of Hazardous Materials Professionals	March 18 issue
<a href="#">USA EPA Tech Direct</a>	Remediation of contaminated soil and groundwater	June 1 issue
<a href="#">USA EPA Tech News &amp; Trends</a>	Contaminated site clean-up information	May 2014 issue
<a href="#">Technology Innovation News Survey</a>	From US EPA - Contaminated site decontamination	May 1-15 2014
<a href="#">Intertanko Weekly News</a>	International news for the oil tanker community	No 25 2014
<a href="#">CROIERG Enews</a>	Canberra & Regions Oil Industry Emergency Response Group	June 2014 issue
<a href="#">IMO Publishing News</a>	New and forthcoming IMO publications	June 2014
<a href="#">IMO News Magazine</a>	News from the International Maritime Organization	No 1, 2014
<a href="#">Pollution Online Newsletter</a>	News for prevention & control professionals	June 11 issue
<a href="#">EMSA Newsletter</a>	News from the European Maritime Safety Agency	June 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	June 2014 issue
<a href="#">OCIMF Newsletter</a>	News from the Oil Companies International Marine Forum	May 2014 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	May 2014 issue
<a href="#">AMSA Aboard</a>	News from the Australian Maritime Safety Authority	May 2014 issue

## Training

### UK: 2014 IOPC FUNDS' SHORT COURSE

The Director is pleased to announce that the fourth annual IOPC Funds' Short Course will take place from Monday 7 to Friday 11 July 2014 in London.

As with the previous courses, the programme will cover all aspects of the work of the IOPC Funds and will include practical exercises involving a theoretical incident and the subsequent claims submission process. The Short Course, which is supported by the International Maritime Organization (IMO), the International Association of Independent Tanker Owners (INTERTANKO), the International Chamber of Shipping (ICS), the International Group of P&I Associations, and the International Tanker Owners Pollution Federation (ITOPF), will also offer participants the opportunity to understand the relationships and common objectives of all stakeholders which are particularly important in tanker incidents where the 1992 Civil Liability and Fund Conventions operate.

The Short Course has a maximum of ten places. Nominations for participation should come directly from governments of 1992 Fund Member States and should be accompanied by the completed nomination form and the candidate's brief curriculum vitae.

[More info](#)

### NETHERLANDS: OIL & CHEMICAL SPILL RESPONSE COURSE, DEN HELDER 6-10 OCTOBER 2014

The Oil & Chemical course is 'fine-tuned' for people who professionally work in the field of emergency management on water and coastline.

- Public authorities: Water Management authorities (all levels), Port authorities, Coastal municipalities, Fire brigades, etc.
- Industries: Refineries, Offshore, Terminals, Shipping companies, etc.
- NGO's: Engineering agencies, Research institutes, Environmental pressure groups, Nature management organizations.
- Others: Salvage companies, Recovery and prevention companies, P & I clubs, Insurance companies, etc.

Upon successful completion of the course a certificate will be issued by MIWB. All our simulators and the organization are DNV approved. Course duration is 5 days and teaching methods include -

- Lectures
- Video material of historical oil spills
- Exercises & group discussions
- Use of predictive models
- Oil spill simulator

## Training (continued)

Participants receive digital course material such as background information, lecture slides and predictive models Oilsheet, Chemsheet & Tracksheet. More info: NHL University, University of Applied Sciences, P.O. Box 1080, , 8900 CB Leeuwarden, The Netherlands. tel: + 31 (0)58 251 2386, email: [mmes@nhl.nl](mailto:mmes@nhl.nl)

## VIDEO TRAINING: TRAINING FOR LAW ENFORCEMENT RESPONSE TO HAZMAT/WMD EVENTS

From the Emergency Film Group. [More info](#)

## Business opportunities

*Two companies are looking for help in bringing new products to market*

### NEWLY PATENTED OIL ABSORPTION PRODUCT

Envision four men in East Central Illinois discovering an oil absorption substance, developing a product and being awarded a patent in 2010. Imagine that the substance was discovered accidentally and the process of creating the patented process was done by trial and error. Imagine that none of the four of us have any connection to the huge oil industry.

To manufacture and then distribute this remarkable product requires resources beyond the scope of the Raybif team. We are searching for business partners with talent, funding and connections capable of bringing this product to the world market.

Our invention is derived from the renewable and natural resource kenaf. K-balls absorb oil in every tested environmental condition. K-balls are documented to absorb more than 1000% their own weight. In addition, absorbed oil can be mechanically removed from K-balls twice and the K-balls can be reused at a similar absorption rate.

We are looking for assistance in introducing our product to prospective parties who may lead us to the licensing of our patented process of creating the most oil absorbent product known.

[Note from editor: "Kenaf" - Kenaf (*Hibiscus cannabinus* L.) is a fiber plant native to east-central Africa where it has been grown for several thousand years for food and fiber. It is a common wild plant of tropical and subtropical Africa and Asia. It has been a source of textile fiber for such products as rope, twine, bagging and rugs. Kenaf is a promising source of raw material fiber for pulp, paper and other fiber products, and has been introduced since WWII in China, USSR, Thailand, South Africa, Egypt, Mexico and Cuba. (Read more at <https://www.hort.purdue.edu/newcrop/afcm/kenaf.html>). No, it's not something you can smoke but it does sound like an interesting product. Lots more information at <http://raybif.com/> and you can contact Steven Willette - Email: [steve@raybif.com](mailto:steve@raybif.com), Telephone +1 217-369-1385]

## USE OF PUMICE AS AN OIL BINDING AGENT WITH POTENTIAL APPLICATION IN THE ARCTIC

Villy Lauring of Oil Spill Solution I/S in Denmark has sent in the following –

The Pumice our patent is based on comes from Icelandic volcanic eruptions which occurred thousands of years ago. The eruption came up through a very thick ice glacier where the rapid cooling of the Pumice stone (approx. 3.5 cm in diameter) created small air pockets in the stones which made the stone very light and sufficient waterproof to keep afloat for up to 5 weeks before sinking. The Pumice is sufficiently resistant to be cleaned and reused several times (3-5 weeks)

The Pumice ability to hold / bind (not absorb) oil has been tested by a leading Danish offshore operator in their own laboratories with successful results for with both heavy oil and light oil. We have also conducted experiments on our own test facility at the Assens Shipyard in Denmark.

During the tests with light and heavy oil the Pumice during the tests was coated with approx. 2-4mm oil before going through the cleaning process. When tests were performed with very thin oil (food oil) the Pumices were coated with approx. 1mm. For information the very "thin oil" cannot be retrieved using alternative collection methods such as oil skimmers.

The catamaran vessel which we plan to use for oil collection is expected to be from 15m to 30m long (depending on operating area), equipped with a high pressure water / steam system to distribute the Pumice on the oil covered water surface, a collection system with a conveyor belt that collects and transports the Pumice from the water and into a 4 to 5m long and 3-4 meter wide cleaning chamber, which is equipped with a high number of steam nozzles which clean the oil-coated Pumice stone with 180 degrees hot steam. The warm clean oil is led to the bottom of the vessel and then pumped into a floating container.

The cleaned Pumice stone dumps into an "open" collector at the stern of the vessel from where it can be reused. During the operation we estimate that the vessel can run at a speed of 2 to 5 knots. Our calculations show that we can collect approx. 5000 to 8000 l oil per hour, depending on wave size, etc.

The use of Pumice will also provide the opportunities for further development aimed at immediate response time by storing Pumice onboard in tankers or bunker vessels in a specially designed container where you can connect a high-pressure water hose (fire

## Business opportunities (continued)

fighting equipment) and thus in a very short time blow water which contains the Pumice about 20m out onto the oil spill. The Pumice will bind the oil together until a full response team is available.

If an oil spill is on drifting towards a shore line, a 10 to 20 meter wide buffer strip of Pumice can be laid out as a barrier between the oil strip and the shore line to assist in damage prevention.

The concept of using Pumice is different from existing systems with floating barriers and skimmers. The Pumice system is simple, has high efficiency and is most suitable for immediate response as the Pumice can be distributed from both vessels and from helicopters.

Our Pumice Oil Collection System is of particular interest for oil exploration in Arctic areas where we have been advised by potential customers that the low temperatures make the use of skimmers and oil barriers make it very difficult if not impossible to collect and dispose of the oil by burning. The Pumice makes the ignition of the oil much simpler as the ignition sources can be dropped directly onto the Oilspill together with the Pumice.

You can get in touch with Villy Lauring at Røjlevej 30, 5500 Middelfart, Denmark. Email [info@oilspillsolution.dk](mailto:info@oilspillsolution.dk) or Telephone +2395 0255

## Company news

### ISCO CORPORATE MEMBER, ECO EQUIPMENTS INC. DELIVERS THE FIRST SPECIALIZED ALUMINUM OIL RECOVERY SHIP IN TAIWAN, CHINA



Due to the environmental protection issues raised in recent years, FORMOSA PETROCHEMICAL CORPORATION (FPCC) ordered a new model of the coastal type oil spill ship in 2014 for which Eco Equipments Inc. (agent in Taiwan,China) won the contract. Developed and manufactured by ECOCEANE (France), the estimated completion date is early 2015. Details - Model-Spillglop 250 (SG250), oil recovery ship made of Aluminum mainly, total amount of contract approx. USD 6,000,000. Vessel Length overall is 25 m. In addition to its recovery capacity of 120-150m<sup>3</sup>/hour, SG 250 can act as a genuine workboat, while remaining on watch, capable of conducting profitable activity. It will be the first specialized Aluminum Oil Recovery Ship in Taiwan, China. It will also be the first and the most advanced in Asia. FPCC's new vessel will help solve oil pollution

offshore Taiwan, China and FPCC is also planning to use it to help other countries in the region when there is any oil pollution of the sea.

“ECOCEANE” has focused its energies on researching, developing, building and marketing its patented, versatile vessels. These vessels are designed to recover hydrocarbons and solid floating waste at sea.

(Website: <http://ecoceane.com/home-en.htm>)

“Eco Equipments Inc.” design, develop, manufacture, install & supply advanced Oil Spill Response Equipments and is based in Taiwan, China. (Website:<http://www.ecoequipments.com/eng/company.html> and view video at <http://www.youtube.com/user/EcoEquipments/videos?view=0>)

### GREENLAND OIL SPILL RESPONSE SIGNS MOU WITH THE WORLD'S LARGEST OIL SPILL EMERGENCY RESPONSE ORGANISATION

June 20 - Greenland Oil Spill Response (GOSR), Greenland's nationally owned oil spill emergency response company, has signed a Memorandum of Understanding (MoU) with Oil Spill Response Limited (OSRL) to deliver enhanced services to mutual clients in Greenland.

The scope of the MoU between GOSR and OSRL is to see both parties working together to establish a framework for a co-operative and seamless two-way flow of oil spill preparedness and response resources which will be achieved through joint use of respective capabilities to expand and optimise services to clients operating in Greenland.

“GOSR is a relatively newly founded oil spill emergency response company and the first of its kind in Greenland where we're experiencing an increasing environmental awareness from both the authorities and the industry. We're well on our way to deliver timely and efficient oil spill response services in Greenland, but it's extremely important for us to constantly develop our services

## Company news (continued)

and to learn from much more experienced oil spill emergency response organisations such as OSRL, so I'm very pleased that we have signed the MoU with OSRL as they're the largest oil spill emergency response organisation in the world and I'm expecting that this is going to be an equally beneficial relationship which will also benefit our mutual clients as well the oil spill response capability in Greenland in general" says GOSR Managing Director Lonnie B. Wilms.

Robert Limb, CEO of OSRL, says, "We look forward to enhance our oil spill preparedness and response capabilities with GOSR, and explore the best ways we can optimise coordination to deliver the most efficient and effective response in Greenland. The oil spill response industry is evolving, and there is a need to explore how tier 1, 2, and 3 organisations can best work together in different environments and scenarios. This MoU will contribute to our experience in developing a framework for greater industry cooperation." *The Arctic Journal* [Read more](#)

## ISCO CORPORATE MEMBER, IMBITITIVE TECHNOLOGIES INC. SHORT-LISTED FOR AWARD

June 19 - Imbititive Technologies Inc. is one of the four semi-finalists in The Globe and Mail's Small Business Challenge Contest.

The 2014 contest drew more than 1,000 entries, and a panel of judges selected the semi-finalists. The winner of the \$100,000 business grant - and a suite of secondary prizes - will be announced in September

*The Globe & Mail* [Read more](#)



## ISCO CORPORATE MEMBER, AQUA-GUARD SPILL RESPONSE INC. NOMINATED FOR INNOVATION AWARD



*In the picture: Linda Reid –MLA (Liberal)- speaker of the house Legislative assembly of British Columbia; Nigel Bennett - Co-Founder/Principal Aqua-Guard Spill Response Inc; Bruce Ralston MLA Surrey-Whalley (NDP); Murray Goldberg – Manning awards & Founder and CEO - Marine Learning Systems Inc.*

Aqua-Guard was nominated for innovation award at the Manning Awards BC Nominee Recognition Event on June 10th 2014

Aqua-Guard was nominated for their state of the art technology RBS TRITON™ oil skimming system. Aqua-Guard's RBS TRITON™ patented skimming technology is used in their full range of oil skimming systems ranging from their smaller industrial skimming systems to their very large offshore URO systems, The RBS TRITON™ technology is used recover light, medium and ultra-heavy hydrocarbons. [www.aquaguard.com](http://www.aquaguard.com)

## FOOTNOTE: RECOVERING OIL WITH A BUCKET AND A HANDFUL OF SORBENT PADS



Editor – I was a little surprised that none of our readers commented on this photo which appeared in Newsletter 430. Note the responders' sartorial elegance, complete with hats, of course.

This week your editor will be attending a meeting in Ireland and the following week will be away on a much-needed holiday.

This may result in some disruption in the timing of the next ISCO Newsletters but we will be doing our best to send at least shorter-than-usual issues – just don't be surprised if it doesn't arrive at the usual time !

Apologies in advance for any inconvenience

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