

Tank and Petroleum Use Mishaps

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By learning about the misfortunes of others, it is STI's hope to educate the public by creating a greater awareness of the hazards with storage and use of petroleum and chemicals. Please refer to the many industry standards and to the fire and building codes for further guidance on the safe operating practices with hazardous liquids. Thanks and credit for content are given to Dangerous Goods-Hazmat Group Network.

<http://groups.yahoo.com/group/DangerousGoods/>

USA, CA, SALINAS

JUNE 1 2009.

LATEST INFORMATION ON SALINAS STRUCTURE EXPLOSION

Officials now believe it was not the mixture of chemicals used to make paint that was the cause of the explosion.

"It's unknown at this time what he was actually mixing we have it from a pretty good source that it was in fact not a mixture relating to the children latex water color paint."

Businesses next door were hit hard by Friday night's blast. Especially Reforestation Technology, a fertilizer company manager Amanda Nordon who did not want to be on camera came in this morning to check out the damages.

"Inside of our building the rear wall you can see the burn marks and all the paint came off. You can smell the burnt plastic."

Nordon says that the fertilizer company is estimating a half a million dollar in losses, along with several months it takes to make their product that was destroyed by the heat of the fire. There have been red flags in the past about the chemicals in the building next door.

"A few weeks ago there was a chemical spewing and the guy at the end passed out. The fire department was here a few weeks ago they told us it was nothing go back to work."

Fire Chief Raddatz says that they did recently respond to reports in the area.

"We were out a week ago responding to an unknown type of odor. We could not determine what it was it dissipated when we got here."

Officials are now trying to piece together the cause of the explosion.

"The lid to the container has been taken off for testing and than we'll systematically go through multiple layers this is about a seven to eight feet deep of material."

Officials say that the middle of the structure is complete loss. The front and the back of the structure suffered from water and smoke damage.

http://www.kionrightnow.com/Global/story.asp?S=10450663&nav=menu1591_2

USA, WI, LAKE DELTON

JUNE 2 2009.

BOATERS FEAR RAISING ETHANOL LIMIT COULD DESTROY ENGINES

EPA CONSIDERS RAISING LIMIT FROM 10 TO 15 PERCENT

New debate about what goes on in gas tanks is heating up.

Talk of raising ethanol levels in gasoline is backfiring with some who believe it will ruin their livelihoods. The current Environmental Protection Agency standards max out the ethanol mix at 10 percent, but talk of raising that to 15 percent would mean big changes, especially for boaters.

Some boaters on Lake Delton on Sunday said they were concerned about the talk.

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"I know you're not supposed to run it in a boat engine," said boater Byron Cook.

Gasoline with ethanol additives is acceptable in some boat engines, but concerns about engine damage make it a

"If they require you to run ethanol in one of these, you'll blow it up because it's a two stroke motor," said boater John Jackowski. "You'll blow it up. So you've got to run unleaded fuel in them."

At Lake Delton Watersports, owner Steve Zowin said his boats will accept gasoline with ethanol, but he goes out of his way to avoid it.

"It actually attracts water," said Zowin. "It'll pull it right out of the atmosphere and then you end up with excessive water in your fuel system."

The corn-produced product also reduces fuel efficiency, which Zowin said is less bang for his buck.

"Performance is an issue as well," he said.

Josh Morby, with the Wisconsin Bioindustry Alliance, said that despite some rough patches, like figuring out how to fuel fun on Wisconsin lakes, the transition to more ethanol is one that has to be made.

"Gasoline is good, but ethanol is a better solution," said Morby. "Yes there are going to be implications, but that's why it's important we work with the industry."

"I think ethanol is actually a good idea," said Jackowski. "But we're going to need unfortunately, regular unleaded gas."

Some people have expressed concern that as ethanol, and higher percentages become more prevalent, that regular unleaded gasoline will be harder to find.

Morby said there is a balance to strike. He also added that ethanol makes gas more affordable and pumps more money back into Wisconsin's economy.

The EPA has extended the deadline to comment on raising the limit to July 20. <http://www.channel3000.com/news/19618346/detail.html>

USA, MI, MUSKEGON

JUNE 2 2009.

SEAWALL FAILING AT FORMER AMOCO TANK FARM

Dave Alexander

The city of Muskegon's ownership of the former Amoco Tank Farm property at Laketon Avenue and Lakeshore Drive has brought with it a potential liability -- a damaged seawall.

A portion of the steel sheeting that goes along 460 feet on the east end of the property's Muskegon Lake shoreline is falling into the lake.

The city recently received a Sidock Group Inc. engineering evaluation showing that repairing the seawall on the contaminated site still being cleaned up by the oil company will be costly.

Muskegon city commissioners were given three potential solutions, ranging from an estimated \$608,000 to \$2 million. In an extremely difficult budget year, commissioners have decided not to spend any money this year in hopes of receiving federal grant money in the future.

The seawall creates a deep-water port that Amoco used to berth commercial vessels when the company had a petroleum terminal on the property. The city purchased the property more than a decade ago to provide further public access to Muskegon Lake after the company's environmental cleanup is complete, City Manager Bryon Mazade said.

Sidock Project Manager Bill Frazier told commissioners that 140 feet of the seawall is collapsing into Muskegon Lake. He said it appears that the seawall supports have failed. The supports are steel rods attaching to the seawall and underground anchors 45 feet back from the shoreline side of the wall.

Behind the failed portion of the wall, the earth has dropped about 4 feet and the area has filled with water. Sidock officials said they don't think contamination from the property is reaching Muskegon Lake because of the seawall failure, but further testing would be needed if repairs are made.

The damage is now apparent to the public after the Shoreline Trail bike path was built along that portion of the lakefront.

Among the options given the city were to replace the 150-foot failed section or the complete

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seawall, which were the two extreme cost estimates.

Still costing an estimated \$649,000 would be to remove the failed portion of the wall and restore the shoreline to its natural state. All the solutions would need approval of Amoco so as not to disrupt the company's environmental work, city officials said.

The shoreline restoration solution was favored by a majority of city commissioners, however, the city budgeted only \$300,000 this year to address the problem. The Muskegon Lake Watershed Partnership and the West Michigan Regional Development Commission are seeking "stimulus" program grants for shoreline rehabilitation that includes the city's Amoco property.

Mayor Steve Warmington noted that if the city removes the seawall it would likely be difficult to ever receive permits needed to rebuild it.

"I think the seawall is an economic asset for the city," Commissioner Steve Wisneski said. "Once you take it out, you won't be able to put it back. I think it is wise to maintain an economic asset."

The site was a gasoline terminal from 1922 to 1992, the Sidock report states. Soil and groundwater contamination are being cleaned up by the company through an agreement with the Michigan Department of Environmental Quality.

http://www.mlive.com/news/muskegon/index.ssf/2009/06/seawall_failing_at_former_amoc_1.html

USA, WYO, CASPER

JULY 2 2009.

LIGHTNING STRIKE BURNS TANKS

A Saturday fire caused by a lightning strike destroyed three oil tanks and damaged two others, according to a Natrona County sheriff's official. The fire began sometime about 2 p.m. when lightning struck a 400-barrel tank of crude oil about 25 miles west of Casper, said Lt. Stewart Anderson. The fire spread to a second tank, which burned down by the time crews arrived. Burning crude from the first tank eventually spread the fire to other oil tanks in the area. Two propane tanks also burned but did not explode. The fire also spread to an older building that had once stored compressors. No one was injured.

<http://www.casperstartribune.net/articles/2009/06/01/news/casper/1ce6fc53cf4d5007872575c7007d2004.txt>

MEXICO, MEXICO CITY

JUNE 2 2009.

MEXICO REPORTS TANK FIRE AT SALINA CRUZ REFINERY

Robert Campbell

A fire in one of the gasoline storage tanks at Mexico's Salina Cruz oil refinery was controlled on Monday morning, state oil company Pemex said in a statement. Pemex said operations at the 330,000 barrels per day refinery were not affected by the blaze, which the firm said was controlled in 15 minutes by the refinery's own firefighters.

<http://in.reuters.com/article/oilRpt/idINN0147847920090601>

USA, IN, WHITING

JUNE 3 2009.

BP IN WHITING CITED FOR HIGH BENZENE RELEASE

Gitte Laasby

For nearly six years, BP's Whiting refinery emitted cancer-causing benzene at its wastewater treatment plant without proper air pollution control equipment, according to the U.S. Environmental Protection Agency.

BP says there's no evidence that humans or the environment were harmed, but the company could face a penalty of up to \$37,500 per day for the violations, which took place between 2003 and 2008.

The EPA announced Tuesday that it took the first step in enforcing against BP by issuing a notice of violation on May 18.

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Under the federal Clean Air Act, BP is required to properly manage and treat benzene waste from its wastewater treatment plant. But not all emissions from the waste were controlled as required. In 2008, BP totaled just over 100 tons of benzene waste -- nearly 16 times the amount allowed, according to the EPA. Similar violations took place between 2003 and 2008.

Benzene is known to cause cancer including leukemia in humans. Acute health effects from benzene exposure can include dizziness and lightheadedness; eye, nose and throat irritation; upset stomach and vomiting; irregular heartbeat; convulsions and death, according to the EPA. Animals, birds and fish who are exposed can die.

EPA found out about the violations when BP self-disclosed them in a required annual report for 2008 submitted on Feb. 10 this year. BP spokesman Scott Dean said BP discovered the problem when a third party audited the treatment plant in 2008 as part of an effort to improve operations.

"When we were doing an audit, an inspection of the air saturation drums, we saw parts that were not enclosed," Dean said.

The air floatation unit, where water is treated, contains seven boxes. Six of them are covered to limit air pollution as required, he said. The last box contained no cover because the box was not designed to treat benzene and BP didn't expect to find benzene in the waste, he said. Benzene turned out to be in the water anyway.

"We determined that the air emissions of benzene would have been less than 21 pounds per day between Jan. 21, 2003, and Sept. 29, 2008," Dean said.

EPA estimates about 95 metric tons of benzene were in the water over the course of a year, but Dean said BP estimates air emissions were closer to 15 tons.

Dean said BP took the box out of service as soon as the emissions were discovered, and that the company hasn't heard any complaints about illnesses. He said the uncontrolled emissions did not result in serious harm to human health or the environment.

"There's no evidence of anything," he said.

Indiana Department of Environmental Management spokesman Rob Elstro could not immediately say why the illegal emissions were not discovered during IDEM's routine inspections of the facility.

George Czerniak, chief of air enforcement branch with the EPA Region 5, said EPA plans to meet with BP.

EPA may issue a compliance order, assess an administrative penalty or bring suit against BP in federal court. BP has 30 days from receipt of the notice to meet with EPA to discuss resolving the allegations.

<http://www.post-trib.com/news/1603951,bpcited0603.article>

USA, WA SEATTLE

JUNE 3 2009.

SEATTLE METAL-FINISHING FIRM FINED \$101,000 IN TANK-COLLAPSE CASE

The Department of Ecology (Ecology) has fined Industrial Plating Corp. (IPC) \$101,000 for violating hazardous waste requirements that could have prevented the collapse last year of a 50,000-gallon tank full of caustic solution at the company's plant in south Seattle.

The wooden tank broke apart at approximately 6 p.m. on March 25, 2008. It was one of two tanks located outdoors at 2411 6th Ave. South that contained corrosive rinse waters and toxic liquid. Most of the liquid and sludge spilled onto building's sub-level floor where it was contained. An unknown quantity of the liquid overflowed onto paved parking lots -- at the company's site and next door -- and into the street. Liquid in those areas entered city storm drains, which flow into the Duwamish River.

Heavy flow in the drains from rainfall at the time of the spill prevented spill-response efforts to track or recover the water-soluble liquid.

Also, some of the liquid entered sanitary sewer lines which flow to King County's West Point Treatment Plant.

Ecology directed the company to clean up liquid and sludge from the collapsed tank and to remove other hazardous materials stored at the plant. IPC had recently ended business operations at the facility and

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was in the process of removing materials and equipment. IPC has completed most, but not all, of this work.

“IPC failed to take required hazardous waste precautions that are designed to prevent a spill like this,” said K Seiler, who manages Ecology's hazardous waste and toxics reduction program. “The safety and health of workers, the community and the environment depend on constant care and attention to properly store and handle these materials.”

Ecology investigated the incident and facility and found IPC responsible for violating six laws or regulations:

1. Failure to assess the wooden storage tanks and ensure their integrity.
2. Failure to conduct inspections required for such containers.
3. Failure to provide secondary containment, capable of catching and holding the tanks' entire contents.
4. Failure to follow the facility's spill-response contingency plan after the tank burst.
5. The release of a pollutant to the storm drain.
6. Exceeded the 90-day limit for storing hazardous waste on site.

Ecology conducted its investigation and cleanup oversight in cooperation with Seattle Public Utilities, King County Industrial Waste and the U.S. Environmental Protection Agency.

Ecology's hazardous waste and spill-response programs form parts of the department's efforts to reduce and prevent toxic threats to people and the environment and to protect and restore Puget Sound.

IPC may appeal the penalty to Ecology or to the Washington State Pollution Control Hearings Board.
<http://www.ecy.wa.gov/news/2009news/2009-126.html>

INDIA, LUDHIANA

JUNE 6 2009.

EXTREME HEAT PLAYS HAVOC AT CHEMICAL FACTORY

Goods worth Rs 50 lakh were destroyed in a chemical factory blaze on Suha Road near Gyaspora on Friday.

While no causality was reported, the fire staff had a tough time extinguishing the flames and saving factory workers caught in fire.

Several portions of Hindustan Chemicals premises were gutted in the massive fire that reportedly broke out due to extreme temperature prevailing in the region. Spontaneous combustion due to a chemical reaction reportedly lead to the factory fire that took place at 10:30 in the morning.

Sources said an underground tank with a capacity of 1.87 kilolitres of chemical added to the combustion. Rishi Pal Sood, factory representative, said that the fire broke out due to simmering heat. Meanwhile the loss was estimated at around Rs 50 lakh.

Firemen claimed that since the fire was spreading at a fast rate, some factory workers, who were trying to extinguish the blaze, were also caught up in the flames.

“We had a very tough time in taking them out safely from the gutted premises. The hours-long operation was successfully completed by using as many as 20 water tanks. Besides, the highly inflammable chemical created panic due to constant explosions,” they said.

Talking to mediapersons, area resident Karnail Singh said that a thorough inquiry into the factory blaze should be conducted.

<http://timesofindia.indiatimes.com/Ludhiana/Extreme-heat-plays-havoc-at-chemical-factory/articleshow/4622573.cms>

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USA, CA, MONTEREY

JUNE 6 2009.

SALINAS EXPLOSION CAUSED BY PAINT EXPERIMENT RESEARCHER SAYS PAINT TEST BLEW UP

Daniel Lopez

The explosion at a Salinas warehouse May 29 was the result of an experiment gone horribly wrong, said the man who caused the blast.

Mike Delmar, 41, of Walnut Creek, said Thursday he was researching a paint additive at 1353 Dayton St. when his equipment failed and the building caught fire.

"It wasn't supposed to happen this way," he said. "Words can't even describe how bad I feel about this. I just feel terrible."

Salinas Fire Marshal Mark Latham said Delmar said he was using a commercial-size reactor to mix hexamine, methanol and iron powder to create a paint polymer. Hexamine and methanol are flammable, Latham said.

"It was just a pilot batch to see if I could make it," Delmar said. "It didn't work, as you can tell from the outcome."

Delmar said the first time he used his recently purchased equipment was on the day of the blast. His plan was to expand his chemical wholesale business, Sequence Consulting, into the manufacturing field.

"Because of a defective heater unit or a defective tank, pressure built up in the reactor and it exploded and caught fire," Delmar said. "It's unfortunately what happened."

Latham said he plans to inspect Delmar's equipment next week and he isn't sure what went wrong.

"I haven't concluded anything," he said.

Delmar said he was standing next to the reactor when it blew up.

"I turned to run and the thing exploded," he said. "I fell down and I thought, 'I'm dead.'"

Delmar managed to escape the warehouse and suffered only a burn on his left arm, fire officials said.

"Nobody can believe I'm alive," Delmar said, adding he is thankful no one else was hurt. "I couldn't have lived with somebody being dead."

Latham said Wednesday that Delmar violated city building and fire codes because he did not have permits to conduct chemical mixing and could face misdemeanor charges.

Had his experiment worked, Delmar said, he planned to apply for permits and buy insurance, which he said he didn't have.

"I did everything backwards," he said. "It was an idiotic mistake on my part."

Delmar said he has a bachelor's degree in chemistry from San Francisco State University and has worked in the chemical industry since 1992.

Mike Derr, Monterey County's purchasing officer, said Thursday the response to the fire, not including labor from the numerous fire departments, has cost about \$60,000.

Derr said the county and the city of Salinas are trying to determine if they can recover their costs from the insurance policy of the warehouse's owner.

Authorities are dealing with the cleanup of a drainage ditch where about 5 million gallons of water used to put out the fire is contained.

The water is mixed with green pigment and possibly other chemicals that were being stored.

Officials at the county health department said they expect to have test results today which should tell them what is in the water.

Bruce Welden, supervisor of the county's hazardous materials management services, said they are trying to determine the best way to remove the pigment from the water.

He said the concentration of pigment in the water is not harmful to humans.

Fish, worms and tadpoles have been found dead in the green-tinged water, said Lt. Don Kelly, a warden with the state Department of Fish and Game.

Kelly said it is unclear if the pigment caused the deaths. He did not know how many dead fish have been found.

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Officials plan to use a mobile facility that has been stationed on Elvee Street to pump contaminated water from the ditch, filter and treat it, then release it.

Water from the ditch flows to Carr Lake, Elkhorn Slough and the Monterey Bay National Marine Sanctuary.

http://www.montereyherald.com/local/ci_12526404?nclck_check=1

USA, OH, TOLEDO

JUNE 17 2009.

BIODIESEL REFINERY AT PORT HIT BY BLAZE: VALVE BLAMED

A faulty safety valve was blamed for a fire at a biodiesel refining business at the Port of Toledo Monday afternoon.

No one was hurt in the 3:30 p.m. blaze, but it destroyed one of two production lines at Midwest Biorenewables LLC, 3270 St. Lawrence Drive, which had been producing diesel fuel from soybean oil for about a month.

A vacuum-control valve that should have regulated a vacuum-refining vessel failed to work, causing the vessel to implode, said Alex Johnson, a company co-owner. The biodiesel inside was hot enough that it ignited upon contact with air.

Mr. Johnson said the accident will be cause for an internal investigation before production resumes.

"We need to evaluate what's happened here. We need to find out why our safety system didn't work," he said as he stood outside his building's scorched back door after the fire had been extinguished.

The plant's fire-suppression system, however, worked as intended. Toledo Fire Department Battalion Chief Jerry Abair said the sprinklers had substantially doused the flames by the time firefighters arrived.

Besides extinguishing hot spots, firefighters' role at the scene ended up being primarily keeping the mixture of water and biodiesel on the plant property from seeping into catch basins leading to the Maumee River. Even though it's vegetable oil, Chief Abair said, under pollution regulations it's considered a contaminant.

Midwest Biorenewables had been producing 3,000 to 4,000 gallons of biodiesel daily before the accident, Mr. Johnson said, with most of it being sold either to the Toledo Area Regional Transit Authority or Midwest Terminals of Toledo International. Midwest Terminals operates the adjoining general-cargo dock at the Port of Toledo.

No dollar estimate of the damage was immediately available.

<http://www.istockanalyst.com/article/viewiStockNews/articleid/3270663>

USA, MD, BALTIMORE

JUNE 18 2009.

EXXON TENDS TO CLAIMS LINKED TO BAD GASOLINE ENVIRONMENT DEPARTMENT CONSIDERS FINES

Pat van den Beemt

As ExxonMobil starts processing claims for car repairs after its Hereford gas station sold contaminated gas that brought many cars and lawn mowers to a halt, crews are getting permits to dig up and replace underground tanks at the Mount Carmel Road station.

Meanwhile, officials at the Maryland Department of the Environment are looking into possible fines against Exxon for failure to report the contaminated fuel.

"Exxon should have reported this to us," said Herb Meade, administrator of the oil control program for the department. He said he learned of problems at the station from a concerned citizen.

Meade said inspectors found a 5-inch crack in the wall that separated the salt solution from the gas.

Although only one tank leaked saline solution into gas, he said both of the station's 20,000-gallon tanks will be removed.

He estimated the station will be closed for at least two months.

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Patrick Meadowcroft, who runs the station, said the convenience store will remain open during that time.

The station closed June 9. The next day, Exxon brought two 55-gallon drums to the station so people could dispose of contaminated gas they bought in gas cans for their mowers or tractors. The only county facility that accepts gasoline is the Eastern Landfill off Pulaski Highway.

Exxon has also set up a 24-hour hotline for people to call if they bought regular unleaded gas from mid-May to early June at the station and have experienced problems. It is 1-877-346-0307.

"We're asking people to hold on to any receipts and we'll work with them on a case-by-case basis," said ExxonMobil spokeswoman Beth Snyder. "We will reimburse those impacted by the gas purchase."

The department's deputy director, Mitch McCalmon, said in an e-mail that as of June 12, Exxon had received 80 calls from people saying they were having vehicle problems.

One of those is Freeland resident Robin Dunning. She has already asked Exxon to reimburse her \$1,200 for having a new fuel pump installed on her GMC Yukon, but said the vehicle still isn't running properly.

"I think I was one of the first ones to realize something was going on," said Dunning, whose car problems started in mid- to late-May. Dunning said she is going on vacation, but doesn't trust her car enough to take it.

Ed Martelo, who owns Ed's Garage on York Road in Hereford, said he's worked on about 15 cars, including Dunning's. He has also talked to about 50 to 75 people who are having problems, but whose cars are still running.

He's suggesting they add dry gas and top off their tanks frequently to dilute the contaminated fuel.

"The different makes of cars are reacting differently," he said. Some need new fuel pumps, some need new fuel injectors, but all need their gas tanks drained, he said.

And because the Exxon station is closed, Martelo has to drive to Wally's in Parkton or down to Cockeysville for replacement gas.

This is the third Exxon gas station in North County to have contamination problems. The Parkton Exxon, at 19380 York Road, also run by Patrick Meadowcroft, closed in January 2007. Its tanks were removed three months later and the 2.5-acre property remains for sale.

In 2004 and 2006, the station's well showed high levels of the gasoline additive methyl tertiary butyl ether, MTBE, causing state environmental officials to require Exxon to sample well water at homes and businesses within one-half mile of the station. None of those wells showed MTBE above the state action level of 20 parts per billion.

In addition, the Jacksonville Exxon station on Jarrettsville Pike in Jacksonville was closed in February 2006, after a 25,000-gallon gas spill was discovered. Cleanup continues on that spill.

<http://www.explorebaltimorecounty.com/news/99870/exxon-tends-claims-linked-bad-gasoline/>

UK, SHEFFIELD

JUNE 23 2009.

MAN KILLED BY OXYGEN TANK MISSILE

A scrapyard worker has been killed by a flying oxygen tank in a freak explosion.

The 55-year-old was hit in the head when the pressurised tank was cut in half, turning it into a lethal missile.

He had been standing 60ft away when the cylinder was accidentally sliced at the reclamation site on Friday.

The man, named yesterday as Anthony Johnson from Sheffield, suffered severe head injuries and was pronounced dead on arrival at hospital.

Fire Office Trevor Gillway said the tank appears to have mistakenly been included with scrap metal to be chopped up at the Walter Haselwood yard.

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He said: "This sent a huge missile flying through the air which hit the man standing some distance away." Police and the Health and Safety Executive are investigating.

<http://www.mirror.co.uk/news/top-stories/2009/06/22/man-killed-by-oxygen-tank-missile-115875-21461096/>

CANADA, ALB, CALGARY

JUNE 25 2009.

CALGARY PROPANE EXPLOSION INJURES TWO

Richard Cuthbertson

Two men in their 40s were sent to hospital Wednesday morning after a propane explosion in Renfrew that was so strong neighbours reported feeling their homes shake.

The explosion also prompted the fire department to warn people not to try to dispose of old propane tanks themselves, but instead take them to a firehall to be dealt with.

Fire spokesman Jeff Budai said two men were trying to discharge an old propane tank outside a townhouse unit on Regal Park, N.E., in preparation for taking it to the dump.

Some of that propane seeped down the driveway into the basement garage and was then ignited, likely by the furnace.

"We do have significant damage within the unit behind us," Budai said. "Various drywall pieces are coming off the ceiling.

"In fact, the eruption was so (large) it actually blew pictures off the wall in the upstairs area."

EMS spokesman Adam Loria said both men were taken to hospital in stable non-life-threatening condition. Budai said one of the patients had more severe burns; the other was taken to hospital as a precaution.

Jill Langan runs a day home for children just two doors down from the explosion. On Wednesday morning she was caring for two children, one of them hers.

She said she heard the explosion and then looked out of her home to see her neighbour lying on the ground.

"There was a pretty good explosion," she said. "It shook all the way through my unit."

One man who lives nearby said he heard a loud bang and ventured outside. Jeremy Fridelack said EMS tended to an injured man.

"It felt like the house was shaking," Jeremy Fridelack said of the explosion.

Budai said it's important that people take old propane tanks to one of several fire halls in the city that deal with hazardous material rather than try to dispose of it themselves.

"We do have firehalls throughout the city that do take hazardous materials along with propane tanks," he said.

<http://www.calgaryherald.com/business/Calgary+propane+explosion+injures/1728570/story.html>

USA, DE, JAMESVILLE, ACCOMAC

JUNE 27 2009.

ETHANOL TO BLAME IN OUTBOARD MOTOR PROBLEMS

Bill Sterling

Boat dealers on the Eastern Shore are blaming ethanol issues for creating most of their repairs as outboards are stacked up in their shops while frustrated boaters sit on the shoreline during prime boating season.

Dealers are telling boat owners to keep fresh fuel in their boats and mix additives to prevent problems. "Milk has a longer shelf life than the gas they are selling now," said Vince Taylor, owner of Sandpiper Marine in Accomac. "Over 90 percent of our repair work is related to ethanol. It is a major headache for boat owners, and the sad thing is they can do everything right and still have problems."

The villain is E10, the ethanol-gasoline mix that is now standard issue at most fuel pumps as the government seeks to decrease air pollution and reduce America's reliance on imported petroleum.

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E10 means 10 percent ethanol, which is basically corn alcohol. The mix seems to work fine in cars, which burn through a tank in a hurry. But it poses problems in boats, which sit a lot.

As E10 sits, the ethanol and gasoline start to separate. Ethanol goes to the bottom of the tank. If there's water there, or if water vapor gets in through the vent, the ethanol absorbs it. Before long, there is a clump of watery ethanol at the bottom of the tank, where the fuel pickup is. When you crank up the motor, the crud is sucked into the carburetor or injectors and plugs things up.

In addition to using additives that serve to stabilize and condition the gasoline, boaters should use filters, according to Jason Parks of Chesapeake Marine near Jamesville. "I cannot stress enough the importance of fuel filtration. First of all you need to change all fuel filters before the switch. If you haven't done so and you are using E-10 please have it done immediately. If you do not have an external water separator filter on your boat, please have one installed immediately. E-10 is a great detergent, so any 'trash' that the filters have collected can and will be dissolved by this fuel and sent through the fuel system," said Parks.

Parks agrees that shelf life of gasoline is critical, but there is no way of knowing what that life is, "The shelf life of E-10 can be as little as 14 days. Now keep in mind that this time frame starts when the fuel leaves the tanker truck. What chance do we have in a six-gallon tank in the sun during a hot summer day, which will accelerate this breakdown even more? This will cause a much needed carburetor cleaning or fuel injection repair."

Taylor says never use fuel that was stored over the winter. "I don't care how much you paid per gallon for the gasoline, you are asking for trouble if you start your boat up with gas that has been sitting around all winter."

Clear or opaque tanks that are exposed to the sun can speed up the breakdown of ethanol in gasoline. Both Taylor and Parks say fiberglass tanks, typically found in older model Whalers, do not work well with ethanol. The resins in the fiberglass are broken down by ethanol.

Parks said he believes ethanol gasoline creates more problems with four-stroke engines versus two-cycle outboards because the fuel intakes are smaller and more likely to be clogged.

It's not just boaters who are frustrated with ethanol issues. Greg Kelley of Shore Saw and Motors in Painter says today's gasoline can clog up chain saws and mowers if left in the tank too long. "We tell our customers to keep their fuel fresh. You should start it up even if you are not planning on using it. I do that with my seven-year-old generator, and I've never added a drop of additive," said Kelly.

Contractors who use small engines on a regular basis still encounter problems with ethanol, however. David Shaw of Shaw Construction says, "I have a generator and chain saw that won't start now. I've had nothing but problems since they started selling gasoline with ethanol."

Although cars are relatively unscathed from ethanol problems, Harry Mears of Shore Tire and Auto says he has seen a significant rise in the number of fuel filters and fuel pumps needing to be replaced since the increased distribution of ethanol gasoline in 2006. "Ethanol tends to eat the rubber if it sits in the tank too long and creates rust," said Mears, an avid fisherman. "I changed the fuel filter in my boat twice a year, but I still broke down in the ocean three times last summer, and each time it was a fuel problem."

News reports in the Virginian-Pilot have stated that in some areas gas has been tested and found to have ethanol levels much higher than 10 percent, as high as 30 percent. Janet Taylor of Sandpiper Marine says there have been reports that ethanol levels will be increased to 15 percent.

Parks says an increased level of ethanol would mean trouble for boaters. "These motors are obsolete if they raise the ethanol level," pointing to a yard full of outboard motors.

"All bets are off if it goes to 15 percent," said Vince Taylor. "These outboards are not equipped to handle that level of ethanol. There is a reason they don't use ethanol gasoline in airplanes. They would be falling out of the sky if they did."

<http://www.delmarvanow.com/apps/pbcs.dll/article?AID=2009906270303>

Tank and Petroleum Use Mishaps

USA, OK, TULSA

JUNE 29 2009.

1000 GALLON FUEL TANK TIPS OVER

Hazmat was called out Friday morning to clean up a fuel spill. It happened at SpiritAero Systems near 33rd and North Mingo. The Tulsa Fire Department said the company uses large generators and brought in a thousand gallon fuel tank to supply those generators. Asphalt underneath the trailer gave way and the trailer tipped spilling fuel. Hazmat has cleaned up the diesel. There are no reports of any injuries.

<http://www.kjrh.com/news/local/story/1000-gallon-fuel-tank-tips-over/ubz3GINDHUmAg7vZjXtwfA.csp?rss=701>

USA, TN, NASHVILLE

JUNE 29 2009.

MAN SURVIVES BIZARRE GAS STATION FIRE

Medics rushed a man to the hospital after a bizarre accident involving gasoline.

The trouble started when the man was working on a pump in a hole at the MapCo on Thompson Lane. Firefighters said a piece of equipment shorted out and caused the gasoline to catch fire around him. He escaped the hole, and someone else called 911.

"We were standing all the people over there, then all of a sudden we noticed the guy was shouting and coming out and trying to come out of the hole over there. It was a fire about three or four feet above the ground. He managed to come out himself and roll himself," said Ali Shah.

Medics said the man was burned mostly on his legs, and he is expected to recover well.

<http://www.newschannel5.com/Global/story.asp?S=10606820>