

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, WA, SEATTLE

JUNE 30 2011.

BOEING FINED \$102,000 FOR DUWAMISH FUEL SPILL

The Washington Department of Ecology (Ecology) has fined The Boeing Company (Boeing) \$102,000 for spilling an estimated 300 gallons of jet fuel into the Duwamish Waterway in Seattle last year.

The spill occurred May 28, 2010, at a Boeing fuel terminal in south Seattle near the waterway. A tank truck was delivering jet fuel to an aboveground storage tank at the Boeing terminal. A terminal operator heard and smelled leaking fuel and immediately stopped the delivery.

At the time – the Friday evening of the 2010 Memorial Day weekend – Boeing staff believed a large stormwater vault had contained the spill on the company's property and the fuel had not entered the Duwamish. On Tuesday morning, however, the company realized fuel had reached the waterway, and reported the spill to Ecology and the U.S. Coast Guard.

Washington law and the facility's water quality permit issued by Ecology require immediate reporting of oil spills – including spills to stormwater systems – to state and federal authorities.

Meanwhile, on Saturday, May 29, 2010, Ecology and the Coast Guard received citizen reports of oil in the Duwamish. State and federal responders found oil in the mouth of Slip 4, a Duwamish inlet several dozen yards downstream from the Boeing facility. The Coast Guard hired a cleanup contractor, but the oil had spread out on the water into a coating too thin for cleanup.

Ecology later matched oil samples from the river and from the Boeing facility to identify the Friday night incident as the source of the oil seen Saturday on the waterway.

Besides the penalty, Ecology also billed Boeing \$5,500 to recover the state's costs for conducting the spill cleanup and investigation.

"This incident highlights why spillers must immediately report all oil spills to state and federal authorities, even if a spill seems contained," said Dale Jensen, who manages Ecology's spill prevention, preparedness and response program, "Since the spill wasn't reported to us quickly, we lost any opportunity to mount a rapid, aggressive and well-coordinated response to protect the environment."

During the May 28 fuel delivery, company staff found an open three-quarter-inch maintenance valve that should have been closed. Some incoming jet fuel flowed through the open valve into a 19,000-gallon underground stormwater vault. The vault empties into an oil-water separator that discharges to the stormwater system.

Besides the open valve, an automatic pump that empties the vault was left on – even though the company's oil spill prevention plan requires that power be off during fuel deliveries.

Workers closed the valve and cut power to the pump.

Boeing staff then checked for oil in catch basins along part of the storm line. Since they saw no signs of oil, they resumed the fuel delivery. However, staff on scene did not know that one catch basin contained a special filter that – unless removed – blocked a view of the water in the storm drain.

On Tuesday morning, June 1, 2010, Boeing contacted Ecology and the Coast Guard to report finding oil at the riverbank around the storm drain outfall – three days after the spill occurred.

Ecology's Jensen said, "Once they determined what happened, Boeing cooperated fully with our investigation. Unfortunately, there was negligence in failing to check the required settings before the fuel transfer, in the oversights

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during the first check of the storm drain line, and in not immediately reporting the spill. These factors significantly increased the penalty.”

On realizing the spill had reached the waterway, Boeing placed oil cleanup materials around the outfall. The company then conducted an independent cleanup around the outfall to remove waterway sediments contaminated by the spill and replace them with clean materials.

Boeing estimated that it lost about 6,600 gallons of fuel through the open maintenance valve into the stormwater vault. Approximately 300 gallons discharged into the storm drain and into the Duwamish.

Mary Armstrong, Boeing vice president of Environment, Health and Safety, said: "Once we discovered the spill, Boeing worked with the U.S. Coast Guard, EPA, Ecology and the U.S. Army Corp of Engineers to contain and clean up the fuel. We fully restored the shoreline by excavating the contaminated sediment and soil, and replaced it with clean sand. We removed more than 30 creosote-coated pilings and additional riprap, and created an intertidal habitat that looks like a natural shoreline. To ensure that this type of spill won't happen again, Boeing launched a special effort to strengthen reporting procedures and safeguards at all of our fuel tank locations throughout the company.”

The company has the right to appeal Ecology's penalty to the Washington State Pollution Control Hearings Board within 30 days.

Spill penalties fund environmental restoration projects in Washington.

Prevention, preparedness, and response to fuel and other oil spills are parts of Ecology's commitment to protect against toxic threats to people and the environment and to meet the state's goal of protecting and restoring Puget Sound by 2020.

<http://www.ecy.wa.gov/news/2011/180.html>

USA, CO, COLLBRAN

JUNE 30 2011.

FLASH FIRE INJURES WORKERS NEAR COLLBRAN WATER TANK

New details are emerging in the incident near Collbran that injured two men.

Around 12:30 p.m. Wednesday, two of four Wolverine Enterprises contractors working for OXY USA Inc. were injured when a flash fire ignited. The men were cleaning out a waste water tank near Collbran.

One man was flown to a Grand Junction hospital. The other victim was rushed via ambulance. However, OXY USA Inc., the oil and gas company that works the site, says they don't know the men's conditions.

Knowles Trucking is the parent company for Wolverine Enterprises. 11 News has phoned Knowles requesting more information on who the men are and how they're doing.

In a statement, Oxy Spokesman Eric Moses, writes: "Safety is Oxy's primary concern. We are committed to protecting the safety, security and health of our workers and neighboring communities and safeguarding the environment. We will conduct a thorough investigation to determine the cause of the incident and take appropriate measures to prevent similar incidents in the future. Oxy has notified the appropriate government authorities and we will continue to cooperate fully with them."

The incident took place near ME Road outside Collbran near the YT Ranch. An 11 News viewer tells us they heard what sounded like an explosion a mile away from the site.

<http://www.nbc11news.com/home/headlines/124743384.html>

ISRAEL, NEGEV

JUNE 30 2011.

TRACTOR CAUSES 1.5-MILLION-LITER JET FUEL SPILL IN NEGEV

Sharon Udasin

Experts say cleanup of area could take weeks; Environmental Protection Ministry official: "This is one of largest soil contaminations in last year."

A tractor struck a portion of the Eilat-Ashkelon Pipeline during pipe rehabilitation work on Wednesday morning, causing over 1.5 million liters of jet fuel oil to spill into Nahal Zin and the surrounding Negev nature reserve.

Experts said the cleanup of the area could take weeks.

"This is one of the largest soil contaminations to occur in the last year in Israel," Guy Samet, manager of the Environmental Protection Ministry's southern district, told The Jerusalem Post. "It's not just typical soil pollution – it's in a very sensitive area."

Dozens of inspectors from the Nature and Parks Authority and the Environmental Protection Ministry were still assessing the extent of the damage caused at the end of the day. Amounts of spilled oil that the former deemed

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“severe pollution” will require a “Sisyphean” amount of work to fully extract, according to a statement.

After the tractor hit the pipeline, an “outburst of jet fuel oil” flowed into the Nahal Zin and the mountainside, a leak that emergency crews only succeeded in plugging about four or five hours after the incident, the Nature and Parks Authority said.

Other workers began the process of cleaning the pollution, and a tanker from the Eilat- Ashkelon Pipeline Company was shuttled in to pump the remaining puddles of fuel oil from the ground.

“We see the event as extremely severe, particularly regarding the damage caused to natural treasures in the reserve,” said Eli Amitai, director of Nature and Parks Authority, in a statement. “As soon as we heard news of the leak and its severity we summoned dozens of inspectors and officials into the area.”

These workers, he explained, rushed in to help close the area to hikers and then begin carrying out preliminary operations for cleaning up the mess.

“We are preparing to treat the damage in an optimal way in order to reduce the damage in nature to a minimum, but according to preliminary estimates it will be difficult work, taking days, perhaps weeks,” Amitai said.

Raviv Shapira, director of the southern district of the Nature and Parks Authority, added: “The damage is tremendous – beyond the contamination on the surface and in the burrows of wildlife in the area, a big part of the fuel seeped into the ravine, and the Environmental Protection Ministry has already begun to assess the damage and the extent of rehabilitation necessary. It is also investigating the circumstances of this grave event.”

The next step – beginning on Thursday – will be transferring large amounts of polluted soil from the area to a nearby treatment center, officials said.

“Tomorrow they are supposed to take the first segment, and after we conduct the treatment, there will be another shipment,” Samet told the Post, noting that the Environmental Protection Ministry did not yet know the exact amount of soil to be transported, as the workers are still taking measurements.

“We’re now starting to investigate everything that’s happening there,” he said.

This oil slick follows two spills that hit the shores of Eilat just this past weekend, and environmental activists slammed the government for not taking measures necessary to prevent such crises.

“This seems like a severe ecological disaster,” said Hila Krupsky, Greenpeace spokeswoman, in a statement. “Greenpeace calls upon the Environmental Protection Ministry and all the authorities involved to minimize the damage and treat this immediately.”

Krupsky added that this incident is a “large, black flag that the State of Israel must address” and called for people to “wean” themselves off the “addiction to oil” and instead turn to renewable energy.

“The oil accident today is an additional red light indicating the necessity of change in the approach to environmental protection in the oil field,” said MK Dov Henin (Hadash), chairman of the Environment and Health Committee, in a statement. “The National Infrastructures minister, who is trying to thwart the modern Petroleum Law that I recommended, insists upon being the only blameworthy party in a future state inquiry commission. It is essential that the next oil catastrophe be prevented.”

Green Movement co-chairman Prof. Alon Tal of Ben-Gurion University of the Negev agreed, admonishing the Ministerial Committee for rejecting on June 19 amendments to the 1952 Petroleum Law, which would require updated environmental standards regarding oil and gas drilling in Israel.

“This is a real lesson,” he told the Post on Wednesday evening.

“An oil spill in the Mediterranean could be disastrous,” he continued, referring to the new drilling beginning in the Tamar and Leviathan natural gas basins. “At present, there are insufficient measures dedicated to averting a marine ecological disaster associated with a spill. We still have time to get our act together.”

Tal stressed that the government must learn from Wednesday’s Nahal Zin crisis and enact new environmental regulations with respect to oil and gas drilling before such an event hits an even larger area.

“Before we start our new venture in the Mediterranean, it would be well worth it to find the expertise needed and develop a protocol, so as not to find ourselves in a similar situation in the Mediterranean, where the damage could be disastrous,” he said.

<http://www.jpost.com/Sci-Tech/Article.aspx?id=227219>

USA, MT, LAUREL

JULY 3 2011.

EXXON OIL SPILL IN MONT. RIVER PROMPTS EVACUATIONS

An ExxonMobil pipeline that runs under the Yellowstone River near Billings in south-central Montana ruptured and dumped an unknown amount of oil into the waterway, prompting temporary evacuations along the river Saturday 727, 728, 729, 730, 731, 732, 733, 734, 735, 736

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morning.

Company spokeswoman Pam Malek, who was at the scene, said the pipe leaked for about a half-hour, though it's not clear how much oil leaked.

The cause of the rupture wasn't known.

Brent Peters, the fire chief for the city of Laurel about 12 miles east of Billings, said the break in the 12-inch diameter pipe occurred late Friday about a mile south of Laurel.

He said about 140 people were evacuated starting about 12:15 a.m. Saturday due to concerns about possible explosions, and the overpowering fumes. He said they were allowed to return at about 4 a.m. after instruments showed fumes had decreased. He said more evacuations occurred farther downstream outside his district but those numbers weren't immediately clear.

ExxonMobil was sending a response team to the area and cleanup work had begun with crews deploying booms and absorbent towels about a mile east of Laurel along the bank of the river, where a thick band of oil could be seen coating vegetation.

There appeared to be no attempts at capturing oil farther out in the river, and Peters said there is likely more oil washed up downstream.

"Nobody's been able to lay their eyes on the pipe," Peters said. "Right now the Yellowstone River is at flood stage. The bank isn't stable enough for anybody to get close."

The cause of the break is not known, but Peters and Malek said speculation involves high water flowing through the river that might have gouged out the river bed and exposed the pipe, which was possibly hit by debris.

"I haven't seen it this high for at least 15 years," Peters said.

The state has received record rainfall in the last month and also has a huge snowpack in the mountains that is melting, which has resulted in widespread flooding in recent weeks.

Three oil refineries are in the Billings area, and Peters said he asked all three to turn off the flow of oil in their pipelines under the river once the leak was reported. He said ExxonMobil and Cenex Harvest Refinery did so, and that Conoco Phillips said its pipe was already shutdown.

He said the river where the leak occurred is about 250 yards wide, and that early Saturday morning an oil slick appeared to be about 20 feet wide.

"That was the farthest my flashlight would reach," he said.

Laurel, which has a population of about 6,500, is known for a huge Fourth of July fireworks display put on by the fire department, which has its own pyrotechnics crew. Peters said the town can swell to as many as 50,000 people for the event.

He said the fire department plans to hold the event on Monday.

<http://www.longislandpress.com/2011/07/02/exxon-oil-spill-in-mont-river-prompts-evacuations/>

ISRAEL

JULY 3 2011.

1.5 MILLION LITERS OF JET FUEL SPILLS INTO ISRAELI DESERT

Karin Kloosterman

A month ago, Israeli airlines suffered from a jet fuel contamination, grounding flights, and causing chaos as officials tried to figure out if planes loaded with the contaminated fuel would be damaged. This past Wednesday, there is another chapter in the country's jet fuel saga. Some 1.5 million liters of jet fuel (about 400,000 gallons) spilled out into the desert, as a tractor ran over and damaged the Eilat-Ashkelon Pipeline. The jet fuel spilled out into a nature reserve, calling into question the legitimacy of running pipelines through protected areas. If the jet fuel seeps into the groundwater it can be especially damaging, and exposure to it can be linked to cancers, such as Hodgkin's Disease. Boeing was fined more than \$100,000 last year when it failed to report a jet fuel spill in a timely manner in the United States. About 300 gallons were spilled in the Seattle areas, equal to about 1,100 liters of fuel. And in Israel where the spill was larger by two orders of magnitude, one would expect the fines to be in the millions.

The experts say the spill could take weeks to clean, according to the Jerusalem Post, but there was no mention of fines or accountability for the mistake. It's particularly serious as the jet fuel poured into a pristine nature area called Nahal Zin.

"This is one of the largest soil contaminations to occur in the last year in Israel," Guy Samet, manager of the Environmental Protection Ministry's southern district said: "It's not just typical soil pollution – it's in a very sensitive area."

"We see the event as extremely severe, particularly regarding the damage caused to natural treasures in the

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reserve,” said Eli Amitai, director of Nature and Parks Authority. “As soon as we heard news of the leak and its severity we summoned dozens of inspectors and officials into the area.”

Raviv Shapira, director of the southern district of the Nature and Parks Authority said: “The damage is tremendous – beyond the contamination on the surface and in the burrows of wildlife in the area, a big part of the fuel seeped into the ravine, and the Environmental Protection Ministry has already begun to assess the damage and the extent of rehabilitation necessary. It is also investigating the circumstances of this grave event.”

Last weekend, there were two oil spills to hit the shores of Israel’s southernmost city of Eilat on the Red Sea.

Greenpeace in Israel called the events a catastrophe. And other local activists are calling for laws and reform before drilling for natural gas resumes off the Mediterranean Coast.

My question is who is going to pay for this mistake? Environmental laws in Israel mean polluters get fined, but collecting those fines are a different story.

<http://www.greenprophet.com/2011/07/1-5-million-liters-of-jet-fuel-spills-into-israeli-desert/>

USA, MI, GREEN OAK TWP

JULY 6 2011.

FIREFIGHTERS STOP BLAZE AT GREEN OAK BUSINESS

Jim Totten

A blaze with the potential to turn into a big fire was put out quickly by Green Oak Township firefighters just after 11 a.m. Tuesday.

Kory Rollison, captain for Green Oak Township Fire Department, said firefighters were dispatched to a “reported explosion” at Budget Paving at 7527 Rushton Road, north of Silver Lake Road. Smoke could be seen three miles from the scene.

He said firefighters arrived within minutes and found a fire burning near two large fuel tanks in the rear of the pole-barn building.

The fire was burning a pile of tires and a forklift, which has a propane tank in the rear.

“It looked like the beginnings of an extensive fire,” Rollison said, saying firefighters made a “great stop.”

No injuries were reported. All employees of the company were reportedly out on jobs at the time of the incident.

Rollison said the blaze was put out in 10-15 minutes, and there was no damage to the building. The cause of the blaze remains under investigation.

Josh Tinsley was working at a nearby business, Superior Sanitation, when he noticed the heavy black smoke and called the Fire Department.

Tinsley said he didn’t hear any big explosions.

“There was some pops,” Tinsley said, but he figured it was the tires of the forklift popping from the heat.

The tires of the fork lift were melted, exposing the metal rims, and the wall of a nearby portable toilet had melted, causing it to partially cave in.

Township responders were assisted at the scene by the Brighton Area Fire Department, the Hamburg Township Fire Department, the South Lyon Fire Department and the Lyon Township Fire Department.

The owners of Budget Paving could not be reached for comment.

<http://www.livingstondaily.com/article/20110706/NEWS01/107060303/Firefighters-stop-blaze-Green-Oak-business?odyssey=tab%7Ctopnews%7Ctext%7Cfrontpage>

USA, ILL, WOOD RIVER

JULY 7 2011.

CONTRACT WORKER DIES IN FALL AT ILL. REFINERY SITE

Federal workplace-safety officials are investigating the death of a contractor who fell nearly 50 feet while doing welding on an above-ground tank at ConocoPhillips oil refinery in southwestern Illinois.

Madison County Coroner Stephen Nonn said Bradley Edmund, 38, of Taylorville died at the scene of the accident Tuesday afternoon at the ConocoPhillips site in Hartford, just northeast of St. Louis.

An autopsy Wednesday showed that Edmund suffered head and chest trauma, Nonn said in a news release. A specific ruling on what caused his death is pending the outcome of toxicology tests.

Nonn said Edmund was working for Tulsa, Okla.-based Matrix Service Co., which provides construction, repair and maintenance services largely to energy companies in the United States and Canada.

Hartford police and the federal Occupational Safety and Health Administration are investigating.

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Kevin Cavanah, Matrix Service's chief financial officer, said 22-year-old Matrix was cooperating with investigators and doing its own inquiry into the accident he called "a tough time for our company."

"We're saddened over this unfortunate accident," Cavanah said, noting that Matrix Services is "a very employee-centric company, and safety is our highest priority."

Cavanah cited the unfolding investigations in declining to offer any details about the accident, including whether Edmund was using safety equipment such as harnesses or tethers to the tank at the time of his fall.

"We're going to do everything we can to work with authorities to get to the bottom of this and figure out what happened," he said.

Edmund's funeral arrangements are pending with Zieren-Day Funeral Home in Carlyle.

<http://www.chron.com/disp/story.mpl/ap/business/7642148.html>

ISRAEL, NAHAL ZIN

JULY 8 2011.

LEAK CAUSES NEGEV'S WORST EVER ENVIRONMENTAL DISASTER

MINISTRY TAKES OUT WORK CESSATION ORDER AGAINST EILAT-ASKELON PIPELINE COMPANY

THEY IN TURN DISAVOW RESPONSIBILITY FOLLOWING JET FUEL LEAK THAT RAVAGED NAHAL ZIN NATURE RESERVE

Yael Darel

Ministry takes out work cessation order against Eilat-Askelon Pipeline Company, they in turn disavow responsibility following jet fuel leak that ravaged Nahal Zin nature reserve.

The Environmental Protection Ministry estimated Wednesday that no less than one million liters of jet fuel leaked out of the Eilat-Ashkelon pipeline at the Nahal Zin nature reserve in the south causing the worst damage ever witnessed at an Israeli nature reserve.

The ministry's southern region manager Guy Samet took out a work cessation order against the Eilat-Ashkelon Pipeline Company demanding that the company put together a revised emergency plan which would need to receive regional approval.

"The work that the Eilat-Askelon Pipeline Company is carrying out along the pipeline is restoration and maintenance work of the old pipeline and of course it is our wish that this work continue," Samet said. "That said, a ministry inspection found that they didn't do everything that needed to be done according to their emergency plan which was the cause of the magnitude of the damages," he added.

The Environmental Protection Ministry and the Nature and Parks Authority estimate that the leak reached a depth of up to 5 meters in some places. As for the restoration process, current estimations see the need for the removal of tens of thousands of cubic meters of contaminated soil from the area.

The Eilat-Ashkelon Pipeline Company said in response that "it should be mentioned that the company did not harm the pipeline which caused the damage. Nonetheless, as soon as the incident occurred the company worked to repair the situation.

"Now as always, the Eilat-Ashkelon Pipeline Company works according to Environmental Protection Ministry guidelines. We intend to sue for reimbursement of all factors that damaged the pipeline or led to the damage in the line."

<http://www.ynetnews.com/articles/0,7340,L-4092220,00.html>

UK, WORCESTERSHIRE

JULY 9 2011.

POLLUTER PAYS THE PRICE FOLLOWING TANK SPILL

Whilst the heating oil industry is used to severe penalties being applied as a result of fuel spills, this week a Worcestershire manufacturer of bakery products got a stark reminder that oil storage regulations don't just apply to heating oil, but to all kinds of oil - including vegetable oil. On Thursday, at Worcester Magistrates Court, Dawn Foods Limited pleaded guilty to two charges that resulted in the pollution of the River Avon in June 2010.

Dawn Foods Limited, based in Worcestershire, were fined £23,500 and ordered to pay £7,950 in costs on Thursday following a vegetable oil spill which affected the River Avon. The charges were brought by the Environment Agency under Environmental Permitting (England & Wales) Regulations 2010 and Control of Pollution (Oil storage) Regulations 2001.

On 6 June 2010, Environment Agency officers attended a report of oil on the River Avon near to Sankey Marina, Evesham. Oil was present in large patches across the width of the river which was between 30 and 35 metres wide. The Environment Agency placed a pollution control boom on the river in order to collect and contain the spill.

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Investigations confirmed that Dawn Foods Limited of the oil spill.

Dawn Foods Limited reported a spill of approximately 5,000 litres of rapeseed oil at their premises at Worcester Road to the Environment Agency. They indicated that a bund in place around the oil tank had not contained the leak. As a result, approximately 800 litres entered the River Avon. Upon investigation, Environment Agency officers noted that the oil had escaped from a storage tank via a flexible pipe, fixed in place with a jubilee clip, which had become detached. The use of a jubilee clip is not an industry recognised practice. The oil had leaked into company's surface water drains and discharged into the surface sewer and ultimately into the River Avon.

Up to two miles of the River Avon was affected by the oil slick between the premises of Dawn Foods Limited and Fladbury. Two swans and a duck had to be removed and treated by Bishopswood Swan Rescue for oil contamination. The duck was so badly oiled it couldn't fly.

A representative of Dawn Foods Ltd attended formal interview under caution on 16 July 2010. The company admitted that the oil in the river was their vegetable oil from their storage tank.

In passing sentence, the Court took into account the fact that the company had no previous convictions, they cooperated fully with the Environment Agency, they had borne the clean up costs and had pleaded guilty at an early opportunity.

Speaking after the case, an Environment Agency spokesperson said, "This incident could have been avoided if the company had properly considered the environmental risks associated with their business activities. Dawn Foods Limited had poor knowledge of their own site drainage. They did not have a plan of what to do in the event of a spillage at the site and unfortunately this resulted in the pollution incident and today's court appearance."

Businesses need to be aware of the potential costs to the environment, their finances and reputation should a pollution incident such as this occur. Having an Accident or Pollution Incident Management Plan detailing the actions to be taken in such circumstances, will help to minimise impact of the environment.

<http://www.oilfiredup.com/site/news/item/1320>

GHANA, ACCRA

JULY 10 2011.

ENGINEER DROWNS IN CRUDE OIL STORAGE TANK

Mr John K. Asemaku, Third Engineer on MT Bonsu-Q, a crude oil storage vessel, got drowned in one of the tanks when he attempted to fix a decoupled hose to a pumping machine on Thursday.

A statement from Saltpond Offshore Producing Company Limited (SOPCL), owners of MT Bonsu-Q, said: "As is usual during the rainy season, the seas have been very rough lately and as a result the roll of the MT Bonsu-Q has been significantly higher."

It said due to the roll, some quantity of crude oil flowed into the forward peak tanks of MT Bonsu-Q and in order to pump this crude oil back to the main cargo holds the forward peak tanks covers were opened on the 4th of July 2011 so as to vent the tank and evacuate the gas present.

The statement said: "This tank is designed in two chambers; an upper, and a lower chamber where the crude oil was lodged.

It said at an operational meeting held in the morning of 7th July 2011, Mr Asemaku, who was also the Crew Technical Head, decided to commence pumping the crude oil back to the main tanks with a diaphragm pump.

Two out of the three members of the team objected to the operation due to the intensity of the gas present in the area and asked for more time to allow the tank to vent properly.

Mr Asemaku over ruled his colleagues and went ahead with Mr James Duncan, the Pump Man, to commence discharging the crude oil from the tank in question.

The statement said Mr Asemaku initially succeeded in installing the discharge hose to the pump before coming back up to surface. The hose disconnected after some time and he went back into the tank a second time to fix the hose.

When the hose failed again he asked Mr Duncan to enter the tank to continue to try and rectify the problem with the hose as he was tired but he refused and told him that it was still not safe to enter the tank.

Mr Asemaku then went in the third time and on sensing the strong presence of gas started scrambling up to the surface but "unfortunately, he was overwhelmed by the gas and fell off the ladder into the tank of crude oil".

"The crew mobilized another diaphragm pump and pumping is in progress to recover the body, the statement said.

Superintendent Emmanuel O. Narh Odonkor, Mfantiman Municipal Police Commander, confirmed to the GNA that Mr Prince Osei Baffour, a Security Officer of SOPCL, came to report the incident to the Police.

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He said the Company was in the process of pumping out the crude oil to retrieve the body after which the Police would take possession of it and send it to the morgue for autopsy.

Supt. Odonkor said Police investigations have started and early indications point to an industrial accident. The body has since been retrieved.

<http://www.ghananewsagency.org/details/Economics/Engineer-drowns-in-crude-oil-storage-tank/?ci=3&ai=30890>

USA, N.C, HALIFAC CO, ENFIELD

JULY 10 2011.

FIRE NO END FOR ENFIELD FERTILIZER PLANT

Geoffrey Cooper

An Enfield fertilizer plant is in ruins after a Friday night blaze engulfed the wooden facility, setting off several explosions throughout the night.

Close to 60 firefighters from five departments spent more than 10 hours trying to contain the towering flames at the Halifax Fertilizer Co., located at 1107 S. Dennis St. in Enfield. Authorities said it took local firefighters until 7 a.m. Saturday to stop the flames completely. By that time, the 18,000-square-foot building – which was nearly 40 years old – was completely destroyed.

Plant employees were not present when the fire started, and authorities reported no injuries.

Enfield Fire Chief Ronnie Locke said in a telephone interview that a call was received about the blaze at 9:09 p.m. Friday. Firefighters from Enfield, Whitakers, Halifax, Scotland Neck and Darlington started arriving at the scene by 9:14 p.m.

Upon arrival, Locke said the crews had to briefly retreat and regroup because of two to four explosions caused by flames reaching acetylene and oxygen tanks, oil drums and diesel fuel on the plant property. He said there's a possibility the fire started at the rear of the building near the plant's shop area. No one worked in the shop area Friday, Locke said.

Locke said the fire was more challenging because tankers were low on water and hydrants were located 900 feet off the road from the fire. He said the smoke could be seen from miles away, and firefighters had to evacuate residents from 7 to 10 homes until midnight. Authorities said that the fire and any runoff posed no immediate threat to the plant's neighbors.

Despite the fire's intensity, Locke said crews were able to keep flames away from ammonia tanks located on the plant site, as well as three to four industries in the vicinity, including a nearby chemical plant – Helena Chemical Co.

"When those things exploded, that's when the fire really took off," Locke said. "We're waiting now for (the plant) to cool off to find out what really happened. You still have electrical stuff that was in that area. We'll just have to get in and see if it was an electrical fire or what."

Locke said the plant's owner, Kip Everette, plans to rebuild the facility. Everette declined to comment on Friday night's fire.

Officials from the Environmental Protection Agency also will assess the plant site for any possible environmental hazards, Locke said.

"Kip said he wants to build it back, just as it was," Locke said. "He's just waiting for the insurance company to clean things up. He said he wants to start it back, because he knows we don't need to lose anymore jobs."

<http://www.rockymounttelegram.com/news/official-fire-no-end-enfield-fertilizer-plant-568303>

AUSTRALIA, NEW SOUTH WALES, POLKOBIN

JULY 13 2011.

VAPOURS LED TO WELDER'S DEATH AT WINERY

A skilled welder who died with a winemaker in an explosion was not told the tank he was working on contained highly-flammable liquid, a coroner has found.

NSW Deputy State Coroner Hugh Dillon said the winery's operators did not tell Edgar Orgo about the liquid, no warning signs were on the tank and he did not conduct his own checks.

He found Mr Orgo, 59, and winemaker Trevor Drayton, 52, died during an explosion caused by ethanol vapours igniting when heated during welding operations.

Advertisement: Story continues below

Assistant winemaker, William Rikard-Bell, was severely burned in the blast on January 17, 2008, at Drayton's Winery at Pokolbin in the Hunter Valley.

The coroner said Mr Orgo, a highly skilled and experienced tradesman employed by Perfab Engineering Pty 727, 728, 729, 730, 731, 732, 733, 734, 735, 736

Tank and Petroleum Use Mishaps

Ltd, began installing dimple plates to some winery tanks on January 7.

On January 9, the winery received a consignment of 9000 litres of a grape spirit known as SVR - spirits vinous rectificatus - a form of ethanol.

This was pumped into Tank 104 in the general production area, but the coroner found that no safety placard identifying the hazardous contents was placed on the tank.

A note was made on a whiteboard in the winery laboratory but "no other special measures appear to have been taken by anyone at the winery to safely store the SVR" or to warn of its presence.

The coroner said Mr Drayton and Mr Rikard-Bell probably "simply forgot to speak to Mr Orgo" about the SVR, being "very busy planning and organising for the new vintage".

They may have been so preoccupied with other issues "that they did not pay much attention to what he was doing".

The winery had not adopted any specific procedures designed to prevent ignition of SVR and had no special tanks for SVR nor a designated secure area, Mr Dillon said.

"There was also no OH&S manual in use at the winery at the time of the explosion," he added.

A site risk assessment conducted by Mr Orgo and his offsider at the start of the job seems to have been done "in a manner which spoke of self-confidence developed through many years of incident-free work".

They did not appear to have interrogated winery staff or made other checks about the state of the tanks or their contents, the coroner said.

He noted that since the explosion, both the winery and Perfab had addressed safety issues.

He recommended that the WorkCover Authority of NSW consider conducting a one-off publicity campaign, reminding wineries of the risks associated with the storage and use of ethanol.

"Consideration of a similar campaign in the metal fabrication industry is also recommended."

The coroner further recommended that the authority consider developing a simple and practical method of bringing the Notification of Dangerous Goods requirements to the attention of purchasers of such items.

<http://news.smh.com.au/breaking-news-national/vapours-led-to-welders-death-at-winery-20110713-1hd6h.html>

USA, ME, HAMPDEN

JULY 14 2011.

CHEVRON TO PAY SIX-FIGURE SETTLEMENT FOR DECADES-LONG OIL LEAK IN HAMPDEN

Nok-Noi Ricker

For several decades last century, thousands of gallons of oil leaked into the Penobscot River from storage tanks at the former Chevron facility near the Bangor city line. On Friday, state officials will release details of a six-figure settlement with the oil company, the second-largest environmental penalty in Maine history.

"It was a chronic, ongoing kind of thing," Barbara Parker, the Maine Department of Environmental Protection's director of response services, said of the oil seepage, which released more than 140,000 gallons of oil into the river from the 1940s to the 1980s. "A lot of oil had spilled over there."

The inactive oil terminal contains four above-ground storage tanks that were operated for decades by Chevron, which last owned the property in 1986. The site is now owned by Gulf Oil Corp.

"Site assessment and remediation activities were initiated at the site in 1984 because of occasional petroleum sheens observed on the Penobscot River," a Maine DEP document states.

Hampden Town Manager Sue Lessard said Wednesday that since the oil leak was discovered about 27 years ago, Chevron and the state have conducted a number of remediation efforts.

A compliance order by consent was signed among Gulf, Chevron and the DEP on Aug. 30, 2007, that required specific cleanup actions on the part of Chevron, she said.

The oil company had to come up with a plan that "included the cleanup or treatment of petroleum contamination located in the intertidal mudflat adjacent to the terminal," Lessard said, adding that Chevron also paid for a steel sheet pile barrier and rip-rap that was installed in 2007 to contain the seepage, on-site water filtering pumps and the removal of contaminated soils.

Those cleanup efforts have cost the company millions of dollars.

Andrew Flint, an environmental services specialist with the DEP's Bureau of Remediation and Waste Management, issued a report in April 2010 stating that 9,000 gallons of old oil and 2,800 tons of contaminated sediments had been removed from the site.

State officials will gather at Hamlin's Marina at noon Friday to announce the settlement with Chevron.

"Gov. Paul LePage will join Maine Attorney General William Schneider and Maine Department of

Tank and Petroleum Use Mishaps

Environmental Protection Acting Commissioner Pattie Aho at a press conference Friday to announce the state's securing of a settlement for the second largest environmental penalty in Maine's history," a press release from the governor's office states.

The largest environmental settlement in Maine, which totaled just under \$1 million, was paid in 1991 by International Paper for air and water violations, said DEP spokeswoman Samantha DePoy-Warren.

The settlement with Chevron that will be announced Friday addresses the oil that spilled or seeped into the river before 1984, she stressed.

"This discharge of the 140,000 gallons of oil occurred over the course of several decades," she said. "We're looking at a time frame from the '40s to the '80s. Public health was never threatened and the appropriate steps have been taken at the site to remediate the contamination and mitigate its environmental impacts."

Settlement negotiations, which took months to complete, are "tough but fair" and will help restore the river and its ecosystems, DePoy-Warren said.

Sean Comey, a spokesman for Chevron Corp., said Wednesday evening that he was not able to comment on the amount of the pending settlement or the ongoing cleanup effort.

Some of the settlement money will fund a project at Hampden's Turtle Head Marina, Lessard said.

"The town will be creating an 8.5-acre park with trails, boat slips, a kayak launch, parking lot, and that's part of a supplemental environmental project funded by Chevron," she said. "The point is it'll provide a waterfront point of access and park space for Hampden residents."

The oil tank farm, located at 799 Main Road North, includes tanks in addition to those formerly owned by Chevron. The site is no stranger to oil leaks and seepage, which are handled immediately when they occur, Lessard said.

"In the past 20 years, there have been very large releases at this site," a July 2006 report by the DEP's hazardous and oil spill reporting system says of the tank farm. "The spills were cleaned to the best technology at that time, but not all of the contamination was removed. Therefore, occasionally in the spring or after large rain events, there is some sheening that migrates to the river."

A bundle of containment boom is kept at the site.

<http://bangordailynews.com/2011/07/13/news/bangor/chevron-to-pay-six-figure-settlement-for-decades-long-oil-leak-in-hampden/?ref=latest>

USA, S.C, HOLLY HILL

JULY 15 2011.

LIGHTNING STARTS CHEMICAL FIRE AT CEMENT PLANT

Gene Crider

Emergency workers scrambled to get to the Holcim cement plant Wednesday after lightning ignited fumes in a rail tanker that was being emptied of fuel.

Plant employees were able to extinguish the fire within a half hour, Facility Manager Joe McFalls said.

"We were able to put it out pretty quickly," McFalls said.

No one was injured in the incident, nor were the contents of the tanker spilled, McFalls said. In addition, no equipment was damaged and the plant will continue operate normally.

"Their safety team did everything they should have to contain it," Orangeburg County Emergency Services Director John Smith said at the scene.

The employees already had emptied fuel from some tankers and were in the process of unloading another when lightning ignited the vapors in the tanker. There were about 1,000 gallons of a mixture of waste fuels left in the tanker when it caught fire.

Employees of Geocycle, a Holcim company that works at the plant, fought the fire.

"We have a water cannon system with foam. They were able to put it out fairly quickly," McFalls said.

He said one of the employees told him their training kicked in. "He said it was like automatic to them."

Afterward, area emergency and fire teams stayed on the scene to ensure the fire did not reignite. The county's Hazmat Team closed off the tanker and filled it with nitrogen to prevent reignition, Smith said.

McFalls said the incident has been reported to the Mine Safety and Health Administration and the S.C. Department of Health and Environmental Control.

The Holcim plant burns a number of fuels including coal and the waste fuel mixture in the cement-making process.

Orangeburg County's Emergency Services, Hazmat Team and Fire District responded to the call, along with the Holly Hill, Eutawville, West Middle, Providence and Vance fire departments. Pendarvis Ambulance was on standby.

727, 728, 729, 730, 731, 732, 733, 734, 735, 736

Tank and Petroleum Use Mishaps

http://thetandd.com/news/article_8cffdb0a-adda-11e0-a064-001cc4c03286.html#ixzz1UpgFB531

USA, ILL, HARTFORD

JULY 17 2011.

WORKER DIED ON FIRST DAY ON THE JOB

REFINERY DEATH INVESTIGATION STILL INCOMPLETE

Dennis Grubaugh

A man who fell to his death this month from the top of a tank at the ConocoPhillips refinery was on his first day on the job and had just come from a safety-related worker orientation, investigators say.

The exact reason why Bradley D. Edmund fell that day, however, is still a matter of speculation for the many agencies involved, including the refinery, the coroner's office, his employer, police and a federal safety office.

Investigators are looking at a possible medical cause as well as an accident, although toxicology tests are still not complete, Coroner Stephen Nonn said. He plans an inquest when results are in.

Edmund, 38, of Taylorville, was on a scaffold much like a platform walkway. It rings the top of the tank. Workers climb a ladder to access the platform and from there cross over steel barriers to get on top of the tank.

The tank is one of several such structures that ConocoPhillips has on the west side of Illinois Route 111, across from the heart of the refinery, which is based in Roxana. The accident was on the Hartford side of the highway.

Earlier in the day, Edmund had completed a four-hour orientation and had been working on the job only a short time when the incident occurred at 3:55 p.m. He was a contract worker employed by Matrix Service Industrial Contractors Inc. and was doing routine maintenance, using an arc welder.

According to Nonn, Edmund said something to one of the other workers, who looked over in time to see the victim slump, or collapse, then fall off the edge of the scaffold. He plummeted 48 feet to the ground, authorities said.

Nonn said there was evidence that Edmund may have been sick or nauseated.

"What we saw up there was some evidence that he had spit up or regurgitated. But there was nothing in the autopsy that would give us a medical reason as to why he would have lost consciousness or what caused him to collapse. There was nothing unusual in his medical history."

Edmund was apparently accustomed to heights from other jobs, but this was his first day on this site.

Among witnesses was a coworker who had recommended Edmund for the job, Nonn said, but authorities had no further information.

No one interviewed could say for certain how many people were on the site at the time.

Edmund was wearing a safety harness but it was not fastened to a protective cable. Nonn said he was told that the cable did not have to be attached unless workers were getting on and off the scaffold.

Melissa Erker, a spokeswoman for the ConocoPhillips refinery, said the company stresses safety standards every day to all of its workers and contractors. She said all standards were believed to have been in place that day, but deferred to OSHA regarding specific findings.

No one from the federal Occupational Health and Safety Administration could be reached for comment.

Coroner Nonn said OSHA was looking into the arc welder for any defects that might have triggered a reaction in the victim.

Erker said her company is hesitant to address many of the questions until the investigations are complete.

"I will confirm he was on his first day of work at this facility and had completed our four-hour site orientation before going to the job site," she said. "Safety is part of the orientation."

Matrix Service Industrial Contractors Inc. is a subsidiary of Tulsa, Okla.-based Matrix Service Co., an industrial contractor that does work in all 50 states and is publicly held. It was formed in 1984.

Chief Financial Officer Kevin Cavanah was not available Friday for an update on the case. Previously he told The Telegraph the company was cooperating with the investigation. The company has done tank and maintenance work for many years at the Roxana complex.

The autopsy showed the victim suffered head and chest trauma consistent with a fall. Nonn said the cause of the fall itself will be harder to determine.

"We may never have an answer as to what caused him to fall unless something dramatic comes out of the toxicology," he said.

<http://www.thetelegraph.com/articles/day-56676-edmund-nonn.html#ixzz1UpmGK0dN>

Tank and Petroleum Use Mishaps

USA, CT, NAUGATUCK

JULY 22 2011.

TANK FIRE LIKELY CAUSED BY LEAK, SAYS OFFICIAL

Ronald Derosa

A fire that erupted in a gas tank at Pisani Steel Fabrication Inc., forcing an evacuation, road closure and hours-long response from the Naugatuck Fire Department, was likely caused by a leak that sparked while a worker was welding steel, according to Fire Marshal Robert Weaver.

"Exactly what happened we're not sure, but there was a leak at the top of the acetylene tank and something ignited it," Weaver told Patch.

Police shut down Route 68, also known as Prospect Street, from the time the Naugatuck Fire Department responded at 8:30 a.m. until about 3 p.m., while fire officials waited for the five-foot-tall gas tank to completely burn out.

"At this point it was just an industrial accident, no negligence involved... that's what it appears to be," Weaver said.

No one was injured in the incident.

Weaver said the incident started when one of the workers at the business was utilizing the gas tank to fuel a welding tool. Pisani, a steel fabrication business, operates a 30,000-square-foot plant at 360 Prospect St. where it does in-house drafting of steel, according to the company's website.

The worker was welding a steel girder down to a specific size, and the gas tank he was using, also known as an acetylene tank, "evidently" contained a leak at the top, Weaver said. That caused a fire to spark and eventually erupt, engulfing the top of the tank.

Fire Chief Kenneth Hanks said, at one point, the flames were three feet high and that the blaze burned the regulator that connected the hose and the actual tank.

Once the fire started, Weaver said, "everybody ran" from the fire and the business called 911. The Naugatuck Fire Department responded and immediately removed the blazing tank from the indoor location.

"Luckily it didn't explode... and we were able to get the tank out of the building," Weaver said.

The tank was mounted on a handcart, so it was mobile, Weaver said. He estimated it was around five feet tall, however he said he didn't know the specifications on the amount of gas inside.

Once the tank was brought outside, the fire department was forced to wait several hours for the gas to leak completely out of the tank. At the same time the firefighters doused the lower part of the tank to keep it cool, Weaver said. Firefighters were unable to just extinguish the fire, because of the gas inside, he explained.

"If you put the flame out now you're just going to get flammable gas releasing," he said.

He said this method also allowed the department to avoid an explosion.

Pisani couldn't be reached for comment. A call to the company wasn't returned as of 3:15 p.m.

Hanks said the Department of Environmental and Energy Protection also responded to assist in the incident.

The American Red Cross was also on scene providing water to the firefighters.

"On a hot day like this, cold water can be very welcome to firefighters working in difficult conditions. We are glad to support first responders with this service," said American Red Cross spokesman Paul Shipman in an e-mail.

<http://naugatuck.patch.com/articles/route-68-shuts-down-due-to-gas-tank-fire-at-naugatuck-business>