

Tank and Petroleum Use Mishaps

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

USA, TN, MILLINGTON

APRIL 5 2008.

PROPANE TANK FIRE OUT

George Brown

A propane tank fire and fears of an explosion forced the shut down of one road and the evacuation of dozens near Millington.

About 1 a.m. Thursday morning, an apparent lightning strike caused a propane tank, filled with thousands of gallons of the gas, to burst into flames at 3380 Fite Road on the U.S. Zinc property.

Brent Perkins with the Shelby County Fire Department said, "After we get the tank sufficiently cooled and when everything is ready, we'll go ahead and put the fire out, put a cap and a transfer facility on that and go ahead and get the propane moved to a safer vessel."

This is a heavily industrial area. Fire crews worked for hours to cool the tank while fighting the fire in an attempt to prevent an explosion. After six hours, crews were able to put out the fire.

Concern for nearby workers forced a one-mile evacuation area around the tank. No one was injured.

A large section of Fite Road was shut down.

After nearly 12 hours, police opened Fite Road shortly after noon.

http://www.wreg.com/Global/story.asp?S=8111209&nav=menu93_1

USA, NY, HARLEM VALLEY

APRIL 6 2008.

PAWLING CORP. SUFFERS OIL SPILL; CLEANUP EFFORTS ARE RAPIDLY MOVING FORWARD

Susan Macura

On Thursday morning at approximately 9 a.m. a normal fuel delivery was attempted at Pawling Corp. located in the heart of Pawling. According to Susan R. Thompson, the environmental health, safety and human services manager for Pawling Corp., the driver from the fuel oil delivery company, Hess, failed to observe standard operating procedures for delivering fuel oil to this site. He neglected to notify Pawling Corp. personnel of his presence as required, and instead, began pumping oil into the fill pipe.

According to Thompson, at Pawling Corp. the fill pipe is located outside of the building. There are three fuel tanks located inside the building, two tanks that hold 5,000 gallons each, and one tank that holds 10,000 gallons. The normal procedure at Pawling Corp. is for the driver of the fuel truck to notify one of three people at the company of his presence so that they may monitor the filling of the tanks, adjusting the valves appropriately to fill all three tanks in a safe and expedient manner.

Thompson went on to explain that this particular driver, who had delivered oil to this location approximately one week prior to this, failed to follow this procedure. The result was that the tank he was filling, already with approximately 3,000 gallons in it, overflowed into the room the tanks were located in and out the door into the parking lot.

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According to Chief Operating Officer John Rickert, once out in the parking lot observant Pawling Corp. employees noticed the spill, immediately advised management who effected its emergency response plan. According to Thompson this call came in at approximately 9:15 a.m.

A visual inspection shows that the runoff from the parking lot normally flows into a drainpipe that feeds into the nearby swamp, a conduit to the entire local watershed.

Thompson said that the type of fuel being delivered was No. 6 heating oil, a thick substance that when chilled, thickens into a more manageable solid-type substance. On Friday morning globs of this material is still visible in the parking area.

According to Rickert, approximately 25 employees of Pawling Corp. reacted by first attempting to contain the spill in the parking lot with bags of clay and materials to soak up whatever they could. They also blocked access to the drainpipe that feeds into the nearby watershed.

When efforts to block this flow was not 100% successful, members of the company raced into the swamp area to place containment barriers to prevent any further spread. The cold water in the swamp chilled much of the oil that made it this far, thus allowing Pawling Corp. employees an opportunity to shovel a great deal of it into barrels they had on hand for just such an event.

According to Thompson, management advised its environmental technical group, Miller Environmental, at 9:20 a.m. of the spill. They arrived at the site by 10:30 a.m. to take over the cleanup effort, working through the night, work that proved increasingly difficult due to the rain, to prevent any further spread. The cleanup effort continues today.

Hess fuel oil also sent its technical team, Op-Tech, to the scene in addition. Both teams have divided the areas that need to be worked on and are diligently proceeding with the cleanup effort. According to Thompson, Pawling Corp. was advised by the fuel oil delivery company that the driver of the truck in question has been suspended pending further training and that steps are being taken to insure that all of its employees are being given training to make sure this type of situation does not happen again.

Supervisor Beth Coursen said that she was contacted early Thursday morning and told of the spill. She said that she offered whatever assistance the Town of Pawling could provide. She commended Pawling Corp. for consistent advisories throughout the day updating her on the situation and the steps being taken to deal with it.

According to Coursen, "Their actions were commendable. They have been extremely informative and their response actions have been appropriate. Pawling Corp. has always been exemplary stewards of the land."

Mayor Rob Liffland has also been given updates on the situation and has met with Pawling Corp. officials to offer support from the village. He said the Dutchess County Board of Health has been contacted and that the well at Corbin Road was shut down on Thursday. Meanwhile, the village has hired a water company to come in and fill the tank. The wells on Libby Lane, due to their depth and surrounding bedrock, remain in operation.

Liffland further advised that the well on Corbin Road will be turned on today only for testing purposes and that the village will be following all of the recommendations of the health department concerning the purity of the water for village residents.

Thompson and Rickert spoke about the tremendous efforts of the employees who did not hesitate to literally jump into the cold water to handle this potential disaster. They spoke about carrying two employees out of the swamp who could no longer walk because of a lack of circulation in their legs due to the cold water. They said none of these employees were required to do this, but because they all live in the area, felt an obligation to do so for the sake of all of their friends and neighbors.

Site manager Ed Cassese of Miller Environmental, said, "This was a good response from Pawling Corp. to stop the oil from going further. It made our job a lot easier. This is going to be an ongoing process. It is a slow one, but there is a great deal of improvement even from yesterday. It looks like we will be here for several weeks, but not for several months."

Thompson credits some of the corporation's ability to handle the situation as effectively as it did due to its membership in the Pawling Stakeholders. Through this group the corporation learned what resources are available in the community to help with situations like this. For example, they called upon Bob Brill who quickly delivered loads of dirt to help slow down the spread of the oil.

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Thompson and Rickert emphasized their commitment to doing a thorough cleanup job. They will even be digging up the parking lot in the near future to replace the drainage pipe that leads to the swamp in case there is any residual oil in it. After all, they pointed out, they live in this community too and it is in everyone's interest that this job be done right.

http://www.zwire.com/site/news.cfm?newsid=19455497&BRD=1703&PAG=461&dept_id=71557&rft=6

USA, AZ, SCOTTSDALE

APRIL 9 2008.

ABANDONED FUEL TANK SPURS ROAD CLOSURE

Ben Sandoval

The discovery of a half-century-old fuel tank still containing kerosene closed Thunderbird Road between Scottsdale Road and 76th Street on Tuesday.

The busy road was expected to remain closed Wednesday morning.

The 15- by 5-foot canister likely is an abandoned fuel tank from a military training base that operated in the area about 1950, said Tiffani Nichols, spokeswoman for the Scottsdale Fire Department.

The area is just south of the end of the runway at Scottsdale Airport.

A road crew found the container.

Nichols said only a small amount of fuel appeared to be in the container, and it did not pose a significant threat to nearby homes and businesses.

East-west traffic in the north-central Scottsdale neighborhood was rerouted to Cactus Road and Frank Lloyd Wright Boulevard.

Crews drained the container of fuel late Tuesday, and were planning to remove it early today.

The roadway was expected to be reopened for part of Tuesday night, but closed again by 7 a.m. today to continue excavation.

In 1942, a group of Hollywood investors, headed by actor Clark Gable, funded Thunderbird Field, a simple H-pattern airfield on the site of what is now Scottsdale Airport, where civilians trained pilots to fight in World War II.

Following the war, Arizona State Teachers College (now Arizona State University) oversaw the property for awhile, but couldn't figure out what to do with acreage so far from Tempe, in what was then the middle of nowhere. -

In 1953, the college turned it over to the Arizona Conference of Seventh-day Adventists, who used the airstrip to train missionary pilots.

Scottsdale eventually bought the property from the Seventh-day Adventist Church for \$3 million, upgrading the airport and opening up the land around it for the Scottsdale Airpark, one of Arizona's largest employment centers with more than 50,000 employees.

<http://www.azcentral.com/news/articles/2008/04/08/20080408abrkhazmat0408.html>

USA, WA, VANCOUVER

APRIL 12 2008.

FUEL TANK EXPLOSION INJURES HOCKINSON MAN

Nick Bradshaw

A fuel tank explosion severely injured at least one person in Clark County's Hockinson area Friday evening. Fire investigators sift through the damage from the explosion.

According to a Clark County Fire District Three representative, emergency crews were called out to 20335 NE 159th St. in unincorporated Clark County after reports of an explosion just after 6:00 p.m.

Firefighters arrived on scene to smoke billowing in the air from the blast.

A spokesperson with Fire District Three said the homeowner at the residence was attempting to cut a large fuel tank with a welding torch when it exploded in his face.

Earlier reports were that the man was injured in some sort of a tractor explosion. It turns out the blast from the tank was simply so strong it destroyed a nearby tractor, causing the initial confusion.

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The injured man, Leslie Stenerson, was badly burned. He was transported to a Legacy Emanuel hospital by helicopter and was last listed in critical condition.

Emergency crews were still investigating the incident.

http://www.kgw.com/news-local/stories/kgw_041108_news_tractor_explosion.55978f58.html

USA, ORE, PORTLAND

APRIL 12 2008.

SANDY MAN DIES IN INDUSTRIAL FIRE

A Sandy-area man died Friday morning from injuries sustained in a fire incident north of Sandy, according to the Clackamas County Medical Examiner. A joint investigation is being conducted by fire, police and safety officials.

A spokesman from the Sandy Fire District says today at 8:54 AM, fire personnel were dispatched to a residential fire at 39120 Hudson Road north of Sandy, after a 911 caller reported being injured.

Fire personnel made contact at the address and checked a shop building where smoke was reported rolling out from a rear door.

They say a male patient was found lying in the doorway and he was moved to safety where fire personnel initiated medical aid. LifeFlight was called to the scene but resuscitation efforts were unsuccessful and he was pronounced deceased about 9:30 AM.

Firefighters extinguished the fire inside the 60' x 80' two story shop within minutes of arriving.

The Clackamas County Medical Examiner's Office identified the victim as 61-year old Robert Rolph of Sandy. Mr. Rolph was employed as an equipment mechanic for Wayne Stone Logging Inc. located at the Hudson Road address. His next of kin have been notified.

Fire investigators from the State Fire Marshal, Oregon State Police, Boring Fire Department and ATF responded to determine fire cause.

Preliminary investigation indicates that an accidental fire started while the victim was washing an energized fuel pump in a solvent cleaning tank. The victim died as a result of the injuries sustained in the industrial fire.

The investigation is now being led by Oregon OSHA, a division of the Oregon Department of Consumer and Business Services.

They say no more information regarding this death will be released at this point.

http://www.salem-news.com/articles/april112008/sandy_fire_4-11-08.php

UK, LANCASHIRE

APRIL 15 2008.

COOKING OIL TANK FIRE AT CHURCH REFINERY

David Watkinson

A blaze in an industrial tank containing 22,000 litres of highly flammable oil left residents waking up to a "horrible smell."

The fire, at the Prosper De Mulder (PDM) refinery, Bridge Street, Church, saw lagging around the seven-metre-high tank catch fire at around 5.40am this morning.

Fire crews spent three hours ensuring that the blaze did not spread to the oil, which was being stored before being made into biofuel.

Watch manager Steven Hartley said the insulation around the tank was "well alight" when crews arrived.

They tackled the fire with foam before cutting away the insulation to avoid the fire starting again.

The oil, which was mostly used chip fat oil, was then decanted into another container.

The Prosper De Mulder (PDM) refinery creates biofuel from used cooking oils and rotisserie fats.

Mr Hartley said: "Luckily there were workers on the site when the fire started and they were able to alert us immediately.

"It would appear that the fire started as a result of an accident but if it had been allowed to burn for a period of time before we arrived it could have been a very serious incident indeed.

"The operation to make the scene safe was very time consuming and we had to make sure that the fire would not spread and that the area was dampened down."

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A spokesman for PDM refused to comment in detail but said that the fire was "not a major incident".

But local resident, Joyce Dearnaley, 59, of Walmsley Close, said the incident was a "real concern".

The grandma to 11 children said: "I woke up and there was a horrible smell.

"I looked outside and you could see a lot of smoke coming from the site.

"I heard the fire engines and could see them near the factory.

"My house is only across the road to the industrial park and it is very worrying when things like this happen."

Another resident of Walmsley Close, who asked to remain anonymous, said: "I heard a lot of noise and you could really smell a terrible burning."

New government regulations, which came into force this week mean that 2.5 per cent of all petrol and diesel sold at UK forecourts must come from renewable biofuels.

But the use of biofuels has been criticised by environmentalists who claim that the production of the fuel is damaging to the planet.

Biofuels produced in Britain have been praised while crops grown for fuel on cleared rainforest abroad and then transported half-way across the globe have been slammed.

http://www.thisislancashire.co.uk/news/headlines/display.var.2197220.0.cooking_oil_tank_fire_at_church_refinery.php

CANADA, ALTA, CALGARY, CAYLEY

APRIL 17 2008.

WELDER KILLED IN EXPLOSION

Gwendolyn Richards and Gina Teel

A Cayley man has died following an explosion at a biodiesel plant north of High River that shook neighbouring buildings.

Kevin David Lodge, 33, had been welding at the top of a 10-metre biodiesel settling tank just before noon when it exploded.

"It appears fumes in the tank may have ignited," said RCMP Const. Ferida Balic.

Paramedics, firefighters and RCMP officers were called out to the Western Biodiesel Inc. plant just north of High River for the industrial accident.

Lodge, a subcontractor, was killed in the explosion.

He lived in the hamlet of Cayley, just south of High River. Two other people working nearby, at the bottom of the tank, were uninjured.

"A lot of people (were) shaken up," Balic said.

Western president and CEO Dean Cockshutt had no comment about the incident.

More than 100 metres north of the biodiesel plant, staff at Eveready felt the blast.

Area manager Dean Macleod said at first he thought the blast had been in its building because the noise was so loud.

"It shook the foundation of our building," he said. "It felt like a bomb went off."

After gathering everyone together, they realized it had happened down the road, Macleod said.

At the scene of the blast, the roof was slightly buckled and what appeared to be insulation was fluttering in the wind. On the opposite side of the building, it looked as if the rivets had popped out from the force of the blast.

Alberta Occupational Health and Safety is heading up the investigation into the deadly explosion.

The investigation is expected to take a number of months, said Barrie Harrison, spokesman for Occupational Health and Safety.

Following an initial inspection of the site by the agency, it's possible that orders could be issued against the company.

This could include a stop-work order until it's determined, at least initially, how the incident happened, Harrison said.

"One of the first priorities, aside from the immediate safety of other workers right now is to ensure that it doesn't happen again," he said.

Western Biodiesel's corporate headquarters are in Calgary, but its production facility, where Tuesday's explosion occurred, is 20 kilometres south of city limits, halfway between Aldersyde and High River.

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The facility is poised to produce up to 19 million litres of fuel-grade biodiesel annually from feedstocks, including rendered animal fats, recycled frier oil and canola oil. The cleaner-burning fuel is being produced for American markets.

Construction of Phase 1, worth \$10 million, was finished late last year, with production starting in January. <http://www.canada.com/calgaryherald/news/city/story.html?id=e3533853-29a7-4bca-a812-c4de8e0a5397>

BULGARIA, SOFIA

APRIL 23 2008.

ROAD ACCIDENT IN BULGARIA KILLS SEVEN

Seven people were killed in a car accident Sunday near Plovdiv in southern Bulgaria, after a makeshift fuel tank on one of the vehicles exploded, highway police said, AFP informs.

The accident occurred when a car carrying five people swerved into the oncoming lane and crashed into another car.

Witnesses said some of the passengers from the first vehicle were calling for help when the fuel tank on their car exploded.

The driver and passenger of the other car were also killed in the accident.

Some of the bodies, which were heavily burnt, had yet to be identified.

Faced with rapidly rising oil prices, many Bulgarian drivers, including taxi drivers, have equipped their cars with makeshift fuel tanks that allow them to halve their fuel consumption.

Old vehicles, poorly maintained roads and bad drivers contribute to a high rate of deadly car accidents in Bulgaria.

Since the beginning of the year, 248 people have been killed on Bulgarian roads, and 43 in April alone, according to highway police.

<http://www.focus-fen.net/index.php?id=n138731>

USA, MT, GREAT FALLS

APRIL 23 2008.

GASOLINE CAUSES 150,000 U.S. FIRES A YEAR

Along with the warm weather come some dangers that we don't think about on a daily basis.

In the United States, there are approximately 150,000 fires each year resulting from gasoline being ignited. About 500 people die each year from gasoline-related fires, according to national statistics. Property loss from gasoline-related fires results in a loss of more than a half a billion dollars annually.

These statistics show that gasoline is a big danger in the United States. This, of course, is also true here at home in Great Falls.

One thing that we really need to think about is the use of gasoline for our lawn mowers, recreational vehicles, garden tools or just around the house. Gasoline can present many dangers that we may not think about.

Gasoline is extremely flammable and will ignite very easily at room temperature.

It also produces fumes that can travel long distances to an ignition source, which can then ignite and flash back to the source of the gasoline. Potential ignition sources include matches, lighters, pilot lights on water heaters or furnaces, static electricity, power tools and others.

Remember, gasoline is heavier than air, so the fumes will travel along the floor and may go down stairs to seek the lowest point. This is one of the many reasons it is important that gasoline is not stored inside.

There are a few safety tips that should be followed if you are using gasoline for anything around the house:

- Don't smoke or light matches or lighters around gasoline.
- Use gasoline only in well-vented areas.
- Do not use gasoline to light briquettes in the barbeque.
- Turn off equipment and let cool before filling gas tanks or containers.
- Never use gasoline as a cleaning fluid.
- Never store gasoline inside your house or in your vehicles.
- Never use glass containers or plastic bottles to store or transport gasoline.

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- Stay out of your vehicle while pumping gas because getting in and out of it may generate static electricity to ignite the fumes.
- Do not mix gasoline with other chemicals.
- Never let children use gasoline without parental guidance.

As far as firefighters are concerned, we would like everyone to practice extreme caution when using gasoline. It is very dangerous for the public as well as firefighters.

Grandpa Jack once told me that one gallon of gasoline has the explosive power of 20 sticks of dynamite, so please be safe with gasoline.

<http://www.greatfallsribune.com/apps/pbcs.dll/article?AID=/20080422/NEWS01/804220316/1002>

CANADA, BC, VICTORIA

APRIL 18 2008.

UNDERGROUND FUEL SPILL AT SAANICH GAS STATION

A Chevron gas station in Saanich has been leaking gasoline into the ground.

The Chevron at the corner of Tillicum road and the Trans Canada highway has been shut down indefinitely as crews try to pinpoint the leak.

The station's four underground fuel storage tanks are reportedly intact -- the problem is somewhere along the delivery lines. Saanich assistant fire chief Todd Cave tells c-fax 1070 news they've been doing safety tests for gauge the immediate risk.

"At this point in time, there is no need for alarm for the residents of the municipality, or anybody within the immediate area," Cave says. "Saanich fire crews attended the scene [Thursday] and did gas sampling tests and the results of that were negative -- that means that the readings are zero at this point." a key waterway, Cecilia Creek, runs near that gas station -- cave says an absorbent barrier has been set up, and says there's no sign any gas is going into the creek.

A large townhouse complex, Parkside place, sits next door along Tillicum road, downhill from the station.

A few residents say they've smelled fumes in their crawlspaces, but Saanich fire says testing shows no actual fuel has seeped into their homes.

Asst. Chief Cave says the municipality first got word from station owners about the situation Thursday afternoon. "It looks relatively fresh at this point," he says. "Chevron Canada is working diligently with the ministry of environment, the Saanich fire department and Saanich engineering to identify the leak and to contain it." the Chevron station in question is normally a 24-hour operation, but is not pumping any fuel as of Thursday evening.

<http://www.cfax1070.com/newsstory.php?newsId=5091>

USA, CO, TELLURIDE

APRIL 18 2008.

DIESEL SPILL AT PEAKS RESORT BEING CONTAINED

Gus Jarvis

Crews hired by the Peaks Resort are continuing in their emergency cleanup after the hotel's fuel reserve tank leaked roughly 1,000 gallons of diesel fuel through a water drain system and into a golf course pond adjacent to Prospect Creek.

The fuel spill was detected on Sunday, April 6, but it remains unclear when the leak actually began.

The spill was the result of a leak in the piping connected to the diesel fuel tank, which feeds generators to power the hotel during power outages.

According to Anne Hersley-Hankins, vice president for LXR Resorts and Hotels, the managing company of the Peaks Resort, emergency cleanup activities are being conducted by Envirotech, an environmental remediation specialty group out of Farmington, N.M. For the past two weeks, the cleanup crews have been skimming the diesel fuel product from the surface of the pond and pumping it into to a truck for disposal in a "state-approved facility" in New Mexico.

Crews are also using absorbent materials such as pads, booms and peat moss to collect the diesel from the surface of the pond and the surrounding vegetation. Once those materials are saturated with fuel, they are retrieved and bagged for disposal at that facility.

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"Once the emergency response activities are completed, additional water sampling and vegetation assessment is conducted to evaluate the next steps for clean-up of residual diesel fuel constituents," Hersley said in an interview Wednesday. "These steps will ensure that the pond/wetland system impacted has been restored to its previous condition and all applicable state and federal regulatory requirements have been achieved." It remains unclear when the emergency phase of the cleanup will be completed.

Hersley said that Prospect Creek and the San Miguel River have been tested twice daily since the spill was detected and, as of Wednesday, all samples have been clean, "showing no detectable levels of petroleum constituents."

Ashley Boling, the executive director of the Telluride Institute, was the first to notify the U.S. Environmental Protection Agency about the spill, and is concerned about its impact on the health of the San Miguel Watershed. The Telluride Institute holds watershed education courses throughout the summer.

"This sounds like a huge environmental catastrophe," Boling said this week. "I am very concerned about it. We take children, from preschool to fifth grade, on tours of the watershed. In the summer, we have kids playing in the San Miguel River and we constantly tell them how precious the river is. This [fuel] may take years before it seeps through the soil and reaches the river."

Hersley said that if contaminants are found in the river, the public will be notified immediately.

"As a precautionary measure, we will continue to test the San Miguel River for an extended period of time but based on testing thus far, we have no reason to believe petroleum constituents will be detected in the San Miguel River," Hersley said. "Immediate steps were taken to keep diesel fuel from leaving the pond and we are able to quickly contain the pond so no diesel fuel had traveled downstream to the San Miguel River."

So far, both local and federal officials have been satisfied with the cleanup process.

"I have been watching what is going on," said Mountain Village Fire Marshal Jim Boeckel, who provided the Peaks with three environmental cleanup company contacts after the spill was detected. Boeckel is the local official in charge of overseeing the emergency phase of the cleanup. "They have been making sure I agree with the process and other than that, I am staying out of their way. They have been working steadily with it and I have no complaints with what they have done so far."

"We were notified of this release and we passed the information onto a program that deals with this type of thing," said Sonya Pennock, EPA Manager of Public Affairs for Region Eight. Pennock was initially notified of the spill by Boling. "We checked with the fire marshal and offered the EPA's assistance and he said no, he had it under control. We were comfortable with it and left our contact information."

"Unless we hear from them, it sounds like their response was appropriate."

Hersley said that the original diesel storage tank that contained the fuel and the piping system that failed is being removed this week. A new "state-of-the-art" petroleum storage and delivery system are being designed to meet the needs of the emergency generator system at the resort. As part of the underground storage tank removal process, the soil and ground water in the vicinity of the tank will be assessed and tested and remediated as per state regulatory requirements.

According to Hersley, the fuel tank/piping that failed was tested by an independent contractor in July 2007 "without any issues."

http://www.telluridewatch.com/pages/full_story?page_label=home&id=58583-Diesel-Spill-at-Peaks-Resort-Being-Contained%20=&widget=push&instance=TW_top_story&open=&

USA, LAS VEGAS

APRIL 18 2008.

IN THE OUTDOORS: ETHANOL-ENHANCED FUEL DOING DIRTY DISSERVICE TO BOAT GAS TANKS

When Congress passed the 2005 Energy Bill, the legislation included a mandate that oil refiners increase the percentage of corn-based ethanol they add to their gasoline products.

Bill supporters argued it was the "green thing" to do, and it would result in lower vehicle emissions while reducing America's need for imported oil. The jury is still out on both counts. In the meantime, motorists continue to burn ethanol-enhanced gasoline, and so do unsuspecting boaters.

Not long after the gasoline suppliers in the Long Island area of New York switched to ethanol-blended gasoline, the Boat Owners Association of The United States (BoatUS) started receiving reports of ethanol-related problems from boat owners. According to an article in Seaworthy, a BoatUS newsletter dealing with marine

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insurance issues, there were "several engines in the Long Island Sound area that seemed to have been badly damaged when fiberglass tanks that had been filled with ethanol-enhanced gasoline started to fail. Some of the tanks had begun leaking."

Similar reports came in from California and the Great Lakes area, so BoatUS conducted tests to confirm whether the problems associated with fiberglass tanks were linked to ethanol-blended fuel. The results showed that tanks exposed to the gasoline mixture lost as much as 40 percent of their structural strength.

While attending a boat accident investigation course a few years ago, I learned that fumes from a single cup of gasoline spilled or leaked into the bilge of a boat could result in an explosion equal to that of several dynamite sticks. It then would be logical to believe that dissolving fuel tanks could lead to an explosive situation.

Most of the reports received by BoatUS involve fiberglass tanks made before the mid-1980s by manufacturers such as Hatteras, Bertram and Chris Craft, but any boat with a fiberglass fuel tank that was not designed to be used with ethanol-blended fuels probably should be considered suspect. It's also a good idea to check fuel hoses for leaks or deterioration.

In addition to weakened gasoline tanks, boat owners also have reported significant engine damage as components in the fiberglass dissolve and pass through their boat's fuel system. The reports described symptoms that include a black sludge that builds up on engine components such as intake manifolds and valves. This sludge is the result of a chemical breakdown in the fiberglass and causes engine parts to stick, and it eventually destroys the motor.

Like most boaters, Lawrence Taylor, a 50-year-old California attorney, was unaware that ethanol-blended gasoline could weaken the integrity of his vessel's fiberglass gasoline tank. It wasn't until he had to cough up \$35,000 for boat repairs that Taylor became aware. So he decided to do something about the situation and filed suit in federal court. Among the 10 gasoline producers and distributors listed as defendants in his suit are Chevron and Exxon Mobile.

Taylor's argument, as reported in the Los Angeles Times, is that the defendants failed to warn boaters that using ethanol-blended gasoline could damage their vessels.

An article in ABA Journal, an online publication of the American Bar Association, quoted Shell Oil Co. president John Hofmeister as saying his company was not at fault because "there were years of advance notification that this change was coming." He contends that "any boat owner or any boat seller or any boat maintenance shop that didn't know about this impending change and the potential consequences simply wasn't listening or reading."

So what can boat owners do now? If the fuel tank on your boat is made of fiberglass, my suggestion is to have your mechanic inspect the tank to make sure that its integrity has not been compromised. If necessary, replace it with something that will stand up to ethanol. Your mechanic can help you with that as well. It might cost you a few bucks, but gasoline isn't anything to fool with. I've seen the aftermath of vessel explosions.

For more information on the subject, read a synopsis of the BoatUS test results online at www.boatus.com/seaworthy/fueltest.asp#results. And have a dictionary handy.

<http://www.lvrj.com/sports/17842444.html>

USA, IA, MASON CITY

APRIL 19 2008.

BAD GAS IN MASON CITY PROMPTS INVESTIGATION

Bob Fisher

Some motorists who filled their gas tanks at a Casey's General Store in the northern Iowa town of Manly are having their cars poop out. One report quotes a worker at the store who says the truck that brought in the gasoline was previously hauling hog manure and hadn't been properly cleaned out before being filled with fuel.

Casey's spokesman Bill Walljasper says they're looking into the situation. Walljasper says there is clearly a problem with the 89-octane pumps after a trucking company made the delivery on Tuesday. Tests are being done by a third party and preliminary results show there is no water in the tank, so that's not the issue.

Walljasper says the company will make sure to find out what happened, though he says the reported scenario is highly unlikely. He says they're working to learn what happened and will make sure it doesn't happen again. The convenience store chain is working with customers to make sure they are taken care of after this incident.

Tank and Petroleum Use Mishaps

Walljasper says he's never heard of trucks that deliver both gas and hog manure. He says: "I'm not saying it couldn't happen but certainly it would be uncommon. In my 18 years with the company, I've not heard of this being a problem at one of our stores." Walljasper hopes tests on the gas will be back no later than Thursday and he encourages anyone who had problems with their car after filling up at the Manly station to contact Casey's as soon as possible.

<http://www.radioiowa.com/gestalt/go.cfm?objectid=58992472-EC18-5633-45AA3324ABABD43D>

USA, MA, BELCHERTOWN

APRIL 3 2008

SELECTMEN OK PRIDE GASOLINE STORAGE TANKS

Stephen C. Hill

Pride Limited Partnerships now has a license to store gasoline at its new gas station, granted Monday by the Board of Selectmen.

Pride President Bob Bolduc said the station, planned for the corner of Routes 202 and 21, will have two fuel storage tanks on the site holding a total of 45,000 gallons. One 25,000 gallon tank will hold unleaded gas; a second partitioned tank will hold 10,000 gallons of diesel fuel and 10,000 gallons of high-test gasoline.

Bolduc said the tank sizes will allow tanker trucks to service the store at off-peak hours. When asked by Ronald Aponte, selectmen's chairman, how often the tanker trucks will visit the station, Bolduc said, "We hope to fill it every day."

The in-ground tanks, Bolduc said, are made of steel with a fiberglass shell. Between the two layers is a space for monitors that detect leaks. The same two-wall, monitored system is used on the pipes that carry the fuel to the pumps, he said.

"The old days of tank leakage are gone," Bolduc said.

Monitoring wells with electronic sensors will also be placed around the tanks should anything go wrong with the tank system, he said.

The company also needs a fuel storage permit from the state fire marshal's office, said Fire Chief Edward Bock.

Bolduc said the permitting process for the site is under way. A Massachusetts Environmental Policy Act review of the site plan, triggered by his request for a driveway off Route 202, has begun, Bolduc said. He is discussing the specifications for a sewer pump station with town officials and has begun a traffic study.

The gas station is expected to serve about 14,000 cars a day, Bolduc said, "which is not significant at this time." A traffic light at the intersection is probably not needed, he said, but that will be a decision made by the state Highway Department.

A convenience store will be built with the station, he said

If all goes well with the permitting process, "we are prepared to start this (gas station) this year," said Bolduc.

The Pride fuel storage permit is the second this year granted by selectmen. Stop & Shop supermarkets were approved to store 60,000 gallons near their George Hannum Road store earlier this year. Company representatives said then that they plan to open their gas station later this year.

www.dailyhampshiregazette.com/storytmp.cfm?id_no=87232-36k

CANADA, ALTA, HIGH RIVER

APRIL 24 2008.

ALBERTA WELDER KILLED AFTER EXPLOSION OF BIODIESEL TANK

Alberta Employment and Immigration (AEI) has issued four orders to a company after a worker was fatally injured when a biodiesel tank he was welding exploded.

The 33-year-old employee of Calgary-based GLP Instrumentation Inc was working on a site near High River, Alberta — owned by prime contractor Western Biodiesel Inc — when the explosion occurred, explains AEI spokesman Barrie Harrison. Following the accident, Western Biodiesel Inc was ordered to: stop work until the cause of accident is determined and corrective measures are implemented; conduct an incident investigation; develop safe procedures related to 'hot work'; and, ensure equipment which was damaged in the explosion is not used until is it certified as safe to operate.

Tank and Petroleum Use Mishaps

The accident occurred on April 15 at about 11:50 am at the work site located approximately five kilometers west of High River, Harrison says.

High River RCMP Constable Ferida Balic says that a police investigation determined that the worker — who she identified as Kevin David Lodge of Yarker, Ontario — was welding on top of a 30-foot high biodiesel settling tank.

"There was a second person that was working with him but the deceased had sent that male down for some sort of rod," Constable Balic says. "But when that person reached the floor, there was an explosion and once all the dust settled, they found the deceased on the floor."

There were approximately 15 other workers in and around the building, Constable Balic says. Two workers "were very close by" at the time, but were not injured as the explosion occurred on the top of the tank. There was structural damage to the building following the accident, she adds.

Constable Balic says that there was also a fire burning inside the tank which contained biodiesel and methanol fumes, but the fire burned off in about an hour.

Precautions can be taken while performing near combustible materials, notes information from the Canadian Centre for Occupational Health and Safety. These precautions include posting a trained fire watcher within the work area during welding and for at least 30 minutes after work has stopped and covering combustible materials with fire-resistant blankets or shields if they cannot be moved and protecting gas lines and equipment from falling sparks and hot materials.

<http://www.ohscanada.com/issues/ISArticle.asp?id=83315&issue=04232008>

USA, NY, FORT DRUM

MAY 2 2008.

CLEANUP AT DRUM MAY RUN 10 YEARS - JET FUEL LEAK: SPILL OF 350,000 GALLONS, NOW UNDERGROUND, DISCOVERED IN 2006

Rachael Hanley

Post officials are estimating that 350,000 gallons of jet fuel, discovered to have leaked into the ground at Wheeler-Sack Army Airfield in April 2006, could take up to 10 years and \$10 million to clean up.

"It's going to be in the millions," said James W. Corriveau, Fort Drum's public works director. "No one knows for certain."

To date, the cost of recovering 32,000 gallons has been \$2 million. Fort Drum officials, who have been drawing the fuel through five wells, expect to add 10 more wells this summer to the tune of \$900,000.

Once the 10 additional wells are online, Mr. Corriveau said, recovery of the underground fuel plume will increase from 400 gallons per week to 1,500 gallons per week.

The cost of the cleanup will be paid by the Defense Energy Support Center in Fort Belvoir, Va., which oversees fuel use for the military.

The recovered fuel is expected to be shipped to a recycling plant where it will be processed and returned to the military for use in heating plants or as vehicle fuel.

While no one is completely sure when the leak started — Mr. Corriveau said it might have been as early as 2001 or 2002 — the base Department of Public Works first identified a leak in April 2006. The spilt fuel was traced to a faulty valve on a sump beneath a refueling oasis on the airfield's tarmac.

Fort Drum maintains a supply of about 290,000 gallons of jet fuel; consumption at Wheeler-Sack ranges anywhere from 100,000 to 700,000 gallons a month depending on the amount of activity at the fort.

The Watertown Daily Times first reported in December 2006 that Fort Drum had shut down seven active wells as a precaution after pumping 3,500 gallons of fuel out of a manhole.

By February 2007, Fort Drum had agreed to pay EA Engineering, Science and Technology of Syracuse \$373,000 to dig approximately 50 wells on the airfield to try to gauge how far the leak spread.

A month later, Fort Drum estimated the jet fuel leak was between 225,000 and 275,000 gallons.

An erroneous keystroke in a computer model led Army officials to revise that number down to 160,000 gallons, plus or minus 40,000 gallons, in November.

The number went back up to 350,000 gallons this week, after the Department of Public Works asked EA Engineering to revise the computer model. An investigation by WWNY-TV news also identified the discrepancy and noted that three years of fuel inventories had tracked constant fuel losses at the airfield.

Tank and Petroleum Use Mishaps

"The numbers keep moving around because we're learning about the spill," Mr. Corriveau said. "It's 44 feet below ground; you can't reach down there and touch it."

The sheer volume of fuel used at the airfield each month meant even 350,000 gallons of missing fuel went unnoticed.

Although estimates on the extent of the leak have changed in the past two years, the egg-shaped plume itself has remained relatively stable. The plume sits on the surface of the groundwater 44 feet under the airfield and is believed to be 450 feet by 550 feet in size.

"The size of the spill isn't growing," said Steven W. Litwhiler, state Department of Environmental Conservation spokesman. "We hope it's going to keep on going down as it's getting cleaned up."

Mr. Litwhiler and Mr. Corriveau agree the fuel does not pose a danger to surrounding municipal water supplies, although it should be cleaned up as quickly as possible. Besides recovering the plume of 350,000 gallons of fuel, Fort Drum eventually will have to recover and clean the 44 feet of soil above the plume and the contaminated water beneath it.

In the meantime, Fort Drum officials are confident enough in the stability of the plume that they expect to bring eight wells near the airfield back online this summer.

Fort Drum also plans to recommission a system of fueling helicopters while they are running that also has been shut down for two years.

About \$3 million is being spent to restore the fuel system, expected to be in operation by late summer 2009, Mr. Corriveau said. This time it will include watertight manholes, rebuilt components and an alarm system to detect any fuel leaks.

<http://www.watertowndailytimes.com/article/20080501/NEWS03/416755371>

USA, UT, DAVIS CO

MAY 2 2008.

OIL REFINERY EXPLOSION ROCKS DAVIS COUNTY, RUPTURED LINE BLAMED – NO INJURIES OR EVACUATIONS REPORTED

Melinda Rogers

It sounded like a boom.

Vanner Johnson, a Woods Cross resident, thought something had fallen over in a bedroom, "something fairly large." His wife was pretty sure the noise came from outside.

An explosion at the Holly petroleum refinery shortly after 8 p.m. Wednesday reverberated through the surrounding communities, startling residents. From his porch, Johnson could see smoke rising from the direction of the refinery that straddles the border of Woods Cross and West Bountiful.

Then he noticed the siren.

Every Friday, the nearby refinery tests its emergency siren, Johnson said.

But it was Wednesday.

"Our first concern was: Is there going to be an evacuation?" he recounted.

Johnson grabbed a camera and ran down to the Woods Cross FrontRunner station.

"First, I could only see a lot of black smoke, then when I reached the station, the flames shot up," he said. "I heard sirens coming from all directions."

A ruptured pressure safety line in one of the refinery's units caused the explosion, said Mike Astin, an environmental manager for the Holly Refining & Marketing-Woods Cross.

Astin said workers had discovered the line - which carries pressure relief to the flame passers-by can see from the highway - had a crack in it. As Holly employees were in the process of shutting down the unit to make repairs to the damaged line, it ignited, causing an explosion and fire, he said.

One minor injury was reported from the blast, after a subcontractor across the street from the refinery became startled from the explosion and fell off his truck, Astin said. The man was taken to an area hospital for evaluation.

There were no evacuations, but roads surrounding the refinery were closed off for part of the evening as crews responded to the blaze, said Officer Ryan King of the West Bountiful Police Department.

King said trains were temporarily stopped until the fire was contained.

Tank and Petroleum Use Mishaps

Astin said the unit where the explosion occurred will temporarily shut down, but the company's operations overall won't be sidelined.

The refinery's fire comes on the heels of a pledge to reduce pollution.

In April, Holly reached an agreement with the U.S. Justice Department to spend millions of dollars updating its pollution controls.

Holly's promise to make \$17 million in improvements and to pay a \$120,000 fine for Clean Air Act violations are part of a national effort by the U.S. Environmental Protection Agency to cut air pollution industrywide.

As part of the deal, the company also will spend \$130,000 to help buy new emergency equipment for the South Davis Metro Fire Agency. The Holly refinery can refine nearly 24,700 barrels of oil daily, producing gasoline, diesel and jet fuel.

http://www.sltrib.com/ci_9115952

USA, NY, WATERTOWN

MAY 5 2008.

HOMEMADE BIODIESEL MAY HAVE CAUSED O-BURG FIRE

A garage explosion and fire may have been caused by home biodiesel production, according to Ogdensburg fire investigators quoted by The Advance News. The 7:20 a.m. Friday blast touched off a fire that destroyed the garage at 610 Rensselaer Ave. The fire also damaged a house and another garage, the Advance reported. Fire investigators said the fire scene revealed several 55 gallon drums and a large amount of vegetable oil, which can be used in biodiesel production. The explosion and fire were at the property of Carl Dashnaw. City fire and codes officials are checking to see whether it's legal to produce biodiesel fuel on a residential property, the newspaper reported.

http://www.newswatch50.com/news/local/story.aspx?content_id=c7b78220-e924-4836-a24b-293c740de6db