

Tank and Petroleum Use Mishaps

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

USA, MI, WHITE OAK TWP

APRIL 24 2011.

GASOLINE CLEANUP MAY TAKE LONG TIME

INGHAM'S DRAIN COMMISSIONER CONCERNED OVER SAFETY ISSUES

Louise Knott Ahern

The pipeline failure that dumped 126,000 gallons of gasoline into the soil of rural Ingham County earlier this month has raised the ire of the county's top water official, who says he's been battling oil companies for two years over the safety of their infrastructure here.

Ingham County Drain Commissioner Patrick Lindemann said that even before high-profile disasters like last year's Kalamazoo River oil spill raised national awareness about pipeline integrity, he began asking fuel companies for maps of where their pipes intersect with county drains and how deeply they are buried.

He wants the information to better protect his drain crews while they're working and so he can act as quickly as possible if a leak occurs near a drain that may affect the ground water.

But he said his efforts have so far resulted in only scant information, indications of major safety threats and a sinking fear.

"I don't think they know where they all are," Lindemann said.

"Trying to get that information is like pulling teeth. There are miles and miles of pipelines out there, and I guarantee you they don't know where they all are - their exact locations - and how deep they are. My confidence level today ... is at an extremely low point."

Lindemann's questions are among many that remain unanswered as crews work to recover about 100,000 gallons of gasoline still in the ground.

It's still not known how long the pipeline was leaking, how far the gasoline has spread within the soil or the last time the Stockbridge pipelines were inspected.

Nor is it known how Marathon will approach the situation long term, once it decides the immediate emergency is over. A plan may be available next week.

One thing, however, is already clear: The incident is one of the largest gasoline spills Michigan has ever seen.

"Make no mistake," said Brad Wurfel, communications director for the Michigan Department of Environmental Quality. "This is a big deal."

Storage facilities

More than 12,000 miles of underground pipes deliver oil, gasoline and other volatile liquids around the state, according to the U.S. Pipeline and Hazardous Materials Safety Administration.

Several major pipelines snake through southern Ingham County, and some of those feed into a fuel storage facility north of Stockbridge with tanks owned by Wolverine Pipe Line Co. and Marathon Pipe Line LLC.

Enbridge Inc., the company responsible for a pipeline rupture that released 800,000 gallons of oil into a creek that feeds the Kalamazoo River last year, also has a storage facility nearby.

It was a Marathon pipe there that caused the leak reported on April 13, and the company now has nearly 200 full-time and contract employees working to clean up the site, according to Robert Calmus, a Marathon spokesman.

Tank and Petroleum Use Mishaps

No cost estimate

The entire process could take years, but there are no estimates yet on how much it will cost the company, said Sgt. Robert Ott, head of Ingham County's emergency management and homeland security team.

Marathon will have to dig up all the soil surrounding the leak and replace it for as long as it takes to completely remove all traces of gasoline in the ground, Ott said.

He and other officials say they're confident the leak was discovered and contained to the drain quickly enough to stave off any immediate environmental or health threats.

Gasoline is considered a hazardous substance because exposure can cause illness and - if consumed in large-enough quantities - death. The fumes can also cause nausea, headaches and dizziness.

"Our emphasis is on ensuring that drinking water and the wells are not posing any health threat to anyone," said Dr. Dean Sienko, Ingham County medical director.

"Fortunately, we have not found any evidence of contamination ... and so far my staff is telling me they do not see a threat to groundwater. But this story is not over for us. We will continue to monitor this situation to ensure there is no human health threat."

Farmer reported leak

The leak was discovered by a hay farmer and horse breeder who, while investigating a strong smell of gas near his land, spotted the telltale iridescent sheen of gasoline trickling into a county drainage ditch on his property next to the fuel tank facility.

Marathon officials say the leak was caused by a faulty gasket on a pipe that pumps gasoline into the company's 180,000-barrel tank.

Ott said that by pure luck, his team conducted an exercise just a few months ago about how to handle a potential gas leak at the very facility where the incident occurred.

"When we got the call, we were ready to go," Ott said. "It went flawlessly. But this drain runs into the Red Cedar River, and that was one of our big concerns."

Lindemann said he wanted the information about pipeline locations because he feared exactly this kind of disaster.

The drain where the leak was discovered leads to the Doan Creek, which eventually dumps into the Red Cedar River, which in turn feeds the Grand River. Lindemann said his greatest frustrations are with Enbridge.

An Enbridge spokesman said Friday that while he was unaware of any negotiations with Lindemann's office, his company is willing to offer any information requested.

"Enbridge would certainly cooperate," said Joe Martucci, a company spokesman reached at home Friday.

"It's a case-by-case situation with pipelines. They would have to inspect it and take a look at the situation, and there are different things that could be possible. But it has to be handled on a case-by-case basis."

Lindemann said his work has found several disturbing things so far, including:

- Enbridge pipelines alone intersect with 24 county drains in 29 different places.
- Fuel companies cannot accurately say how far all of their the pipelines are beneath drains. In some cases, Lindemann said the pipes were put in so long ago that records no longer exist.
- For the ones they can identify, the pipelines often don't meet depth requirements. In one case, a pipeline is only 6 inches beneath the bottom of a drain, Lindemann said.

The current safety standard requires that pipelines be at least 5 feet beneath the bottom of a drain, Lindemann said.

Timing ironic

The Stockbridge incident occurred at an ironic time. It was nearly exactly one year after the disastrous Deepwater Horizon oil tragedy in the Gulf of Mexico.

Plus, just a few days before the leak was reported, federal Transportation Secretary Ray LaHood launched a national program designed to shore up the country's energy infrastructure to prevent such disasters.

Michigan is one of 24 states that will divide \$2 million in grants to create or improve pipeline safety programs.

It's unclear how Michigan will use its \$83,000 grant. A call to the Michigan Public Service Commission seeking comment was not returned.

The U.S. Department of Transportation, which is responsible for inspections of fuel pipeline facilities, also did not return messages seeking information about inspections of the Stockbridge-area pipelines.

In the meantime, the man who discovered the leak says he's ready to leave.

Marvin Speer, 68, had been smelling gas for days around the 16-acre hay farm and horse pasture he owns with his wife, Cindy.

Tank and Petroleum Use Mishaps

His 25-year-old stepdaughter lives with them. She gets migraines, and the smell was getting to her.

When he and his wife saw the gas leaking into the drain, they called it in.

It's been a zoo ever since, he said.

"They're doing their job as far as the cleanup goes," Speer said. "I don't think you could ask for more.

"But I'm looking back there seeing trucks and fences and lights and equipment and people and rollers rolling right through the center of my hay field. I don't want to see them tearing up everything."

Speer said he hasn't asked for any kind of financial compensation from Marathon for his trouble, nor is Marathon obligated to provide any. The company did, however, agree to pay for Speer's stepdaughter and 5-year-old granddaughter to stay in a hotel in Lansing for a while.

"A Marathon supervisor was just here to talk to me," Speer said late last week.

"I told him I'm at my wit's end. I said I don't want to be here to watch you guys tear up everything that has taken me eight years to build. His comment was that in another five, six, seven years my hay field will be back. I said, 'Sure. But am I gonna be alive? I'm 68 years old. I could be dead by then.' "

<http://www.lansingstatejournal.com/article/20110424/NEWS01/104240535/Gasoline-cleanup-may-take-longtime?odyssey=tab|topnews|text|FRONTPAGE>

USA, UT, SALT LAKE CITY

APRIL 24 2011.

CLEANUP FROM OIL SPILL AT LIBERTY PARK POND COMPLETE

Jed Boal

Salt Lake City's worst oil spill in history still stings for the people most directly affected, but there are substantial signs of restoration.

A hole in a Chevron pipeline spilled 33,000 gallons of crude oil into Red Butte Creek on June 12, 2010. The massive leak went undetected until the next morning, contaminating Red Butte Creek and flowing into the pond at Liberty Park, which was fenced off shortly after the spill.

A segment of the Jordan River was also shut down to the public for several weeks while cleanup efforts continued.

Since that time, Chevron spent \$2 million to scoop up 10,000 cubic yards of contaminated sediment out of the pond and restore it.

"This basically has been a big detriment to the community," said Salt Lake City Public Utilities Director Jeff Niermeyer.

Roughly a quarter of the park was closed to the public for nearly an entire year.

Niermeyer worked closely with Chevron throughout the cleanup. Restoration work continues along the creek and in Liberty Park, and he says crews have replaced the concrete wall in the pond and are now in the home stretch.

"There's going to be some confirmation sampling on some water quality in the next week, but everything is looking good," Niermeyer said. "Essentially the cleanup is all done, and now what we're doing is the restoration from the damage that was done during the cleanup."

Initially, Chevron was supposed to finish April 1, but wet weather slowed progress. That disappointed the city, but they insisted the work be done properly.

The company says the cleanup is now complete. The city is satisfied, and the fence will come down before May 14. But is the public satisfied?

Salt Lake City resident Marina Riedel lives along the creek and has seen the damage — and cleanup — firsthand. "I feel like they've done everything that they probably should do to clean it up, but it's still not perfect," she said.

Upstream, Riedel is still trying to assess the long-term damage to the creek in her yard.

"Oh my gosh, it was unbelievable. This was like thick, black, viscous, like something from the opening of the 'Beverly Hillbillies.' On days like today when spring runoff is really running down the corridor, it stirs up the smell of oil," she said. "When we're down cleaning the pond out we'll still find pockets where rainbows of oil will come out for a long time. The wildlife is pretty much gone."

Riedel feels something has been taken from the community, but believes little more can be done.

Investigators concluded that a fierce summer storm blew a tree into an overhead power line, resulting in an electrical arc that burned a hole in the 10-inch-diameter pipeline about the size of a quarter.

<http://www.deseretnews.com/article/705371091/Cleanup-from-oil-spill-at-Liberty-Park-pond-complete.html>

Tank and Petroleum Use Mishaps

USA, OK, HARRAH

APRIL 25 2011.

LIGHTNING POSSIBLE CAUSE OF HARRAH OIL TANK FIRE

CREWS PUT OUT A FIRE AN OIL TANK FIRE NEAR HARRAH TODAY, THE OKLAHOMA COUNTY SHERIFF REPORTED.

Michael Kimball

No one was hurt. The fire started about 9:30 a.m. at the oil property near the 5600 block of N Harrah Road, fire Capt. Todd Davis said. Two fiberglass storage tanks near a well caught fire after a lightning strike. It took about two hours for firefighters to control the blaze, Davis said. Oklahoma County sheriff's deputies also responded to the fire, spokesman Mark Myers said.

http://www.newsok.com/lightning-possible-cause-of-harrah-oil-tank-fire/article/3561736?custom_click=masthead_topten

USA, AKA, ANIAK

APRIL 27 2011.

ANIAK SUFFERS ANOTHER FUEL SPILL; THREE HOMES EVACUATED

HAZARD: RESIDENTS LIVING NEARBY EVACUATED; SCHOOL CLOSED.

Lisa Demer

A gasoline spill discovered Monday at a tank farm in Aniak led to the evacuation of three nearby homes and a one-day closure of the village school and post office, the state Department of Environmental Conservation said in a report Tuesday.

The school and post office reopened Tuesday, and residents returned home, the DEC said. Several area roads were closed initially, and River Avenue remains closed as a precaution.

Gasoline is an explosive and fire hazard and can be dangerous for health if its vapors are inhaled.

Aniak is on the south bank of the Kuskokwim River, some 317 miles west of Anchorage.

None of the fuel seeped from a containment area at the tank farm, which is operated by Crowley Petroleum Distribution, the DEC said.

Crowley estimated the spill at nearly 2,000 gallons of unleaded gasoline. The capacity of the leaking tank is 21,000 gallons; it held 6,500 gallons when gauged last week, according to figures provided to the DEC by Crowley.

Volunteer firefighters applied a water-based foam to the containment area to reduce explosive vapors from the gasoline. Crowley hired response contractors, which focused Tuesday on transferring thousands of gallons of fuel remaining in the leaking tank to another tank, said Jim Butler, a spokesman for Crowley.

As of Tuesday afternoon, about 6,000 gallons of a fuel-water mix had been pumped from the secondary containment area to another tank, the DEC report said. The water is from snow melt, Butler said.

The fuel apparently leaked from a small hole in the tank, Butler said. The spill is under investigation, and the cleanup continues.

This is the second spill in less than two months at a tank farm operated by Crowley in Aniak. The first one was discovered March 8 at a different tank farm, two miles downriver from the current spill. Just under 7,000 gallons of aircraft fuel spilled when a tank valve was left partially open, the DEC said.

<http://www.adn.com/2011/04/26/1829651/aniak-suffers-another-fuel-spill.html>

USA, CA, SANTA ROSA

APRIL 27 2011.

2 HURT IN CHEMICAL BLAST AT AGILENT

Henry K. Lee

Two people were injured, one critically, in a chemical explosion Tuesday at a Santa Rosa company, authorities said. The blast happened at Agilent Technologies on Fountaingrove Parkway at about 10:30 a.m. and forced the evacuation of more than 100 employees. A determination is expected to be made today on whether the building is deemed safe so employees can return, said company spokesman Jeff Weber. A male Agilent engineering employee who was working on a machine suffered critical injuries in the blast and was transported to UC Davis Medical Center in Sacramento, where he was being treated for burns on his face Tuesday night, Weber said. A woman who is employed by another company and works at the Agilent campus suffered a minor head injury from falling objects, Weber said. A chemical buildup on the bottom floor of one of the company's four buildings caused the explosion, Weber said.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/04/26/BA11J7O7O.DTL&tsp=1>

Tank and Petroleum Use Mishaps

AUSTRALIA, NORTHERN TERRITORY, DARWIN

APRIL 28 2011.

MONTARA OIL SPILL LEADS UNIVERSAL TO CLOSE

Larine Statham

One of the Northern Territory's leading engineering companies has gone into voluntary liquidation, in part because of the Montara oil spill.

Universal Engineering managing director Steve Tiley on Thursday released a statement saying a series of soured deals and the recent economic downturn had placed the company in an irrecoverable position.

Last year the award-winning company serving the mining and defence sectors was forced to sack 16 apprentices because of financial troubles.

Advertisement: Story continues below

"I've tried everything possible to save the business and ensure our 20 remaining employees were retained on other projects while we tried to resolve our problems," Mr Tiley said.

He'd been able to find work for most employees in other Darwin-based businesses.

Mr Tiley said Universal Engineering had suffered financial losses as a result of a legal dispute over a major defence project, as well as Australia's worst-ever oil disaster.

A wellhead at the Montara oilfield, operated by PTTEP Australasia, caught fire and leaked oil and gas condensate into the Timor Sea off Western Australia's northwest coast for 10 weeks in 2009.

"Trying to carry all the debt from Montara and the defence project, and being unable to fund any further legal action against a national contractor, compounded by the fact we cannot see any substantial work in future months, I had no option but to close the doors," Mr Tiley said.

"It's incredibly disappointing for me, as I've not only lost the business that I built from the ground up with a team of great employees, but I've lost everything.

"My hope is now that someone with vision will recognise the value in the company, purchase its assets and rebuild the business."

He said he had been able to minimise the impact on the majority of creditors.

Universal Engineering is now in the hands of local liquidator, Stuart Reid of Meertens.

<http://news.smh.com.au/breaking-news-national/montara-oil-spill-leads-universal-to-close-20110428-1dy4q.html>

USA, VA, ALEXANDRIA

APRIL 28 2011.

ESTIMATED 1,300 GALLONS OF SULFURIC ACID LEAKS FROM TANK AT POWER PLANT IN ALEXANDRIA

Authorities say a sulfuric acid leak has been reported at a power plant in Alexandria, Va., but it poses no threat to public safety. Alexandria Fire Department Chief Robert Rodriguez says officials were called to the leak about 1:50 a.m. Wednesday at the GenOn plant on North Royal Street. He says an estimated 1,300 gallons of sulfuric acid leaked from one tank into a secondary tank below. Rodriguez says no has been injured in the incident. He says officials are awaiting crews to clean up the leak. The cause of the leak is under investigation.

<http://www.therepublic.com/view/story/6d67354589744c63aafd3b4266445540/DC--Sulfuric-Acid-Leak/>

USA, ILL, CHICAGO

APRIL 29 2011.

MADIGAN FILES OIL SPILL SUIT

Bryan Cohen

Illinois Attorney General Lisa Madigan announced on Thursday that she has filed a lawsuit against an independent oil producer over an oil spill in Jasper County earlier this month.

The suit alleges that Capco Offshore of Texas Inc., allowed thousands of gallons of oil, saltwater and other oilfield waste to overflow into farmland and ditches at its Willow Hill unit on April 5.

"Oil production in Illinois creates jobs and supports our local economy while helping to lessen our dependence on foreign energy sources, but exploration and production must be done in a way that does not endanger the environment," Madigan said.

The Illinois Department of National Resources' Office of Mines and Minerals and the Illinois Environmental Protection Agency have estimated that at least 1,000 barrels, or 42,000 gallons, overflowed at the site located near the Embarras River.

Representatives from the two agencies have worked with personnel from Capco in an effort to recover the

Tank and Petroleum Use Mishaps

spilled crude and other materials and to remove impounded wastes from a storage building to prevent further releases. The spill occurred after a concrete storage pit just south of Willow Hill overflowed.

Madigan has asked the court to order Capco to refrain from further violations of the Illinois Environmental Protection Act, to find Capco liable for damages and removal costs, to impose the statutory maximum civil penalty and to reimburse the IEPA and IDNR/OMM for costs associated with the cleanup of the overflow.

<http://www.legalnewsline.com/news/232503-madigan-files-oil-spill-suit>

USA, N.C, CHARLESTON

MAY 1 2011.

BOAT OWNERS FIND ETHANOL-GASOLINE FUEL MIX CAN BE COSTLY COCKTAIL

Rusty Stuart had no qualms about heading out in his 32-foot boat for a day of offshore fishing. The ocean was beautiful, and the fishing 30 miles out was good. But his mood began to waver when both outboard engines began sputtering.

"I almost didn't get back in," Stuart said. "I took the boat to the shop and it cost me \$800 to get it fixed. It was because of ethanol."

Most gas stations today carry a blend of gasoline and 10 percent ethanol (E10), an additive used to increase octane and decrease emissions into the atmosphere. But gasoline blended with ethanol can cause problems for boat owners.

As the owner of Russell's Exxon station in West Ashley, Stuart was in a position to do something that would benefit him as well as other boat owners.

"I thought my motors were messing up. It wasn't bad fuel. It was ethanol," he said.

He began looking around for a fuel supplier that carried ethanol-free gasoline. Today, Stuart is one of a handful of dealers in the area, including most marinas, that sell ethanol-free gasoline.

Marine issues

Ethanol isn't a problem for automobiles because they are used almost daily. It's an entirely different matter for boats, which often sit unused for months at a time and have vented fuel systems that allow moisture to enter the tanks.

Mike Murphy, a service technician at Hanckel Marine, has been working on outboards for more than 30 years. He said problems began to surface almost immediately after gasoline manufacturers began using ethanol. Working on outboard boats with ethanol problems is an almost daily occurrence for him.

"The biggest problem is ethanol is alcohol-based and alcohol absorbs moisture from the atmosphere," Murphy explained. "Over a period of months, it can add up to a half-gallon, maybe as much as a gallon of water."

That water separates from the gas and sinks to the bottom of the fuel tank. When a boat takes off, the bow rises and the fuel rushes to the lowest spot in the tank, which is where the pickup tube is located. Water is sucked into the engine, causing it to misfire.

On his workbench, Murphy has a small glass container of ethanol gasoline that has been taken from a vapor separator tank on an outboard engine.

"You can see the line of water here," he said, pointing to the distinct separation. "The top (clear) is gasoline and the bottom (a milky brown substance) is water and ethanol mixed. It has gone into phase separation. You can shake it up and let it sit for a few minutes and it will go right back. It's like vinegar and oil salad dressing, but I don't think I'd put it on my salad."

When fuel goes bad, it has to be pumped out and the dealer has to dispose of the bad fuel. The disposal fee runs \$6.50 per gallon and many modern boats hold 30 gallons or more.

Ethanol is a solvent

In addition to absorbing water, ethanol also is a solvent. It can soften the interior of rubber hoses, and pieces come loose. Pickup tubes in the fuel tank can become brittle and either break off or flake, again sending along particles that can clog the fuel system. Some boats have fiberglass fuel tanks and the ethanol can dissolve the fiberglass resin that holds the material together.

"After a period of time the resins will be dissolved and sucked through the fuel system, leaving nothing but the fiberglass cloth in the fuel tank," Murphy said. He discovered an extreme example in one customer's boat, reaching inside the tank and removing enough fiberglass material to fill four small bags.

"And that wasn't all of it," Murphy said. "That boat had to go back to the manufacturer for a new fuel tank."

A dirty word

Capt. John Irwin of FlyRight Charters fishes about 250 days a year and experienced one minor problem with ethanol fuel several years ago. After shutting off his engine to fish, his outboard became difficult to start. A mechanic

Tank and Petroleum Use Mishaps

suggested ethanol might be the issue. He switched to ethanol-free gasoline and said he hasn't had any more issues.

"It costs me more, maybe \$300 a month, but it's worth it," Irwin aid. "All you hear down in Florida is E10. It's a dirty word, a plague. Those guys hate it."

Capt. Chris Chavis of Fin Stalker Charters fishes both inshore and offshore, the latter in a twin-engine 26-foot center console boat. Now, he burns only ethanol-free gasoline. It costs more, but he said it's well worth it.

Not long after purchasing his boat, Chavis was returning from an offshore trip when the engines began to perform poorly. Instead of cruising at 4,200 RPM, he was only able to reach 2,400 RPM, enough to get him home. But there obviously was a problem.

He took the boat in for service and was told the ethanol was causing deterioration inside the fuel lines, which in turned gummed up the fuel system.

"Luckily, it was under warranty," Chavis said. "I saw the bill, and for each one of those motors it was \$1,400."

Stay ahead of the game

Although modern outboards are designed to run on E10 gasoline, manufacturers suggest using non-ethanol gasoline if it is available. Most marinas now carry ethanol-free gasoline and a handful of regular gas stations also stock a supply.

Stuart said he has boaters from Mount Pleasant, James Island and North Charleston who will make the extra effort to trailer their boats to his West Ashley business to buy ethanol-free gas.

"They'll call and ask how much we have," he said. "They don't want to haul a boat over here to buy 150 gallons of gas and not have it," he said.

Murphy said the service end of the boating industry has been kept busy because of ethanol-related repairs.

"The down side is that we have customers that aren't happy," he said. "They are paying a lot of money and sometimes it's happening repeatedly."

<http://www.postandcourier.com/news/2011/may/01/ethanol-and-boats/>

USA, N.C, CHARLESTON

MAY 1 2011.

ETHANOL IN LAWN EQUIPMENT

Tommy Braswell

Homeowners are much more likely to have ethanol-enhanced fuel problems with their power equipment than professional landscapers are, said Derek Sollars, a mechanic at Corky's Lawn Mower and Chain Saw Service on James Island.

That's because professional landscapers use their equipment on a daily basis, while homeowners will store their mowers, edgers and string trimmers for months at a time.

"A machine likes to be run," Sollars said. "It doesn't like to sit."

During extended storage times, deteriorating gasoline can cause issues that are more expensive to repair than the equipment's initial cost.

"Ethanol will break down rubber and it won't flex like it's supposed to flex," Sollars said. "Fuel lines shrink and cause leakage around the fuel tanks and carburetors. Seals are blown."

Sollars estimated 70 percent of the work he does is related to ethanol. To remove and rebuild the carburetors on smaller motors averages \$75. The costs climb with larger equipment.

If you don't catch a problem early, he said, it can lead to valve and piston problems and a \$75 to \$100 repair job turns into a \$400 to \$500 repair job.

The ideal solution is to use ethanol-free gas or a synthetic blend of gasoline designed for string trimmers and similar pieces of infrequently used equipment. If you do use gas that contains ethanol, he recommends purchasing a test kit to make sure the fuel doesn't contain more than 10 percent ethanol. Anything beyond that amount will void the manufacturer's warranty.

<http://www.postandcourier.com/news/2011/may/01/ethanol-lawn-equipment/>

Tank and Petroleum Use Mishaps

USA, TX, BRIDGEPORT

MAY 2 2011.

LIGHTNING STRIKES GAS TANKS

Greg Janda

Lightning strikes from this morning's storms may have caused two different gas tank fires on Sunday. One tank went up in flames at Bridgeport Tank Truck on the north side of Bridgeport. The owner of the business says one worker was there at the time and saw lightning hit the tank. No one was hurt in that fire, but damages are estimated at nearly \$200,000. The Krum fire department helped contain another fire also thought to be caused by a lightning strike.

<http://www.nbcdfw.com/news/local/121058129.html>

USA, TX, DENTON CO, KRUM

MAY 2 2011.

LIGHTNING CAUSES FIRE NEAR KRUM

Rachel Mehlhaff

Lightning struck a tank battery northwest of Krum on Sunday morning and caused a fire that took firefighters more than six hours to extinguish.

The fire broke out at about 10:30 a.m. in a field on FM455 just east of FM1173, said Roland Asebedo, assistant fire marshal for Denton County.

The tank battery was decommissioned about three months ago but there was residual petroleum product in the tanks, Asebedo said.

Firefighters planned to let the fire burn out based on the amount of liquid they thought to be present, but it turned out to be more than expected, Asebedo said.

The Krum, Sanger, Ponder, Denton and Decatur fire departments responded.

"There was more fuel in the tank than anyone was aware of," Asebedo said. "Whenever it boiled over they didn't want any of it running off."

The fire was contained to the tanks' spill containment area, he said, adding that no structures in the area were endangered.

The petroleum product puts out heavy smoke, he said.

"Residents were advised to stay out of the smoke," Asebedo said.

The fire was put out at about 5 p.m. All damage was confined to the tank battery, he said. At about 5:30 p.m., a crew was being sent out to begin the cleanup process.

http://www.dentonrc.com/sharedcontent/dws/drc/localnews/stories/DRC_Weather-Lightning_0502.2de926cff.html

USA, MA, SHREWSBURY

MAY 3 2011.

CLEANUP BEGINS AT SHREWSBURY OIL SPILL SITE

Lindsay Corcoran

Within 48 hours of its discovery, by astute Shrewsbury PD officer Chad Chysna, the cleanup has already begun. As you may recall, the Shrewsbury Lantern broke this important story on Saturday night, with news of the discovery of a potentially illegally dumped 1000+ gallon oil tank at the site of the former Shrewsbury wastewater treatment facility next to Ward Hill.

Today our town officials having, worked all weekend on pulling their teams together from around the state, sprung into action today with representatives from DEP and our local teams getting an excavator machine all the way down and around this precarious embankment to begin the process of cleaning up the site, while behind the scenes the investigation continues into how this tank got there in the first place. Step one is to get all of the material drained out of the tank itself to prevent any further incursion into the watershed area. Next will likely be to haul the tank itself out of the hole – not an easy task – and prepare it for proper and legal disposal. Preliminary reports are that it is an older style tank and no serial number or other id has yet been found. It's possible that there may be some markings on the bottom that have not been visualized yet, and once it's out of the hole and on a truck, I'm sure the great folks at Shrewsbury Fire and Shrewsbury Police will go over it with a fine tooth comb to see if the tank can be traced back to its source of origin.

Once the tank is out, the DEP will likely do a thorough soil sampling all around the site to see how much of an area, if any, has been contaminated, and then the contracting teams will proceed to dig out and remove all contaminated soil and return the site back to its natural state. The town is trying to leverage as much of its local

705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715

Tank and Petroleum Use Mishaps

workforce as possible to keep the costs down, and the swift action by Shrewsbury Police and Fire have already saved the community quite a bit, with their preliminary response to the situation on Saturday. Great work guys!
<http://shrewsbury.net/?p=11071>

USA, CA, REDWOOD

MAY 3 2011.

OIL TANK AT REDWOOD CITY ASPHALT PLANT EXPLODES, IGNITES TWO ALARM FIRE

Bonnie Eslinger

A 43-ton tank filled with hot oil used to make asphalt exploded into flames Monday at a road materials company in an industrial area of Redwood City, spewing billows of dark smoke into the sky.

The two-alarm fire at Graniterock, 365 Blomquist near Seaport Boulevard, was first reported at 2:22 p.m. Firefighters from Redwood City, the Menlo Park Fire Protection District and other agencies extinguished the blaze about an hour later, Redwood City Fire Chief Jim Skinner said.

A worker near the tank suffered a "slight injury" but did not need to be taken to a hospital, Skinner added.

He said the cause of the explosion is still being investigated.

Ruben Rodriquez, who had driven a construction company truck to Graniterock to pick up some asphalt, said he was near the tank when it exploded and sped away as soon as he saw the flames.

"I'm a lucky guy," he said. "Good thing I had my windows rolled up ... the flames would have come inside the cab."

Graniterock president Bruce Woolpert said he doesn't yet know exactly what happened when the oil ignited.

"Why the material in the tank caught fire, that's a big question," he said. "I don't know that."

Bryan Wylie, who works about half a mile away at a medical device company on Galveston Drive, said he and his co-workers felt an earthquake-like jolt and heard a sound like an "explosion."

When he looked out the window he saw smoke rising from the Graniterock plant.

"The building shook a tiny bit. A co-worker asked, 'Is that an earthquake?'" he said. "I looked out the window and saw a black smoke cloud."

Air quality inspectors conducted tests Monday, Skinner said. "Any smoke has some toxicity, and there was a lot of black smoke."

Redwood City sent out an emergency call through its automated phone system during the incident to tell people in the immediate area to remain indoors, said city spokesman Malcolm Smith.

Investigators from the state Occupational Safety and Health Administration, or Cal-OSHA, are expected to check out the site today, Smith said.

Graniterock, which is headquartered in Watsonville, sells concrete, asphalt and other building materials to the construction industry. It has 16 locations from Oakland to Monterey, according to its website.

OSHA databases show that the company has had three accidents in the last five years. In 2006, an employee was crushed and killed by a construction vehicle at one of its San Jose locations. Another employee lost a thumb in a truck accident at the same location the following year. Last year, a worker at the Redwood City plant on Blomquist tripped over a ladder and fractured his wrist.

http://www.mercurynews.com/peninsula/ci_17977034?source=rss

USA, DE, SLAUGHTER BEACH

MAY 5 2011.

VICTIM HOISTED FROM OIL TANKER FOLLOWING A 20 FOOT FALL

A crew member on an oil tanker fell down a cargo hole off the coast of Slaughter Beach, near Milford, May 3, leading to a joint air and sea rescue of the man.

Around 11:55 a.m. the Sussex County 911 Center received an emergency call from the Greek oil tanker Cosmic approximately 5 miles off the coast of Slaughter Beach.

The ship's captain reported crew member Leovie Caguite, 54, of the Philippines, had fallen 20 feet down a cargo hole and struck his head.

The chief of the Slaughter Beach Fire Department immediately activated the Delaware Air Rescue Team DART, which consists of volunteer fire personnel specifically trained to perform rescues from the rear of Delaware State Police Helicopters.

It took approximately 25 minutes for the Delaware Bay Launch Service to transport a Sussex County paramedic via boat to the oil tanker, to assist Caguite with his injuries. Once on board the tanker the Sussex County paramedic

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Tank and Petroleum Use Mishaps

"back boarded" the patient for transport. Delaware State Police Trooper 4 helicopter then lowered medical personnel from the Lewes Fire Department to the ship via a hoist.

Once the hoist arrived on the deck of the tanker, Caguite and the Lewes Fire Department personnel were hoisted back to Trooper 4. Trooper 4 then transported the patient to the Slaughter Beach boat ramp where he was stabilized by Slaughter Beach ambulance personnel for further transport.

After being stabilized Caguite was then flown to Christiana Hospital where he is being treated for head trauma and is listed in critical condition.

Rescue agencies consisting of Delaware State Police Aviation, the State Fire Service, Wilmington Police Department, Slaughter Beach Fire Department, Sussex County Paramedics, Lewes Fire Department and the United States Coast Guard all played a hand in the rescue efforts.

<http://www.doverpost.com/newsnow/x916857301/Victim-hoisted-from-oil-tanker-off-Slaughter-Beach-following-a-20-foot-fall>

USA, N.Y, TONAWANDA

MAY 6 2011.

LAX SAFETY BLAMED IN DEATH AT DUPONT

Stephen T. Watson

Federal regulators Thursday said "serious" safety violations at the DuPont chemical plant in the Town of Tonawanda led to last November's chemical explosion that killed a contractor working at the site.

Following a six-month probe, the Occupational Safety and Health Administration announced it plans to fine DuPont and contractor Mollenberg-Betz nearly \$117,000 for 17 violations stemming from the blast that killed Richard J. Folaron and badly burned a co-worker.

A search of The Buffalo News archives found the combined penalty is the largest proposed fine issued by the local OSHA office for workplace safety violations over the past two years.

OSHA cited the companies for failing to make sure that any chemical residue and flammable vapors were cleaned out of the storage tank before Folaron and William R. Freeburg started doing welding work there.

"This death and injury graphically underscore how vitally important it is that employers anticipate the hazards associated with welding in potentially explosive atmospheres and institute all protective measures before allowing such work to begin," said Arthur Dube, area director in OSHA's Buffalo office, which conducted the investigation.

In response, DuPont spokesman Rick Straitman said the company planned to meet with OSHA officials soon. He emphasized that DuPont has cooperated with the probe.

A Mollenberg-Betz representative said the small, family-owned mechanical contractor disputes the OSHA findings.

"DuPont is the company that directs the work. [Mollenberg-Betz] followed the processes and procedures of DuPont and feel they did nothing wrong," said attorney Robert G. Walsh.

The explosion occurred the morning of Nov. 9 at the DuPont Yerkes facility at 3115 River Road, near Sheridan Drive.

Folaron and Freeburg were attaching a bracket to a 10,000-gallon metal storage tank that had held a solid-liquid mixture of polyvinyl fluoride, or PVF, a chemical used as a protective coating for solar panels.

Hot sparks from the welding ignited vapors, causing an explosion that blew off the tank's top, killing Folaron, 57, of South Wales, and burning Freeburg's face.

Last November, DuPont officials said the storage tank had been cleaned, inspected and taken out of use.

But OSHA's investigation found the tank still was connected by a piping system to two operating slurry tanks, allowing the vapors to seep inside.

Both companies were cited for violations that included allowing welding in potentially explosive conditions, performing welding without disconnecting the pipelines connected to the slurry tank, failing to properly vent the containers and not thoroughly cleaning the tanks.

OSHA plans to fine DuPont \$61,500 for nine violations and Mollenberg-Betz \$55,440 for eight violations of workplace safety standards.

Over the past 24 months, OSHA's Buffalo office has proposed fines ranging from \$61,000 to \$106,800 against five other companies, The News has reported.

DuPont and Mollenberg-Betz have 15 business days from receiving the citation and proposed penalties to comply, meet with OSHA's area director or contest the findings.

DuPont's statement did not specifically address the issues raised in the OSHA citation.

Tank and Petroleum Use Mishaps

Walsh, the Mollenberg-Betz attorney, said OSHA should not hold the contractor responsible for any safety violations. Mollenberg-Betz was following the safety procedures set by DuPont, which has the specialized expertise, for working in those conditions, he said.

The DuPont Yerkes plant, which has 623 workers, produces film for solar panels and Corian countertops and sinks.

Folaron and Freeburg had been working at the site for a couple of weeks before the blast.

Town of Tonawanda police and DuPont officials said at the time that the explosion did not release chemicals into the environment.

<http://www.buffalonews.com/business/article414021.ece>

USA, TN, MEMPHIS

MAY 12 2011.

FIREFIGHTERS STOP 1.5 MILLION GALLON TANK FROM FLOWING DOWN MISSISSIPPI RIVER

Danya Bacchus

A 1.5 million gallon tank of soybean oil broke free from some of its stabilizing braces along the already engorged Mississippi River Tuesday.

"The tank started to tip a little bit, so inevitably the water was coming up. The chances are it would break free," explained Memphis Fire Department Director Alvin Benson.

The Memphis Fire Department's special operations team responded quickly. They were seen hoisting ropes to the tanker, securing the lines to a fire truck and then connecting water hoses. They plan to fill the tank with nearly 75,000 gallons of water.

"The water would add weight to the tank itself. The tank would ultimately sit itself back down."

The process is expected to take hours. The owners of the massive soybean tank immediately called 9-1-1 when they noticed something was wrong. Fire Director Alvin Benson says the quick response kept an already dangerous situation from becoming a disaster.

"The danger there if it floats away it could endanger barges or other water traffic and things like that so we want to work on that."

After nearly four hours of working, the 1.5 million gallon tank of soybean oil was stabilized.

<http://www.wreg.com/news/wreg-gallon-tanker,0,2163675.story>

NIGERIA, DELTA STATE, WARRI

MAY 13 2011.

WARRI FUEL FIRE EXPLOSION: PPMC, OTHERS COUNT LOSSES

Emma Arubi

Pandemonium took over the entire Warri Refining and Petrochemical Company, WRPC and its sister company, the Product and Pipeline Marketing Company, PPMC, both subsidiaries of the Nigerian National Petroleum Corporation, NNPC, Monday evening when like a tragic bolt from the blues fire explosion engulfed the loading Island of the PPMC depot. The PPMC is the marketing and distribution arm of the NNPC whose depot facilities supply petroleum products through fuel tankers and pipeline networks to various parts of Nigeria.

The incident which took everyone by surprise started from the usually congested loading bay, according to sources, as a result of a spark from a tanker with battery problem. Another source told Vanguard Metro that it was caused by a tanker which in the process of trying to reverse after loading, hit its rear against an iron rod, resulting in a spark that set the commercial centre on fire.

Whatever is the immediate cause, one thing is certain: There was a spark that changed the course of event at the depot for almost five hours before the raging inferno was brought under control by men of the NNPC and SPDC fire services that excluded the fire service of nearby Chevron Nigeria Limited, CNL.

In the confusion that ensued nobody was ready to speak, especially as they had no idea then what actually happened. Indeed, running for the safety of one's life was the main preoccupation at that moment, except for men of the fire service department who stood up to the challenge.

Ultimately, at the end of the day, goods, services and products worth millions of naira had been consumed by the unfriendly visitor, not to talk of the lost of precious human lives.

Speaking to Vanguard Metro, a top PPMC officer who does not want his name in print revealed that the PPMC lost the following to the inferno: Five of the PPMC loading arms were destroyed, half of the loading bay and its roof were burnt, while four petrol tankers were razed. He was, however, not emphatic on the number of persons who lost

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Tank and Petroleum Use Mishaps

their lives, but stated that as far as he knows for now, only one of the truck boys died, while one truck driver was seriously burnt and is receiving treatment at an undisclosed hospital.

But Delta State Police Public Relation Officer, PPRO, ASP Charles Muka told newsmen that two persons lost their lives while one was severely injured. Whatever is the case, the total cost of the destruction visited on the PPMC is no doubt enormous. Even then, what does the fire outbreak portend for Deltans? Fuel scarcity in the offing? Yes or no?

The state Governor, Dr. Emmanuel Uduaghan who paid a visit to the depot and was conducted round the scene of the explosion after a thorough briefing by Mr. Sunday Edegbo, the depot manager and Joseph Edeamrere, Community Relations Officer, told Deltans not to engage in panic buying as the depot has enough products to meet their demands.

Speaking through his Commissioner for Oil and Gas, Mr. David Ekerekosu, Governor Uduaghan assured that "there was no cause for alarm. The management has assured that supply of fuel would not be affected. We urge all Deltans not to panic over what has happened even if we cannot for now ascertain the cause of the fire outbreak. We want to assure all that there are sufficient products to go round. The good news is that there will be no scarcity of petroleum products. The depot will bounce back to full operation and there should be no panic buying".

Truly, repair works on the damaged and affected area have begun as at Wednesday according to a top management staff who further disclosed that the corporation has set up various committees to investigate the remote and immediate cause of the ugly incident.

Be that as it may, one question on the lips of everyone now is: Who pays for the damages incurred during the incident? Who takes responsibility for the four burnt tankers inside the premises of the PPMC as they are purely privately owned by independent marketers. No doubt, insurance companies and the management of the NNPC are expected to engage in some legal gymnastics when the real time for reckoning comes.

<http://www.vanguardngr.com/2011/05/warri-fuel-fire-explosion-ppmc-others-count-losses/>

USA, PA, HARBORCREEK TWP

MAY 15 2011.

FIRE DESTROYS BIODIESEL PLANT

Ron Leonardi

Fire and multiple explosions destroyed a biodiesel plant in the 4600 block of Iroquois Avenue in Harborcreek Township on Saturday evening.

Several area volunteer fire companies responded to the blaze at American Biodiesel Energy Inc. and North American Powder Coatings, 4680 Iroquois Ave.

Fire officials said they have not been able to confirm whether any workers were trapped in the building.

Flames shot at least 100 feet from the roof. Thick, black, acrid smoke billowed from the building. Nearby residents said they heard multiple explosions initially.

Fire and rescue crews responded at 8:18 p.m. to a report of multiple explosions and a building that was fully engulfed in flames, with people possibly trapped inside.

When crews arrived, they found the entire western side of the building engulfed in flames.

The fire spread eastward to the back of the building and engulfed that side, too.

Most of the northern wall was destroyed by 10 p.m., as well as most of the roof. A short, large explosion blew debris away from the building at about 10:20 p.m.

Harborcreek, Lawrence Park, Brookside, Belle Valley, Fairfield, Kuhl Hose Co., Wesleyville and North East fire crews were at the scene. An Erie Bureau of Fire engine was on standby.

The Erie County Hazardous Materials Team arrived on the scene shortly before 10 p.m.

Building owner Lee Akerly, of Harborcreek, said that to the best of his knowledge, no one was inside the 56,000-square-foot building when the fire broke out.

Akerly, 78, said several million dollars' worth of processing equipment for making biodiesel was in the heavily damaged front half of the building. He said he hoped a dividing wall in the building saved the back half. However, a fire official said the fire did break through the wall, and most of the building was destroyed.

Akerly said the building wasn't insured. "We take such stringent care of the safety policy here, we didn't think anything could happen," he said.

Tank and Petroleum Use Mishaps

Initial scanner reports reported the fire as being at a Thermoclad Co. building, which is about 75 yards north of the biodiesel plant. There appeared to be no damage to the Thermoclad building.

Throughout the evening, various firefighters were reporting low water supply at times.

Erie police said Erie's entire east side smelled like smoke.

<http://www.goerie.com/apps/pbcs.dll/article?AID=/20110515/NEWS02/305149907/-1/newssitemap>

USA, PA, PITTSBURGH

MAY 16 2011.

LAWRENCEVILLE ABLAZE: THE ATLANTIC REFINERY FIRE OF 1923

About 100 years ago, Pittsburgh was the center of a booming new energy industry: oil. Accidents will happen, of course. Michael Connors recount a real doozy, right in the middle of the city.

Robert Marston, 18, from Manchester, N.H., was killed under a tree near Pressley Street on the North Side. Men inside the Cedar Avenue Elks Lodge saw him go down. They took him to Allegheny General Hospital, but he was dead, killed by lightning.

A mile or so and seconds away, a bolt of lightning crashed into the top of an oil storage tank at the Atlantic Refining Co. along Butler Street in Lawrenceville. It was a little before 2 p.m., Friday, June 15, 1923. The bolt ripped through the top of the steel tank spewing thousands of gallons of Pennsylvania crude to the ground while bursting into flames.

The refinery gate guard ran to firebox 547 at the corner of 57th and Butler. The first drops of rain began to fall just as Pittsburgh's worst oil fire got under way.

Tank 83 was a big tank, much larger than the typical Lawrenceville house. Already the column of thick black smoke was the tallest structure between New York and Chicago.

'Their jobs going up in smoke'

The Atlantic refinery manufactured all sorts of petroleum products, a long list of lubricants, as well as kerosene and gasoline.

In the decades following Drake's discovery of Titusville oil, Pittsburgh became the center of the U.S. oil industry. Pittsburgh was home to more than 50 refineries and produced the country's drilling tools and tank cars. By the mid 1920s Pennsylvania was still producing 7-plus million barrels of oil annually.

Maurice Connors: the fire that time.

Maurice Connors had been a refinery fireman for 12 years. His job was to keep water sprayed on taps leading to and from storage tanks. Friction caused by fluid in motion would often lead to flare-ups. Workers were thrown in all directions when lightning struck Tank 83. By the time Maurice regained his feet and nozzle, the fire and spill was the worst thing he had ever seen.

An 1891 Irish immigrant, my grandfather Maurice had seen his share of hellish situations at the Isabella Blast Furnace and at Armstrong Cork. In 1913, with his wife Delia six months pregnant, he had sat at the bedside of an 8-year-old son as he died of a heart ailment. Maurice had lived in constant fear of his children's health throughout the influenza of 1917. Now he was living with the abomination known as the 18th Amendment -- Prohibition.

As Pittsburgh city firemen from across the East End pulled from their stations, all could see their destination. Draught horses knew which way to go. There were still many a horse on the fire department payroll.

Engine Company 24 sped along Butler Street right into the path of a streetcar near the 46th Street car barn, injuring both drivers.

Engine Company 32, 6 and 25 were among some of the first to arrive on the scene, as was Pittsburgh fire Chief Michael Shanahan. Fire trucks lined Butler Street, spraying all the storage tanks they could reach while refinery firemen attacked the flame of Tank 83 from several different directions.

Freight trains along the Pennsylvania Railroad's Conemaugh tracks increased their speed to get by the fire -- a dangerous maneuver for westbound freight entering Downtown Pittsburgh. There were scarcely a half-dozen larger cities in the country.

Passenger and commuter rail was rerouted through the North Side. Freight traffic was soon stopped in its tracks when the railroad sent its own firemen. The 75 men on the fire train ran their hoses directly into the Allegheny River. The railroad wasn't being benevolent, though the refinery was a large customer: four sets of east-west track vital to commerce were in jeopardy.

Chaotic scenes occurred along Butler Street. Police, clubs in hand, were trying to establish a perimeter. Off-duty refinery workers literally seeing their jobs going up in smoke were determined to get by them. All along, rain continued to fall.

Tank and Petroleum Use Mishaps

The still gathering crowd, including refinery workers' relatives, already numbered in the thousands. The police struggled to push the crowd back behind homes being forcibly evacuated, though few residents needed much persuading. Onlookers and evacuees carrying what possessions they could were herded onto Sunnyside Hill.

They strained to see through noxious thick black smoke as flames leapt into the air. Not only did spectators lose sight of firemen, groups of firemen would lose sight of each other. One hose company after another would spray in the direction of those lost from view, in hope of providing cover for retreat.

This practice achieved mixed results. At times, it was a life-saving measure. In other incidents it accomplished nothing -- or worse, it would knock fellow firemen into ankle-deep hot oil.

It was impossible to hear over the roar of the flames. Shouts went unheeded. Screams went unheard. Oil being oil, gloves slid off of hands. Helmets slid off or were otherwise discarded. Clothing smoldered, hair burned.

'A sea of liquid fire'

That very morning Pittsburgh Mayor William Magee had vetoed a council bill to increase fire department salaries.

Ambulance-loads of nurses from St. Francis and St. Margaret hospitals attended to the injured. Priests from St. Mary and St. Joseph, along with Red Cross workers, provided what comfort they could. Father Angel of St. Kiernan helped drag burned firemen through a hole cut into the refinery fence. Many from Engine Co. 9 were from his congregation, as was Maurice's family.

Firemen tried to reach the valve at the bottom of Tank 83 which, prior to the lightning, was filled to capacity with 30,000 barrels of crude oil.

The hope was to open the valve to drain oil onto the refinery ground. Using wooden walls of storage sheds as shields, they tried to approach the valve but the heat was too intense.

Hundreds of refinery workers dug trenches like doughboys. They cut channels in the compacted ground leading away from the "hogbacks" -- underground tanks containing hundreds of thousands of gallons of the refinery's most volatile product, gasoline. It was enough to burn the city of Pittsburgh to the ground.

After burning for five hours Tank 83 melted, sending what The Pittsburgh Press called "a sea of liquid fire" throughout much of the 26-acre refinery. Flames appeared along the exterior walls of the refinery garage. Workers were able to drive most of the trucks out on to Butler Street. Some in for repairs were lost; the majority were out on deliveries.

Rumors swirled like thick black smoke amongst onlookers on rain-soaked Sunnyside Hill. First 20 firemen were dead; then word was 50.

The heat became so extreme that Storage Tank 81 burst, the immense round roof hitting the sidewall. It splashed hot oil in all directions for a two-block radius.

Dozens were splashed on Sunnyside Hill, including children of refinery employees attending Mount Albion summer school where windows were breaking from the heat. The contents of Tank 81, an additional 30,000 barrels of crude, sent firemen and laborers running for their lives.

The fire train retreated toward Downtown as creosoted railroad ties caught fire. All four sets of railroad track bent and twisted from the heat of flaming oil.

A Pittsburgh Gazette reporter wrote he "thought his last moment had come. Everybody running, yelling, screaming. A dozen blocks away families hurried their household goods into the street."

With the aid of paddy wagons, police pushed the Butler Street crowd all the way back to 47th Street, the rear of the crowd found themselves with their backs to the wrecked streetcar, still partially blocking Butler. The rain continued, and "explosion after explosion rocked the district."

Fire chief Shanahan -- burned, cut and bruised -- called a "general alarm." All firemen and equipment from throughout the city was ordered to respond.

Burning oil rolled through the railroad bed, taking various tanks and sheds along with it. Flames two stories tall flowed down the Allegheny River. Sharpsburg and Etna police closed the 62nd Street Bridge to traffic. They watched in disbelief as flame traveled upriver against the current of the rain-swollen Allegheny. Day turned into night.

Hours went by. Firemen sprayed water on flames and nearby homes. Refinery laborers built earthen breastworks between themselves and storage tanks 84, 86 and 87.

Quoting the Pittsburgh Press, "they fought in the shadows of blazing tanks, emissaries of death sending forth their flaming breath to the night sky."

The Brushed Steel Company along with The United Engineering and Foundry Company caught fire to the east of the refinery. The loom shed at M.B. Suydain burned to the west.

Behind the crowd on Sunnyside Hill another fire appeared, near the playground on North Millvale Street. This

Tank and Petroleum Use Mishaps

one was quite intentional. Thirty police were dispatched.

Roughly 150 men in white robes fled in autos as the first police arrived. Patrolman Harry Sweeny and Ben Damatroski both suffered burns pulling down the flaming cross, built from 1-inch iron pipe and ignited with kerosene-soaked rags. Just another message from the Ku Klux Klan to local Catholics.

5.5 million gallons in 28 hours

As night gave way to morning, Pittsburgh's newspapers found it difficult to keep up with the fire's development. Flaming oil after all was a fluid situation.

The fire burned through Saturday morning and most of the afternoon. A full 28 hours after the lightning struck, fire chief Shanahan proclaimed the fire was under control.

At least 100,000 barrels (5.5 million gallons) of oil was gone. Burned or swept away -- roughly half the size of the Exxon Valdez spill of 1989. In 28 hours. In Pittsburgh.

Along with tanks 83, 81 and 85, tanks 121 and 122 were gone. Tanks 52 and 71 containing 600 barrels of naphtha had also melted away.

At least 50 spectators had been injured by hot oil. Dozens of firemen were sickened by smoke and fumes. Some were hospitalized for exhaustion or shock, many had sustained burns.

City fireman George Fredricks took a hot spark in the eye. Refinery fireman Michael Schauder lost two fingers on his left hand, severed by a dropped oily nozzle under pressure.

Miraculously, no one was killed. No homes were lost. In addition to the tanks, the refinery lost several large buildings.

Various fire companies packed up and headed home. On the way back to their station, Engine Company 16's truck caught on fire; they put themselves out.

Railroad workers immediately got to work rebuilding the Conemaugh tracks. Atlantic Refinery officials vowed to rebuild at once. Consumers were advised that they would see a slight increase in prices.

Maurice: the epilogue

Maurice had punched in at 5 a.m. on Friday. He punched out after 5 p.m. on Saturday. He caught a ride with a Red Cross wagon to a temporary shelter at the Union Steel Casting Company near the 62nd Street Bridge.

There he bathed his burnt and oil-encrusted body and pulled on a fresh set of clothes. He drank a tall glass of complimentary whiskey from one of the many nearby speakeasys. He declined an offer of cantaloupe. Didn't care for melons, neither fruit nor bankers.

Maurice returned to the refinery a couple days later. But the job he had fought so hard to preserve now frightened him. His mustache would grow back, but he never fully regained his strength.

He was fired for being sick in 1926. It was tough for Delia and the eight living children, seven by birth and a second daughter Mary that the family had "taken in" when her own mother died. They got by on the wages of son John, who worked at Hubbard's Shovel Factory.

Maurice died in October 1927 while Babe Ruth, Lou Gehrig and the rest of the Yankees' Murderers' Row were killing the Pirates in Oakland. His kids ranged in age from 5 to 24.

The day after the Atlantic Refinery fire, a Millvale friend identified the lifeless lightning-struck body at the morgue as Robert Marston.

<http://www.post-gazette.com/pg/11135/1146432-109-0.stm#ixzz1OEmPvo9q>

USA, PA, SCRANTON

MAY 18 2011.

EP FINES CHESAPEAKE MORE THAN \$1 MILLION FOR FIRE, CONTAMINATION INCIDENTS

Laura Legere

The state Department of Environmental Protection has fined natural gas driller Chesapeake Energy a record \$1.1 million for a series of water contamination incidents and a well-site fire that injured three workers in the last year.

The company will pay \$900,000 for allowing methane to migrate up faulty wells in Bradford County, contaminating 16 families' drinking water beginning in 2010. It also will pay \$188,000 for a Feb. 23 tank fire at a well site in Avella, Washington County.

DEP Secretary Michael Krancer said the contamination fine is the largest single penalty the agency has ever levied against a driller while the tank fire fine is the highest allowed under the state's oil and gas law.

"Our message to drillers and to the public is clear," he said. "It is important to me and to this administration that natural gas drillers are stewards of the environment, take very seriously their responsibilities to comply with our regulations, and that their actions do not risk public health and safety or the environment."

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Tank and Petroleum Use Mishaps

The water contamination incidents in Bradford County are similar to those experienced in Susquehanna County: improperly cased and cemented natural gas wells allowed methane trapped in the shallow rock between the surface and the Marcellus Shale to escape into drinking water aquifers. It bubbled up in a private pond, a beaver pond and the Susquehanna River from as many as six sets of faulty wells in five towns.

In some cases, the methane became an explosion risk and families had to be evacuated from their homes. In other cases, residents could light their tap water on fire.

As part of the consent order issued by the department, Chesapeake will have to remediate the contaminated water supplies, take steps to fix the faulty gas wells and report any water supply complaints to the DEP.

If methane dissolved in the drinking water wells does not decrease within 60 days to a point far below any risk of explosion or asphyxiation, Chesapeake will have to restore or replace the affected water supplies if it has not done so already. For families who may refuse the company's fixes, Chesapeake will have to fund escrow accounts with an amount to be determined by DEP to pay to replace the water.

In a statement, Chesapeake said the methane contamination is "possibly caused" by natural gas drilling activities and that the company has worked cooperatively with DEP to address the issues since they emerged last year.

"Even though the results of our joint review remain inconclusive at this time, we believe proceeding with an agreement and taking prompt steps to enhance our casing and cementing practices and procedures was the right thing to do," spokesman Brian Grove said.

The company has changed its casing and cementing methods to add a third string of nested steel pipe to its wells - a practice that is now required by the state's updated gas drilling regulations.

The Bradford County contamination incidents addressed in the order are unrelated to a blowout at a Chesapeake well site in April that spilled an estimated 10,000 gallons of wastewater onto a field and into a stream.

The department has issued a violation notice in that case but has not yet assigned a penalty.

In the Avella incident, DEP found that Chesapeake was improperly handling condensate - the highly flammable natural gas liquid produced with so-called "wet gas" from the Marcellus Shale in southwestern Pennsylvania. Three subcontractors were injured on Feb. 23 when three condensate separator tanks caught fire while workers were testing and collecting fluids from the wells.

Chesapeake was using open tanks that allowed the condensate vapor to escape into the air next to several potential ignition sources, including flaring gas wells. The company will now have to get approval for a condensate management plan for each of its well sites, according to a DEP order.

<http://thetimes-tribune.com/news/gas-drilling/dep-fines-chesapeake-more-than-1-million-for-fire-contamination-incidents-1.1148039#ixzz10EpT29qR>

USA, N.D, BISMARCK

MAY 19 2011.

COMPANIES FACE MILLIONS IN FINES OVER FLOODED OIL PITS

James MacPherson

Nineteen oil companies working in North Dakota's oil patch face fines totaling several million dollars for failing to protect waste pits from spring flooding, state regulators and health officials said Wednesday.

Lynn Helms, the director of the state Department of Mineral Resources, told The Associated Press that 47 waste ponds were swamped this spring by meltwater from one of the state's snowiest winters on record.

The waste pit breaches came after widespread warnings of the spring flood potential following heavy snowfall across the state. Williston, in the heart of the state's oil patch, had nearly 100 inches of snow this year, topping the previous high of about 95 inches set in 1895, the National Weather Service said.

Helms said at least five swamped sites will be fined more than \$500,000 each because no action was taken to prevent the spills.

"Their response to the cleanup also was very slow or inadequate," he said.

Owners of 40 of the sites will be fined a minimum of \$12,500, he said.

Complaints against the companies will be filed soon, and the total amount of the combined fines is still being tallied, officials said Wednesday.

Runoff from the waste pits, which are about the size of a large swimming pool and can contain oil, diesel, drilling muds and chemicals, has not threatened drinking water sources, said Dennis Fewless, director of water quality for the state Health Department.

"Having said that, there will be a continual process of testing," he said.

Cleanup is still going on at many of the spill sites and could take months, officials said. They said the number of

Tank and Petroleum Use Mishaps

polluted acres is still unknown.

Glenn Wollan, a field supervisor with the North Dakota Oil and Gas Division, said New York City-based Hess Corp. accounted for nearly a third of the reported spills. Hess is one of the oldest operators in North Dakota's oil patch, first tapped 60 years ago.

Runoff from one site owned by Hess in Williams County made its way to Lake McLeod, near Ray, officials said.

Representatives for Hess did not immediately return calls for comment Wednesday. The company has said before that the bulk of their reported spills were contained at the site where they occurred.

Hess has said that less than three barrels of oil or drilling mud made it into Lake McLeod, and that cleanup was being done to skim pollution off the lake.

Regulators warned oil companies by telephone and by letter to in March to build dikes and take other precautions to prevent overflow of the open pits due to runoff.

Fewless, of the state Health Department, said some companies appear to have ignored the warnings.

"Frankly, some of these companies didn't feel we could get this amount of runoff, but Mother Nature proved we can," he said.

http://www.bismarcktribune.com/news/state-and-regional/article_d0b366d2-8161-11e0-ad54-001cc4c002e0.html

AUSTRALIA, VICTORIA, MELBOURNE

MAY 20 2011.

CREWS BATTLE MASSIVE FIRE AT DANDENONG SOUTH OIL PLANT

Amelia Harris

UPDATE 2.15pm: A MONSTER Melbourne blaze that triggered massive fireballs and huge plumes of black smoke could have been far worse, fire crews say.

This morning fire crews have a huge fire involving 700,000 litres of engine oil at a plant in Melbourne's southeast.

And this afternoon, the fight to take control of the situation continues as crews try to stop run-off from the site from polluting local creeks.

Melbourne Water's regional waterways manager David Norman said the fire posed a risk to Eumemmering Creek because chemicals stored on site, could leak into nearby stormwater drains, he told the Dandenong Leader.

Crews have already drained 40,000 of contaminated run-off from nearby drains.

"Melbourne Water is working closely with the CFA and EPA to reduce potential for large volumes of chemicals to make their way through drains and into Eumemmering Creek, 3km from the factory," Mr Norman said.

Earlier, Country Fire Authority firefighters were joined by the Metropolitan Fire Brigade to try to bring the blaze measuring 1800sqm under control.

Crews managed to contain the fire at the TriTech Lubricants in Dandenong South by about 2am, but the factory at 170 Williams Rd was destroyed.

CFA incident controller Mark Kennedy said the blaze could have been even bigger had local firefighters not known a hydrogen pipe was on the property.

"We were able to shut the hydrogen off before it was compromised," he said.

"It had the potential to make this fire significantly worse."

Crews were forced to retreat from the burning warehouse for a period of time and fight it from outside.

"It was a very difficult fire to fight given the intensity of the fire based on the products that were on fire," Mr Kennedy said.

"This is certainly up there with one of the worst fires we've had.

"It has certain similarities to another fire in Dandenong South a number of years ago in terms of the product that was burning and the fire itself."

The bulk of the fire was put out by 5am.

About 130 firefighters, 23 CFA and six MFB appliances were involved at the height of the blaze.

Two neighbouring factories suffered damage to back walls.

The CFA has urged residents living in Dandenong South, Lynbrook, Hampton Park and Cranbourne North to remain indoors with windows and doors closed as a precaution.

CFA operations officer Arthur Haynes said crews had to work hard to contain the blaze because of the amount of engine oil involved.

"We think the fire started in the office. We'll have fire investigators there this morning," Mr Haynes said.

"We haven't determined the cause of the fire yet."

Tank and Petroleum Use Mishaps

Matthew Murcott, who manages a business nearby, said his staff saw shooting flames.

"My boys work just down the end here. I think they may have actually called the fire brigade," Mr Murcott said.

"Everyone was ringing us saying our street's on fire. They just got in a bit of a panic and worried they couldn't get out of the street. Everyone evacuated."

Boilermaker Justin D'Souza only heard about the fire as he drove to work this morning.

"They have shut down our power, well they have reduced it at least, so I don't think we'll be able to work today," he said.

Panga Manoharan said he returned to his nearby grocery importing business about 10pm after learning of the fire.

Mr Manoharan said he worried his building would catch fire.

Greens Rd was closed between Frankston-Dandenong Rd and the South Gippsland Hwy as the fire raged.

One witness described seeing towering flames and huge plumes of thick smoke just after the blaze erupted.

"It was an intense fire," he said.

"Just when you thought it was under control it would flare up again."

No one was injured in the blaze and authorities have not yet determined if it was suspicious.

According to the company's website, the Australian-owned TriTech Lubricants was established in 2002 and moved to its current premises in 2009.

<http://www.heraldsun.com.au/news/crews-battle-massive-fire-at-melbourne-oil-plant/story-e6frf7jo-1226059320195>

USA, OH, WINTON HILLS

MAY 29 2011.

FIRE BREAKS OUT AT CHEMICAL COMPANY

Trina Edwards

A fire broke out last Wednesday night at a chemical company in Winton Hills.

It happened around 11:45 p.m. at Emery Industries on Este Avenue.

When firefighters arrived, they found a 250-gallon vessel with heavy fire from the top that was threatening a building next to it.

It was determined that the product in the tank was Dowtherm, a heat transfer fluid. It was determined that streams would be directed on the tank to cool it and a misting spray was placed on the flames to keep them from entering the building but not extinguishing them.

Once the tank was cooled down the vapors stopped escaping and the fire went out.

Dowtherm is used as the fuel to apply heat to the process they were running in that part of the plant.

Company officials said that when they started the process up it built 3 times the pressure it normally does.

The relief valve opened and the product in the air reached an ignition source and ignited. Dowtherm is a low level irritant and contains components that have caused cancer in laboratory animals.

All fire fighters operating at the scene used Self-Contained Breathing Apparatus (SCBA). The leak was not large enough to cause any evacuations except for the plant workers. Loss is listed at \$750,000. No firefighters or civilians were injured. The cause at this time is a chemical reaction.

<http://www.fox19.com/story/14675401/fire-breaks-out-at-chemical-company>

USA, MI, HARBORCREEK TWP

MAY 20 211.

FIRE CHIEF: 26 FIREFIGHTERS EXPOSED TO CHEMICALS DURING HARBORCREEK PLANT FIRE

Ron Leonardi

Firefighters who fought a blaze that heavily damaged a Harborcreek Township biodiesel plant Saturday night were exposed to a mixture of at least nine chemicals, Fairfield Hose Co. Chief Jim Hawryliw said Wednesday.

Authorities also said as of Wednesday evening, at least 26 of the estimated 100 firefighters at the blaze had sought medical treatment in the past few days for a variety of respiratory-related problems.

None of the symptoms are life-threatening, and no firefighters have been admitted to a hospital, said Carrie Colleran, medical director for prehospital services at Saint Vincent Health Center.

"I know there were at least 10 firefighters from both companies in North East -- Fuller and Crescent Hose -- who were treated," Colleran said.

Hawryliw organized a meeting Wednesday night at Fairfield Hose Co. to discuss concerns related to Saturday's
705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715

Tank and Petroleum Use Mishaps

chemical fire at 4680 Iroquois Ave.

The 56,000 square-foot plant there is home to both American Biodiesel Energy Inc. and North American Powder Coatings.

Investigators are still gathering information and have not yet determined what caused the blaze.

No one was believed to have been inside the plant when the fire broke out, authorities said.

About 100 firefighters from 12 area companies responded to the plant at about 8:18 p.m. Saturday.

It took firefighters more than six hours to bring the blaze under control, and another four to five hours before it was extinguished.

Fire crews were called back to the plant Sunday evening and Monday morning after flames rekindled in portions of the building.

About 40 people attended Wednesday's meeting, including area fire officials, state Department of Environmental Protection representatives, Erie County Hazardous Materials Team officials, a chemist, fire marshals, and insurance agents.

"After the fire, we felt it was good to get everybody together in one room so we're all on the same page when it comes to the safety of our members and of the community," Hawryliw said. "With all the chemicals involved in the fire, we had a lot of concern about that."

Firefighters who have sought medical attention have complained of sore throats, headaches, respiratory ailments, flu-like symptoms, burning in the upper airways, mouth and nose, blurry vision, coughing, chest tightness, back pain and neck pain, Colleran said.

"There are some folks who do have some minor symptoms that haven't sought care that I have talked to," said Colleran, who also serves as medical director for the Fairfield, Brookside, Crescent and Harborcreek volunteer fire companies.

"But there are 26 confirmed firefighters who have sought care that we are aware of," she said.

Included in that number are three firefighters who suffered minor injuries, including one who was treated for chemical burns, Colleran said.

"We're accepting the fact that we got exposed to a little of everything," Hawryliw said.

Hawryliw said the biodiesel plant's owner, Lee Akerly, of Harborcreek Township, identified to DEP and Hazmat officials nine chemicals that were inside the building: vegetable oil, glycerin, ethanol, methyl hydroxide, toluene, sulfuric acid, dry lye, powder coating and sodium methoxide.

"I believe there could be more chemicals in there," Hawryliw said. "I believe the list we got was nine, but I think every day you go in there, you'll probably find something else. That's what our biggest concern is.

"We've been to that plant a lot over the years, with all the chemicals, and we were just never sure exactly what's in there," Hawryliw said. "It's been ongoing for 30 to 40 years. That was always the building we were afraid was going to burn for the simple fact that there are so many chemicals in there."

Hawryliw said he believes a majority of firefighters who responded to the blaze Saturday, or who were at the building Sunday or Monday, will have to replace contaminated gear and equipment.

The cost of replacing that equipment, he estimated, could be \$1.5 million.

Items that might have been ruined because of chemical contamination include coats and pants, boots, helmets, gloves, hoses, air packs and fire engines.

"One of our key issues is to try and get some sort of monetary estimate at what it will cost to replace that," he said. "A simple set of bunker gear -- helmet, air pack -- may cost anywhere from \$5,000 to \$10,000," Hawryliw said. "If we have 100 firefighters, that cost is going to be a lot."

Thick, black smoke billowed from the plant Saturday night, and flames shot at least 100 feet high.

"It's being recommended that anybody who had any smoke into their gear has to have their gear replaced," he said. "It has contaminants from the fire. That's going to be up to the discretion of each fire chief."

<http://www.goerie.com/apps/pbcs.dll/article?AID=/20110519/NEWS02/305199944/-1/news>

USA, IN, COLUMBUS

MAY 21 2011.

COLUMBUS MAN BURNED BY ANHYDROUS TANK

Chris Schilling

A Columbus man sustained a chemical burn while he was collecting scrap metal Friday when anhydrous ammonia sprayed from a tank authorities think was altered to illegally transport the chemical. Randall Erdmann, 52, was treated at the scene for burns to his lower left leg. He was not taken to the hospital, according to Bartholomew 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715

Tank and Petroleum Use Mishaps

County Sheriff's Department. Erdmann was looking for scrap metal in the area of Roads 400N and 575E when he found a metal tank and opened the valve. The tank contained anhydrous ammonia, which sprayed on his leg, the sheriff's department said. Deputies believe the tank was altered to illegally transport anhydrous ammonia, a farm fertilizer used in the illicit production of methamphetamine. Sheriff's Chief Deputy Maj. Todd Noblitt said residents should stay alert when encountering suspicious items because methamphetamine cooks often discard trash from their labs along roads and in fields and wooded areas. He encouraged anyone who sees something suspicious to not touch it and report it to local law enforcement, 379-1689.

http://www.therepublic.com/view/local_story/Columbus_man_burned_by_anhydro_1305925798/

UK, SUSSEX

MAY 23 2011.

RYE CHEMICAL SPILL COMPANY FINED £150,000

An East Sussex chemical company has been fined £150,000 after 340 tonnes of flammable chemicals were spilt when a corroded tank collapsed.

A 300m (325-yard) exclusion zone was in place for two days around Solvent Resource Management Ltd following the spill in Rye on 11 March 2009.

The company pleaded guilty at Brighton Crown Court to breaching health and safety regulations.

The Health and Safety Executive (HSE) said the tank was not properly managed.

No-one was injured in the incident, which happened at in the early hours of that morning, but roads in the area were closed and residents were told to stay indoors and to keep their windows and doors shut.

The HSE said solvent and contaminated waste water released into the area were potentially hazardous and highly flammable.

An inspector found the company had failed to properly manage the examination and inspection of the tanks on the site.

"The consequences of not operating a plant in accordance with accepted international standards can be catastrophic both to people and the environment," said HSE Insp Trevor Collis.

"It was only timing that prevented this incident being more than a significant disruption to local residents and businesses."

The company was also ordered to pay costs of £20,000.

<http://www.bbc.co.uk/news/uk-england-sussex-13475096>

USA, LA, PLAQUEMINE

MAY 23 2011.

2 WORKERS DIE AT CHEMICAL PLANT

Alyssa Schneider

Two people died inside a chemical plant vessel south of Plaquemine on Sunday.

The Louisiana State Police said its hazardous materials hotline received a call around 1 p.m. about two people unconscious at the Shintech Plant.

Lt. Doug Cain with LSP said a contractor went inside the vessel to get tools he forgot and was overcome by an unknown chemical.

When another Shintech employee went in behind him, that person was also overcome by the chemical and died.

"We believe it was an oxygen-deficit environment," Cain explained. "They were overcome by some sort of chemical. There wasn't enough oxygen and both of them went unconscious and ultimately died."

The names of the victims have not been released.

Autopsies are scheduled for Monday.

Shintech has been under construction since 2005 and will make chlorine, caustic soda and other chemicals.

<http://www.wafb.com/story/14694428/2-workers-chemical-plant-in-plaquemine-killed>

Tank and Petroleum Use Mishaps

USA, ILL, MORRIS

MAY 24 2011.

ONE TREATED FOLLOWING ACID LEAK AT THORNTON INDUSTRIES

Morris firefighters had a busy start to the week, taking six calls on Monday, including a hydrochloric acid leak at Thornton Industries on Ashley Road.

“Yesterday was not a good Monday,” Morris Fire Chief Bob Coleman noted today. “We were all over.”

Approximately 100 gallons of hydrochloric acid seeped out within the Thornton Industries facility at 2000 Ashley Road. Emergency crews were on site for more than three hours until the facility was deemed safe.

The Thornton Industries incident was discovered by plant personnel, who entered the building at 8 a.m. Monday, and found a tote — a thick, hard plastic container filled with 330 gallons of hydrochloric acid — had sprung a leak. The facility was filled with vapors from the leak.

At 8:43 a.m., the Morris Fire Protection and Ambulance District was dispatched to the plant. The leak covered a 30-foot concrete area within the plant.

Coleman said five employees were inside the building trying to mitigate the leak. An evacuation order was issued so that the building could be checked.

“They knew they had a problem, so they sent the employees home, of course, then covered the leaked acid with potash to neutralize it,” Coleman said. “It happens in industry. It’s not uncommon for accidents to happen.”

One female employee made skin contact with the acid, but Coleman did not know how it happened. She was transported to Morris Hospital for treatment, then released. Coleman said her lungs were clear. The name of the employee was not released.

Thornton Industries is a processing plant that works with substances like baby powder and alcohol, and packages different items for shipment.

“A very clean operation,” Coleman pointed out.

Hydrochloric acid has many uses, including the production of chlorides, fertilizers and dyes, electroplating, and photographic, textile and rubber industries. The acid is corrosive to the eyes, skin, and mucous membranes, and can cause severe burns, ulceration and scarring in humans.

The Grundy HazMat Team and the MABAS 15 HazMat Team were summoned to the scene. Their job was to investigate and mitigate the cause of the leak.

They were also to make sure the public was safe and the sewer system was not affected.

The Grundy County Emergency Management Agency also responded to the scene.

At 11:10 a.m., the HazMat teams issued a report that stated no drains or sewers were affected. After metering the building, it was confirmed there were no vapors present.

The building was closed and no one was allowed to enter the building until an environmental clean-up company took care of the spill. The EPA was through with the building about 8 p.m. Monday. Coleman said the building is safe, and employees are returning to work.

Monday’s incident was the first of its kind for the facility, which has been in the area for a long time, he noted.

“They did have a fire many years ago in which the plant, then located on East U.S. 6, burned down,” he said. “Glue had spilled on the floor and an electric wire across the floor was kind of the source of ignition. It was an accident.”

Mutual aid for Monday’s incident was received from Braidwood, Channahon, Coal City, Dwight, Elwood, Lisbon, Minooka, Plainfield, Troy and the Morris Police Department.

Other calls Morris firefighters responded to Monday included a motorcycle accident near the Morris Municipal Airport on Illinois 47, and downed wires in an alley in downtown Morris after a garbage truck struck a utility pole. The rest were medical calls, Coleman said.

<http://www.morrisdailyherald.com/articles/2011/05/23/76672065/index.xml>

UK, SOUTHAMPTON WATERS, FAWLEY

MAY 24 2011.

FAWLEY REFINERY PAYS FOR SOOT CLEAN

Fawley Refinery has paid for cars to be professionally cleaned after they were contaminated by soot. People living near the huge petro-chemical works complained to the Environment Agency after noticing black deposits on their vehicles. An Environment Agency spokesman said soot at the top of the refinery chimneys could have broken loose in cleaning. He added: —The refinery has arranged for cars to be professionally cleaned, which we feel is a proportionate response.|| ExxonMobil, which runs the 1,250-acre refinery, said only two residents had complained. A spokesman said: —We apologised and offered to pay for their vehicles to be cleaned. —One of the residents also claimed there were

705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715

Tank and Petroleum Use Mishaps

marks on his house but samples taken from window ledges showed the deposits were the result of a normal build-up of dust. —We have spoken to the Environment Agency about how we are following up the complaints and they are satisfied with our actions.

http://www.dailyecho.co.uk/news/9042476.Refinery_pays_for_soot_clean

USA, MS, FOREST CO

MAY 24 2011.

UNSECURED OIL TANKS WORRY ONE FORREST COUNTY RESIDENT

Colleen Donovan

Jennifer Higgins and her four year old son live in South Forrest County on Phillip White Road. Behind her home is an unprotected oil tank with signs alerting the public about present dangers, but no fence is located around the tank.

According to Higgins, "We are all tired of being looked over. We are still out here on Phillip White Road, we are still in danger."

On October 31st of 2009, good friends Devon Byrd and Wade White were killed when a separate oil tank facility also on Phillip White Road exploded. That tragedy prompted family members and friends of the teenagers, like Higgins, to push for increased safety measures.

"We've lost a lot already and I have child that plays here within close proximity to that area and quite frankly I think it's ridiculous that there still has not been anything done," said Higgins.

At the scene of the October 2009 accident that claimed the lives of the teenagers, there remains an oil tank that doesn't have perimeter fencing around it. However, there is a danger sign present.

A September 2010 Ordinance passed by the Forrest County Board of Supervisors calls for state oil and gas board license holders in Forrest County to install perimeter fencing around the danger zone of a facility. The deadline to do so is mid June.

Delphi Oil Incorporated, based in Baton Rouge Louisiana, owns both the facility where the deadly accident took place and the one behind Higgins's home. Company officials had no comment when asked if they planned to comply with the county ordinance.

According to David Miller, the attorney for the Forrest County Board of Supervisors, the penalty for not complying with the county's ordinance is a one thousand dollar a day fine. Absolute refusal to comply would likely wind up before a Justice Court Judge.

<http://www.wdam.com/story/14700401/unsecured-oil-tanks-worry-one-forrest-county-resident>