



Dangerous Goods - Hazardous Materials Group & Network Release 2011 – 712 Newsy Stuff

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May 21 2011



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USA, N.C, CHARLOTTE, MAY 15 2011. TANKER TRUCK SLAMS INTO BRIDGE SUPPORT, CATCHES FIRE DURING STORM

becky gulden

 **Photo's** <http://www.wbtv.com/link/488332/photo-gallery-fatal-tanker-crash-during-storm>

A North Carolina man who was driving a tanker truck died after crashing on I-485 in Mecklenburg County early Wednesday morning. The wreck occurred in the southbound lanes of I-485 at the overpass for Providence Road. The highway patrol has identified the driver as Jack Carlton Simmons, 39, of Jacksonville. When firefighters with the Charlotte Fire Department arrived at the scene, they say the truck was engulfed with flames. The tanker appears to have drifted off the interstate and crashed into one of the concrete piers supporting the bridge. The cab of the semi truck immediately exploded on impact and Simmons died at the scene, the North Carolina State Highway Patrol said. Both directions of the interstate were immediately shut down as crews fought the flames. When Haz-Mat crews arrived, they sprayed foam to control the fire. Fire officials called the truck's dispatch center and learned the tanker was empty. While trying to fight the fire, an intense and violent lightning storm lit up the sky around 2 a.m. Fire Captain Rob Brisley said in a strong storm like the one they experienced, it was important to keep an eye on each other, and to use extra caution above and beyond what was normal. It took firefighters close to 45 minutes to extinguish the flames. The inner loop of I-485 was opened around 4 a.m., and one of the two lanes of the outer loop were opened about an hour later. Structural engineers with the North Carolina Department of Transportation have deemed the bridge safe. As a result of the accident, one of the concrete piers had some exposed rebar that will have to be covered with concrete in the near future by a subcontractor. The highway patrol said Simmons likely fell asleep just before the crash occurred.

<http://www.wect.com/story/14622609/i-485-shut-down-because-of-deadly-crash>

KENYA, NAIROBI, MAY 15 2011. NATIONAL OIL TO OPEN 22 STATIONS IN PRICE WARS

mwaniki wahome



National Oil Corporation of Kenya MD Sumayya Athmani (left) with Energy Assistant minister Mohamed Mahamud during the opening of a fuel station along Industrial area, Nairobi on May 11, 2011.

With the oil shortages of two weeks ago fresh in the public minds, National Oil Corporation of Kenya (Nock) has started an ambitious expansion of its petrol stations to boost its market share. Under the Kanga project, the government-owned oil company expects to open 22 new mini fuel stations across the country by December this year. The first of the stations was opened on Wednesday last week at Nairobi's

Industrial area. Chairman Peter Munga said the stations were part of a wider plan the company expects will help it lift its market share from seven per cent to 10 per cent by the beginning of next year. Nock is the sixth largest in a market dominated by multinationals who take up 70 per cent. This has not enabled it to play its role of stabilising the country's oil prices effectively. The mini stations will each cost Sh30 million compared to over Sh90 million that it would take to put up a fully-fledged service station. The stations will concentrate on the primary functions of refuelling and selling lubricants and cooking gas. "The Kanga project is within the five year development plan by the firm to increase its presence in the country to be able to play its role of stabilising the oil prices," said Nock managing director Sumayya Athmani. Mr Munga said the plan involves spreading the branches across the counties as the decentralisation of government services envisaged in the new Constitution gathers steam. "Nock underwent a period of stagnation until 2005. We have increased the service stations from six to 70 stations and increased our market share from one per cent to seven per cent in the last five years. "The mini stations will be replicated along the highways and only have bigger stations with service bays at the counties," said Mr Munga.

Fuel Crisis

Nock's role has increasingly come under focus in the last few weeks following a four-day fuel shortage that threatened to put the country on the verge of fuel crisis two weeks ago. Mr Munga said the corporation will seek partnership with small investors close to the mini stations who will offer other vehicle-related services. A fully-fledged service station has service bays, mini-supermarkets and restaurants which raises the cost of putting it up. Mr Munga said the new plan is based on the fact that most drivers wanted to refuel their vehicles. Nock intends to increase its retail service stations to 165 by 2014. The company also intends to build an additional storage facility in Konza to store more fuel. A floating jetty is also to be established so that larger vessels can offload oil in the high seas and which will also be connected to the mainland through a pipeline to increase offloading speed. The company currently depends on other firms which limits the amount of fuel it can stock, rendering it

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irrelevant in influencing market prices, especially when crude prices are low. A source familiar with the issue but who requested not to be named said Nock can effectively play its role by stocking fuel when international prices are low and release it to the market when they rise. The government formed Nock in 1981 to control rising pump prices following the Iran-Iraq war which led to the global oil shock. It was expected to supply 30 per cent of the country's needs and hence influence pump prices. However, its limited retail presence prevented it from competing with multinationals. Liberalisation of the petroleum industry in the 1990s opened the door to local independents but the pump prices have not gone down significantly due to the control of branded marketers.

<http://www.nation.co.ke/business/news/National+Oil+to+open+22+stations+in+price+wars+/-/1006/1162394/-/p514hvz/-/>

UNITED STATES VIRGIN ISLANDS, SAINT CROIX MAY 15 2011. FOUL ODOR COMING FROM HOVENSA SICKENS 20

daniel shea

Seniors cover their noses Friday at Flamboyant Gardens Apartments in Barren Spot during a luncheon to observe Older Americans Month.



After three days of the refinery's denying any connection with pungent odors that sickened students and closed schools, a HOVENSA discharge Friday affected most of the island, caused widespread closures of government facilities and sent at least 20 people to the hospital, officials said. The gaseous smell swept over the island early Friday morning after heavy rains caused pipes containing a mix of oils to overflow within the refinery, which was the cause of the heavy stench, HOVENSA said in a statement. Calls inundated the V.I. Territorial Emergency Management Agency's 911 system, beginning at 4:18 a.m. as the smell jolted residents from their sleep. Calls came from areas stretching from Estate Strawberry to Frederiksted town

and Sprat Hall, according to a VITEMA call log. After three days of a mysterious odor that forced schools to close, HOVENSA was preparing to meet with local officials Friday morning to defend itself against accusations that the refinery was the source of the unidentified smell. On Thursday, the V.I. Education Department had canceled classes at three schools in anticipation of continued problems. Friday, the department realized the situation was far greater than what it had faced during the previous three days, said St. Croix Deputy School Superintendent Maria Encarnacion. "We had administrators that live in the Frederiksted area that reported in, saying the odor was especially strong," she said. "After those reports, we decided to close those eight additional schools." Another school followed close behind, making a total of 12 public schools that closed Friday. Three public schools on the eastern side of the island stayed open. The smell also caused the closure of government facilities in the Kingshill and Frederiksted areas, including the V.I. Legislature and the V.I. Department of Planning and Natural Resources office complex, though DPNR's essential employees stuck around to investigate the problem, DPNR spokesman Jamal Nielsen said. Health officials said the odor was not a major health risk but urged residents with compromised immune systems to stay indoors and run fans in their homes to keep the air moving. The V.I. Health Department set up an emergency operations center to address concerns and received 20 calls, according to V.I. Health Department spokeswoman Eunice Bedminster. Twenty people also reported to the Luis Hospital emergency room, complaining of sore throats, nausea, burning eyes, runny noses, vomiting and tight chests, said Xaulanda Simmonds-Emmanuel, the hospital's vice president for support services. Of those, 17 had been treated and discharged by late Friday afternoon. DPNR officials continued to press HOVENSA on the incidents that occurred Tuesday through Thursday, saying they had used a process of elimination to focus their investigation on the refinery for the week's disruptions. DPNR officials - operating along with EPA and the U.S. Coast Guard - have investigated Diageo, Cruzan Rum, the V.I. Waste Management Authority and HOVENSA since the sulfuric smells first arrived Tuesday about 10 a.m., said DPNR Commissioner Alicia Barnes. "Based on the process of elimination, we are aggressively investigating HOVENSA as the potential responsible party for the odor complaints we have been fielding since Tuesday," Barnes said. "HOVENSA has not identified a cause for the odor, nor have they come forward in terms of being the responsible party." Despite the growing pressure from DPNR, HOVENSA said there was no indication that it was the source of the stench. "We have been cooperating with DPNR since the initial odor complaints," said HOVENSA spokesman Steven Strahan. "Until the rains last night, the refinery has been operating normally, and there have been no indications that the odors detected in Central High School on Tuesday, Wednesday and Thursday originated from HOVENSA." Barnes said that sulfur dioxide - a common by-product of the petroleum refining process - was detected near St. Croix Central High School during the previous days. The refinery is the largest emitter of the gas in the territory. In 2008, HOVENSA reported releasing 5,784 tons of sulfur dioxide, only .02 tons of which was due to accidents. "We have received readings of detectable limits of sulfur dioxide at Central High School and those detectable limits, along with a process of elimination has prompted us to feel

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that HOVENSA is the responsible party," Barnes said. Strahan reiterated that HOVENSA was operating under normal conditions at the time the gas infused Central High. "Air monitoring in and around the refinery during that time did not find anything that would cause a detectable odor," Strahan said. While HOVENSA maintains five sulfur dioxide monitors, the refinery would not release the data recorded during the week to The Daily News, saying that DPNR would be the best agency to contact for that information. On Friday, DPNR requested detailed logs of HOVENSA's operations during the last week. While sulfur dioxide was detected at low levels during the previous days, a monitor is nowhere near as sensitive as a human's nose, said EPA spokesman Elias Rodriguez. "The human olfactory system is far more sensitive than any equipment we use for air emissions," he said. "So, we, as humans, can pick up odors that are essentially non-detectable by the standard air-monitoring equipment." While a smell may be nauseating, that does not mean it is hazardous, officials said. The Centers for Disease Control and Prevention said that some chemicals "give off strong odors, making people feel sad and upset," but that "most odors in the air are not at levels that cause disease, and the symptoms from odors go away when the odor is not there." The symptoms listed by the CDC were common conditions for a number of people last week. Yvonne Petersen, the executive director of the nonprofit Beyond Visions Foundation located in the Harvey housing community, said symptoms for week were worse than normal. And given that the housing community is just downwind of HOVENSA and Diageo, it is normally pretty bad, she said. "It's getting worse," she said. "The kids were very nauseated." "We put the fans on, try to breathe - short," Petersen said. "Keep the windows closed on the one side. But sometimes we just need to get out of it, just leave as soon as possible." There seemed to be few places to go to escape the smell Friday, unless it was east. Partially for that reason, St. Croix Country Day School Headmaster Bill Sinfield decided to keep school open Friday, despite the looming odor, he said. "What good is it sending them home if it's stronger there?" asked Sinfield. "What we said to our parents is that if they feel it's in the best interest of their kids to pick them up and take them home, then they are free to do that." Only one family had picked up their children early as of midday, he said. The day's events proved to Sen. Sammuell Sanes that the territory is hardly prepared for any major catastrophe, he said. "I truly believe that at one point or the other, we need to better equip DPNR and the Department of Health, and equip them with emergency response teams to go out and tell you if it's a public health problem," Sanes said. "For many years we've been dealing with this, and we need to put our foot down. We need to stop waiting for others to inform us," he said, referring to federal assistance upon which local authorities rely. HOVENSA and the local regulatory agencies have been facing growing public scrutiny in the wake of a series of chemical releases last year that culminated on Dec. 9, when the refinery released hydrocarbons, sickening about 250 Central High students and staff and sending 36 people to the hospital. Exacerbating the situation is the fact that, even after the series of incidents dating back to September, major flaws in the local response have not been addressed. DPNR still is unable to provide independent field air-monitoring because the portable air monitors it purchased in 2007 are not in operation and have not been calibrated, according to officials. Additionally, the Health Department is unable to implement a key element of its emergency response plan, the deployment of a Rapid Response Team of medical personnel. In a report released after the December incident, a health official noted, "This RRT does not exist, other than conceptually." Five months later, according to Bedminster, the RRT still does not exist. "Public Health Preparedness and Environmental Health divisions' staff continue to do the necessary surveillance work," she said. While the incidents that occurred in the early morning hours Friday brought to light the lingering flaws, they also highlighted some improved channels of communications among response entities, and data was quickly gathered and sent out by VITEMA through the VI Alert system. The two incidents Friday began about 1:45 a.m., when heavy rains forced a mix of different types of oil to overflow from pipes under the refinery that collect process water, Strahan said. It was difficult to determine the amount of spillage because of the weather, he said. "No product was released outside of the refinery," he said. The oil was predominantly collected in an internal lagoon, but the odor spread quickly, Barnes said. HOVENSA used foam in an attempt to suppress the smell. Some 15 minutes later, "a pilot flame in one of our flares went out and had to be relit due to the heavy rains," Strahan said. "Again, it is not clear whether this contributed in any way to today's odor." DPNR is continuing its investigation into the source of the odors from earlier in the week, Barnes said. - Contact Daniel Shea at 774-8772 ext. 457 or email dshea@dailynews.vi V.I. Territorial Emergency Management Agency spokeswoman Christine Lett said the agency did not receive any information of businesses or federal agencies closing as a result of the odor Friday. However, a number of local government agencies shut their doors in response to the fumes.

Public Schools that Closed Friday

St. Croix Central High; Charles Emanuel Elementary; John Woodson Junior High; St. Croix Educational Complex; Ricardo Richards Junior High; Claude Markoe Elementary; Alexander Henderson Elementary; Evelyn Williams Elementary; Eulalie Rivera Elementary; Alfredo Andrews Elementary; Arthur Richards Elementary; Lew Muckle Elementary.

Public Schools that Closed Thursday

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St. Croix Central High; Charles Emanuel Elementary; John Woodson Junior High.

Public Schools that Closed Tuesday & Wednesday

St. Croix Central High.

Human Services Facilities that Closed Friday

Head Starts: Profit; Kingshill; Glynn; William's Delight; Mt. Pleasant; Concordia; Campo Rico; Frederiksted-Claude Markoe; Marley housing community; and Prince Street, Frederiksted, Division of Family Assistance, Division of Juvenile Justice Juvenile Unit on Kingshill, Kingshill Community Rehabilitation Center, Division of Maintenance and Transportation office in Diamond.

DPNR Facilities that Closed Friday

Mars Hill office complex, except for all essential employees.

St. Croix - Since the first gassy intrusion onto St. Croix Central High School's campus Tuesday, many at the scene came to a number of off-the-cuff conclusions that officials now say may have been correct. The first general conclusion was that HOVENSA was the source - even though quite a few people also suspected Diageo. On Thursday night, officials with the V.I. Department of Planning and Natural Resources said they had narrowed their investigation down to focusing on HOVENSA as the cause of the lingering odors. Other conjecture dealt with a more complex question: Why was the smell so bad? Given that HOVENSA had been operating under normal conditions throughout the week - until two incidents early Friday morning changed that - it seemed odd that the emissions would be so concentrated and strong. In explanation, many did little more than look up at the cloudy sky and point: the weather. It turns out they were onto something. "There was a weather pattern this week that might be a factor," said U.S. Environmental Protection Agency spokesman Elias Rodriguez, who was in communication with an EPA on-scene coordinator on St. Croix. He said a meteorological inversion essentially could have compressed the atmosphere. Rodriguez said an inversion "is a phenomenon that doesn't allow air to disperse as easily as during normal conditions, which would keep the air stagnant over a certain area." Rodriguez said that could be an explanation for why emissions that normally disperse almost without notice would have seemed so potent: a concentrated pocket was trapped, hovering over Central High and mid-island before it slowly dispersed. But National Weather Service meteorologist Ernesto Rodriguez said he did not have any indications of an inversion over St. Croix during the week. Conditions were too unstable to support such a system, he said. While an inversion would have such an effect, it was more likely that the unusually thick cloud cover performed a similar function, the meteorologist said. "We have had a lot of cloudiness, mid- to upper-level cloudiness from maybe Wednesday to Thursday," Ernesto Rodriguez said. "We've had some serious clouds over us. Those kinds of clouds maybe cap or trap the air." HOVENSA has denied that the fumes responsible for closing down Central High and two other schools from Tuesday through Thursday were the result of its operations, even if weather conditions were abnormal. "Our refinery was operating normally when odors were reported at Central High School," said HOVENSA spokesman Steven Strahan. "Air monitoring in and around the refinery during that time did not find anything that would cause a detectable odor."

<http://virginislandsdailynews.com/news/foul-odor-coming-from-hovensa-sickens-20-1.1146714#axzz1MOMEexSQ>

USA, FLA, PALM BEACH, MAY 15 2011. MORE AND MORE RESCUERS, POLICE ARE HAVING TO DEAL WITH HAZMAT SITUATIONS

julius whigham ii



West Palm Beach firefighters decontaminate a fellow firefighter May 5 at the county courthouse after three deputies were sickened by pepper spray while emptying the amnesty box.

It began as an emergency call along the shoulder of Interstate 95 in West Palm Beach. Three months ago today, rescue crews discovered Jorge Barahona on the ground beside a pickup truck. Inside, his 10-year-old adoptive son, Victor, was covered in toxic chemicals and suffering seizures. Soon after, four West Palm Beach Fire Rescue first responders began feeling the effects of the chemicals - headaches and burning eyes - and eventually had to be treated. Hours later, rescue workers discovered the body of Victor's twin sister, Nubia, also surrounded by chemicals. While incidents like the Barahona case are rare, local rescue officials

say they highlight the dangerous challenges first responders face in dealing with situations involving hazardous materials. Kevin Green, battalion chief for West Palm Beach Fire Rescue's training, safety and special operations division, said that one problem workers face is not knowing when a situation calls for hazmat response. "There was no indication of hazardous

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materials," he said of the I-95 incident. "And it wasn't until later in the incident that they actually realized that that's what they had." This year, there have been 20 incidents involving hazardous materials in Palm Beach County and 185 statewide, according to the Florida Division of Emergency Management. Since the Barahona incident, Green's agency has changed the way it responds to those calls. In the past, he said, an officer responding to the scene would first call for the hazmat truck, which typically carries one person with hazmat equipment. Now it's a full hazmat team. "That's one thing we don't do piecemeal anymore," Green said. "If you think it's a hazmat call, then you call for hazmat response and you get everybody." Fire rescue officials say that crews are prepared when responding to something accidental, such as a fuel spill or an industrial accident. But just last week, hazmat crews responded to the Palm Beach County Courthouse after three sheriff's deputies were sickened by pepper spray while emptying an amnesty box. The incident, though considered an accident, points up the growing number of toxic situations in which law enforcement officers are involved. One trend that has become a national concern is suicides involving toxic chemicals. "We just had a class here recently on chemical suicide," Green said. Palm Beach County Fire Rescue battalion chief Mark Anderson said chemical suicide is "not a prolific thing, but it's an alarming thing because of the potential for people to stumble across this and be exposed to those toxic gases." Rescue officials cited an April 2009 incident in suburban Jupiter in which a 20-year-old man killed himself in his apartment by using household chemicals. In October, an Orlando man committed suicide by pulling his car into a rest area along I-95 in St. Lucie County and inhaling hydrogen sulfide. And last month, Tequesta police charged three teens with creating bombs with household chemicals that are commonly used in chemical-assisted suicides. Some basic household chemicals "usually emit either a deadly odor that people are using for chemical suicides, or they're using it to make explosive type devices, whether pipe bombs or these acid bombs," Tequesta police Lt. Jason Turner said. Jake Oreshan, deputy chief with the New York State Fire Marshal's Office, teaches a class on the chemical suicide trend. Oreshan's records indicate there were 36 cases nationally in 2010 and 18 so far this year. The common concern has been identifying a hazmat threat before others are affected, such as a suicide note left by the victim. Turner said first responders, particularly police officers, are receiving training to identify potentially hazardous situations. "If you see somebody passed out in a car ... don't try to open up that door if you see certain characteristics inside the vehicle," he said. "If you open a car door thinking the guy is passed out behind the wheel and you inhale some of the chemicals, literally within seconds you're going to pass out." Officers are advised to leave it to professional hazmat crews to clear the scene "before anyone else gets hurt," Turner said. But Paul Laska, a retired Martin County sheriff's deputy and former Belle Glade police officer, said that first responders face inherent risks, particularly in situations where a threat may not be immediately known. "We've had police officers on a number of occasions going into (methamphetamine) labs and getting sick," he said. During his career, Laska served as a bomb and hazmat technician while doing crime scene and forensics work. "With the technology that's available to us, and more so the cost of the technology, we're not going to have every responder carrying adequate monitoring and detection equipment," he said. "It's just not possible. Plus, it's not practical. "As a cop, you're going into something. So which am I going to take out, my chemical monitor or my gun?"

Toxic Situations

Chemical-assisted suicides, often involving the mixing of household chemicals, have become a growing concern among emergency responders. Two of the more common chemicals:

- Hydrogen sulfide, a colorless gas that has the odor of rotten eggs. 'By the time you smell hydrogen sulfide, you are in a concentration that's toxic,' said Paul Laska, a retired Martin County sheriff's deputy. 'It replaces the air, so it will suffocate you.'
- Hydrogen cyanide, a colorless liquid that can be difficult to detect by smell. Death by inhalation can occur quickly at low levels.

Source: National Hazardous Materials Fusion Center

<http://www.palmbeachpost.com/news/more-and-more-rescuers-police-are-having-to-1475128.html>

USA, PA, MONROE CO, MAY 15 2011. MONROE EMERGENCY OFFICIALS UPDATE PLANS FOR HAZARDOUS SPILLS

andrew scott

Interstate 80 cutting through the Poconos creates a special challenge for Monroe County officials. This area is more at risk for hazardous waste spills, and a detailed plan needs to be in place in the event one happens. That's the 2011 Hazard Mitigation Plan. The Pennsylvania and federal emergency management agencies say populations within a quarter-mile of major highways and railways are considered more vulnerable. In the event of a chemical spill on Interstate 80, Monroe County Emergency Management Director Guy Miller said, "We would shut down the interstate between the Delaware Water Gap toll

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bridge and a point west of the spill," Miller said. "Then, we would direct all traffic off of the interstate so we can get the spill cleaned up," Miller told people attending a recent Safe 80 Task Force meeting. The problem is the time it would take to clear the interstate so emergency crews can get to the spill, due to the area's antiquated infrastructure being unable to handle the resulting gridlock of detoured traffic, Miller said. Gridlock makes it harder for emergency vehicles to get to the scene quickly, not to mention that some of the emergency responders are volunteer firefighters who have to get to the firehouse, gear up and then drive the fire trucks to the scene. A worst-case scenario is if the crash results in a toxic cloud being dispersed through the air, Miller said. "No one wants to hear this, but it's possible some people could die before crews can get to the scene to address a toxic cloud," he said. "That's because we're limited in how quickly we can respond. That's why we're brainstorming to come up with a strategy for quick response time despite the gridlock." In the event of a toxic cloud, emergency management personnel would reach out to local news media to alert the public to find immediate shelter in their homes or wherever they are until the cloud passes, Miller said. All Monroe County's municipalities have or are working on emergency operations and evacuation strategies, according to the county's 2011 Hazard Mitigation Plan about to be reviewed by the Pennsylvania Emergency Management Agency. The plan must be updated every five years in order to receive state and federal funding for disaster prevention and cleanup. The plan, intended to help save lives and reduce property damage during natural or man-made disasters, was introduced to most of the state by PEMA in 2004.

View The Plan

The public can view the updated, 200-plus-page 2011 Hazard Mitigation Plan at website www.monroehmp.com until May 25. Then PEMA and the Federal Emergency Management Agency will review the plan for final adoption. Replete with maps of the county and tables listing certain details about each municipality, the plan identifies types of disasters, including floods, wildfires and chemical spills/leaks and gives a history of disasters and estimates how likely each is to happen in the county.

<http://www.poconorecord.com/apps/pbcs.dll/article?AID=/20110515/NEWS/105150340/-1/NEWSMAP>

USA, MI, FREDONIA TWP, MAY 15 2011. OIL SPILL RESEARCHED

sarah lambert



Oil-contaminated water in the Kalamazoo River moves downstream in July 2010.

Steve Hamilton has been intimately connected with the Enbridge pipeline spill since the beginning. When an Enbridge Inc. pipeline last July spilled 843,000 gallons of oil in Fredonia Township, Talmadge Creek and the Kalamazoo River, he was on an environmental advisory council that helped with decision-making during the first months of the spill. Now, 10 months later, there are still questions that researchers must answer, said Hamilton, president of the Kalamazoo River Watershed Council and a professor at [Michigan State University](http://www.msu.edu). The way he sees it, there are three major areas of impact where research is needed: the effect of short-term exposure on the environment, the long-term effects of residual oil that could not be found or safely cleaned during the spill, and the impact that cleanup efforts had on the area.

"Even if we clean up 98 percent of the oil, 2 percent of 20,000 barrels is a lot to remain in the environment somewhere," Hamilton said. Presumably, oil has soaked into soil and seeped into crevices and animal burrows, he said. Submerged oil could linger in river bottom sediments. But the process of dredging or aerating the bottom of the river, while beneficial in removing oil, also could have side effects on the environment, Hamilton said. "It literally churns it up and pumps it out, so that disturbs anything living there," Hamilton said. It also could loosen sediments in the moving water, which would carry it away from the dredging site, he said. The prime example of the cleanup's impact on the environment is the removal of vegetation, he said. Removal and replacement of plants changes or eliminates animal habitat, he said. Similarly, the effects of months of people boating, building roads and stripping vegetation are "not insignificant," Hamilton said. Unusual human activity on the river can cause changes to a delicate ecosystem which may impact wildlife, he said. But studying the impact of the actual cleanup activities could be difficult or even impossible, although the results of such a study would be crucial in a future inland spill, he said. Without a control -- a comparison area that had been impacted by oil but not by cleanup -- research would be unreliable. "In an ideal world for the scientists, we would have left a few areas and not cleaned them up....but for obvious reasons it was not acceptable for anything that could have been cleaned up to be left behind," Hamilton said.

Future Research Possible

Little research has been initiated up to this point, although many WMU students, faculty members, outside researchers and community members have expressed interest to Hamilton, he said. "In general, looking at this compared to other major oil spills, so far at least there hasn't been a lot of money put forward for research," he said. "There may be some in the future, but

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it may come rather too late." Most oil spills occur in marine environments, where fisheries, tourism and dynamic wildlife draw attention and money to the need for studies. Research on the July oil spill could greatly benefit communities dealing with future spills, Hamilton said. "That's the trick," Hamilton said. "How do you get people to invest in something that benefits the future?" Research, combined with recollection, could allow those involved in the Michigan cleanup to understand what happened and arm responders with data to better fight another substantial spill, Hamilton said. A group of agencies, led by the U.S. Fish and Wildlife Service, is conducting an independent assessment of the damage in Talmadge Creek and the Kalamazoo River, said Mark Durno, deputy incident commander for the Environmental Protection Agency. The state of Michigan also has established administrative orders with Enbridge, he said. "Part of their orders are to do an extensive site assessment and develop potential remediation plans to restore the river," Durno said. Data from the assessment will be used to develop opinions about the extent of damage in the river, what long-term cleanup efforts should be done, and how residual contamination should be handled, Durno said. Meanwhile, Leila Desotelle, one of Hamilton's students and a doctoral candidate at Michigan State University, is conducting her own study. Water bugs such as caddisflies, mayflies and midge flies are essential to the river's food chain and may have been affected by the oil spill, Desotelle said. Before the spill, she was studying the effects of dammed water in Morrow Lake on the macro-invertebrates that fish feed on, Hamilton said. "They're super-abundant on the bottom of the river," Hamilton said. "They eat the algae that grows on the rocks, so it's a critical part of the whole food web." A dramatic drop in the insects' numbers could affect animals such as fish, turtles, raccoons and birds, Hamilton said. There have been some indications that this has happened -- turtles rescued from the river system came into a wildlife rehab center severely malnourished, said Chris Tabaka, a Binder Park Zoo veterinarian who has helped rehabilitate animals affected by the oil spill. Although Desotelle's research is limited, it could begin to provide clues as to how badly the environment was damaged by the oil. For a few reasons, limited may be the word to describe the research scientists will do on our local disaster, Hamilton said. For one thing, there hasn't been a lot of research on this portion of the river in the past, he said. Most of the biological and ecological research has been done farther downstream near Augusta and beyond, where pollution problems were more prevalent, Hamilton said. "So, we don't have a lot of good pre-spill data," he said. Scientists will have to rely on upstream and downstream data to create the control needed to compare pre- and post-spill conditions, he said. "The research that Leila is doing in combination with sampling done by the (Michigan Department of Natural Resources) DNR will help us tell the short-term and longer-term effects on these invertebrates," Hamilton said. "But that's only one part of the whole story."

<http://www.battlecreekenquirer.com/article/20110515/NEWS01/105150319/Oil-spill-researched>

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. 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

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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, N.Y, HENDERSON HARBOR, MAY 15 2011. GAS LEFT IN BOATS CAN BE AN ISSUE >> CAN CLOG ENGINES: LAST YEAR'S FUEL IN TANK CAN CAUSE PROBLEMS

jaegun lee

With the summer boating season on its way, local marina owners are reminding their customers of the possible "hazards" that can be caused by ethanol-laced gas left in fuel tanks from last year. "I talked to every customer last year and told them to leave as little gas in their tanks as possible. If they haven't done that, they might have to bring their boats to a marina to have the water sucked out of the bottom of their fuel tanks," said Gary D. Cornell, a mechanic and co-owner of Cornell's Marina Inc., Henderson Harbor. Although the season has started slowly this year because of the rainy weather, Mr. Cornell said, as many as 20 boaters have come to him because of problems caused by phase separation. If left in a tank for about three weeks, the ethanol in gas and water attracted to alcohol will sink to the bottom and clog up the engine. Barbara J. Caster, executive secretary of the Boating Industries Association of Upstate New York, Cicero, said while newer engines have the ability to handle the mixture of gas and ethanol, older and smaller ones do not. To make matters worse, she said, warranties are voided in most cases if E10 causes engine issues. In many cases, simply adding an additive — such as Star Tron, Sta-Bil and K100-MG — before firing up a boat's engine will prevent problems. However, Mr. Cornell said, people could end up spending \$300 to rebuild a carburetor as "it can get to the point where it burns the engine." Ethanol-laced gas also is known to dissolve some fiberglass fuel tanks, soft metals and plastic as well as rubber hoses, seals and gaskets. Marinas in the region were forced to switch to E10, which contains up to 10 percent ethanol in gasoline, because distributors do not sell ethanol-free gas anymore. Ms. Caster said marine, environmental, motor vehicle, energy and recreational industry groups are fighting the potential widespread distribution of a higher ethanol blend. In January, the U.S. Environmental Protection Agency granted a partial waiver to allow the distribution of E15, which contains up to 10 percent ethanol in gasoline, for use in model year 2001 and newer "light-duty" motor vehicles but not for use in off-road vehicles, such as boats and snowmobiles. However, in February, the House of Representatives voted to block the EPA from spending federal funds to back the move.

<http://www.watertowndailytimes.com/article/20110515/NEWS03/305159963>

AUSTRALIA NEW SOUTH WALES, NEWCASTLE, MAY 16 2011. DRAYTON'S WINERY BLAST INQUEST BEGINS

richard no one



A photo taken by a neighbour who rushed to the scene of the Drayton's Family Wines explosion.

A highly flammable liquid was allegedly stored in the wrong tank where a welder was working shortly before a huge explosion claimed his life and that of winemaker Trevor Drayton, an inquest has heard. The inquest at East Maitland District Court today comes more than three years after the [fatal explosion at Drayton's winery](#) in the Hunter Valley town of [Pokolbin](#). Council assisting Coroner Hugh Dillon told the inquest the winery took delivery of about 9,000L of a spirit referred to as SVR, essentially an ethanol product used to kill bacteria and yeast in fermented wine, days before the explosion on January 17, 2008. She said evidence will be tendered

in the two-week inquest revealing it was destined to be put in tank 106 but for yet unknown reasons was pumped into tank 104 which forensic tests revealed was at the heart of the explosion. The inquest heard 57-year-old Edgar Orgo may have been welding metal plates to the tank, believing them to be empty, from a wooden box on top of a forklift prior to the explosion. Council assisting said there was no sign on the tank indicating its contents and that a valve may have been open allowing a "vapor trail" to escape. The inquest heard witnesses saw a fireball about 4m high after the explosion tore through the winery between 8.15am and 8.30am. Trevor Drayton, 52, who was nearby suffered burns to almost all of his body and an autopsy revealed he had a 22 per cent concentration of carbon dioxide in his blood indicating he died almost instantly from the blast. Mr Orgo suffered broken legs and a wrist, consistent with falling from the forklift, burns and that a pre-existing heart condition may have contributed to his death. Assistant winemaker William Rikard-Bell suffered extensive burns and survived by diving into a nearby dam. He sat quietly in the public gallery but is expected to give evidence at some stage. The inquest, which continues, is expected to focus on various occupational, health and safety aspects, education and transport.

<http://www.dailytelegraph.com.au/news/draytons-winery-blast-inquest-begins/story-e6freuy9-1226056729893>

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MALTA, VALETTA, MAY 16 2011. MALTA CLOSE TO ADOPTING MARINE POLLUTION CONTINGENCY PLAN

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Malta is close to adopting a national marine pollution contingency plan as the Valletta-based Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea continues to lay stress on member states to strengthen their capacities to prevent, prepare for and respond to marine pollution. The centre has just held its 10th focal points meeting in Malta, which, among other things, discussed and endorsed the organisation's work programme for 2012-2013. Representatives of Mediterranean coastal states, United Nations organisations, NGOs and international professional bodies also analysed developments of offshore exploration and production. This was done in view of the entry into force of the Offshore Protocol to the Barcelona Convention and, according to the meeting organisers, "to avoid the possibility of an incident similar to the Deepwater Horizon spill, which occurred in the Gulf of Mexico in April 2010, from happening in the Mediterranean Sea". In its efforts to prevent pollution from ships, the centre said it had built upon its previous achievements in the enforcement of the Marpol Convention, including a first aerial surveillance operation against illicit discharges at sea, called Oscar-Med. This coordinated operation, involving aircraft provided by France, Spain and Italy, was concentrated in the Western Mediterranean. Oscar-Med provided specialised training to reinforce the technical capacities of law enforcement officials in the region. Participants at the Malta meeting were updated about the progress achieved through projects being implemented by the centre, including SafeMed II, a €5.5 million EU funded initiative, and the GloBallast partnerships project.

<http://www.timesofmalta.com/articles/view/20110513/local/Malta-close-to-adopting-marine-pollution-contingency-plan.365143>

CANADA, EDMONTON, MAY 16 2011. WIND A FACTOR IN TANKER TRUCK ROLLOVER



A tanker truck sits in a ditch on Highway 53 and Range Road 52 Saturday morning. RCMP say strong wind played a factor in the rollover.

A truck driver was sent to hospital Saturday morning after rolling his tanker truck into a ditch on a highway west of Rimbey. RCMP says the driver lost control during a sharp turn on Highway 53 and Range Road 52 and wound up rolling into the ditch around 10 a.m. Police says strong gusts of wind in the area played a factor in the crash. The driver was taken to the Rimbey hospital as a precaution. The tanker truck was carrying crude oil and some of it leaked into the ditch but was contained by emergency crews.

http://edmonton.ctv.ca/servlet/an/local/CTVNews/20110514/edm_tanker_110514/20110514/?hub=EdmontonHome

USA, LA, NEW ORLEANS, MAY 16 2011. GIANT SHIP NAVIGATES SWOLLEN MISSISSIPPI

scott satchfield

Watch the Video

<http://www.dailycomet.com/article/20110514/WIRE/110519675/1212?Title=Video-Giant-ship-navigates-swollen-Mississippi>

For Capt. Steve Hathorn, a river pilot, this is where years of experience are critical. Hathorn's assignment -- guide the Clipper Mars, a 43,000 ton Norwegian tanker, from the Reserve area past New Orleans, at a time when the Mississippi River is churning and swirling with increased force. "You have to be more alert," Hathorn said. "Everybody's on their toes out here, because, just everything happens a lot faster than it does in low river, or normal river." The view from the pilot's quarters -- known as the bridge -- tells you, the river is far from normal. "It's deeper but you need more room because of all the hazards that you encounter," Hathorn said. "Some of the ships slide, and it just takes more room to operate for everybody." The elevated river beds known as battures are now completely submerged, as water creeps toward the tops of levees, with rooftops of homes sitting on the other side.

For Pilots, the Stakes are High.

With it this high, you could actually get up and hit the levee if the water level is high enough and the ship had the right draft on the bow," Hathorn said. It's a reason restrictions are in place. Vessels with a draft of more than 30 feet must have a pilot on board at all times, even when anchored, and southbound traffic can move only in daylight hours. Passing the Bonnet Carre Spillway presents more challenges. The tremendous force of the water being directed into the lake creates a pull on ships. Because of that, only one vessel is allowed to pass at a time. As the Clipper Mars maneuvers through numerous riverbend sand past dozens of other vessels, the crew is locked in to the task at hand. Hathorn says up and down the river, coordination is key. "With the river like this, it takes everybody pulling together to make it safe: the pilots, industry, shipping interests, towing

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interests, the Coast Guard, (Army) Corps of Engineers -- it takes everybody working together as a team, to make it safe during this time," he said. A time on the Mississippi, unlike any he's ever seen.

More Information:

- [Rivers Rising: Special section includes flood maps, tips, up-to-the-minute coverage](http://www.dailycomet.com/article/20110514/WIRE/110519675/1212?Title=Video-Giant-ship-navigates-swollen-Mississippi)

<http://www.dailycomet.com/article/20110514/WIRE/110519675/1212?Title=Video-Giant-ship-navigates-swollen-Mississippi>

USA, OH, 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 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. 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

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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 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 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

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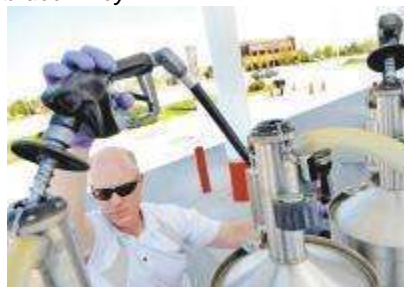
Maurice had punched in at 5 a.m. on Friday. He punched out after 5 p.m. on Saturday. He caught a ride with a Red Cross wagon to a temporary shelter at the Union Steel Casting Company near the 62nd Street Bridge. There he bathed his burnt and oil-encrusted body and pulled on a fresh set of clothes. He 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.

Michael Connors is a local historian living in Chalfant. He is former vice president of the Lawrenceville Historical Society

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

USA, CO, DENVER, MAY 16 2011. COLORADO'S GAS-STATION INSPECTIONS, CLEANUPS DRAW PRAISE

bruce finley



Scott Wagner inspects a Conoco gas station recently in Longmont. Each one of the more than 4,000 gas stations statewide is inspected about once every 18 months, officials say.

Cleaning up hundreds of fuel spills at Colorado gas stations detected during surprise inspections costs \$3 million a month. For the price, the state's get-tough approach to spills is making gains against contamination of water supplies by chemicals in gasoline, such as cancer-causing benzene, state officials say. The gasoline spills come from the pumps of inattentive drivers, from sloppy transfers by distributor trucks and from leaking underground storage tanks, which can be damaged by the corrosive ethanol added to the fuel to cut air pollution. "You start contaminating your waterways, you'll be drinking gas pretty soon. And your kids are going to be drinking gas," said

one of the state's 10 gas-station inspectors, Dan Likes, during an inspection in Denver last week. Since 2009, fines levied against gas distributors have quadrupled to about \$95,000, records show. The number of violation notices sent increased by 146 percent. The backlog of underground storage tanks known to be leaking into Colorado soil — 918 in 2006 and 788 last September — has been reduced to 757 today. Nationwide, more than 93,000 of the 617,000 registered underground gas-storage tanks are leaking, according to the federal Environmental Protection Agency. In Colorado, work cleaning up leaking tanks and other spills is paid for through the Petroleum Storage Tank Fund, a \$36 million annual pool funded by a \$100 surcharge collected from gas distributors on every tanker truck that rolls to resupply stations. Though they say the enforcement is tough, petroleum-industry leaders praise Colorado's approach as fair and consistent. EPA overseers "are also the ones mandating the ethanol in fuel, so it's like a Catch-22," Colorado Petroleum Marketers Association government-affairs manager Grier Bailey said. "But we're miles better as an industry than we were 10 or 15 years ago." Colorado's program evolved in the late 1990s from a bureaucratic knot at the Colorado Department of Public Health and Environment. EPA overseers found cleanups weren't getting done, and in 1996 state lawmakers moved the tasks of inspections and cleanups to the state Department of Labor and Employment's Oil and Public Safety Division. Typically, Likes and other inspectors drop in at up to five stations a day. He always arrives unannounced, in an unmarked state truck. "How long is this going to take?" clerk Lupe Martinez asked last week at a Diamond Shamrock at Interstate 70 and Chambers Road. That depends. First, Likes, an Air Force veteran who has been doing this work for 19 years, pulled metal covers that give access to underground tanks. He noticed rusted fixtures — grandfathered in under current regulations — that leave soil exposed. "You have a release here," he said. "It's going straight into the ground." Then he found a first violation: The spill bucket around a storage tank hadn't been emptied as required. He then removed covers on each of the dozen dispensers at the 24-hose station, cars and trucks moving around him. He got down on his knees, peering under each pump, sniffing, poking at hoses and filters, whistling as he worked. Two-thirds of the way through, he found a loose filter. "It's leaking," he said. A second violation. "That's the purpose of being here. Catch it before it becomes something." With more than 4,000 gas stations statewide, there are limits to what 10 inspectors can do. Each is inspected about once every 18 months, said Mahesh Albuquerque, director of Colorado's Oil and Public Safety Division. In Castle Rock in 2009, inspectors found leaking underground tanks at a Western Convenience station and adjacent Sav-O-Mat station. Toxic contamination was spreading into wells and Plum Creek — the creek that Castle Rock officials plan to tap as a source of drinking water. Remediation efforts were launched, reducing creek contamination within a

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year. Soil-cleaning and other corrective actions, including once-a-week creek-water sampling, are scheduled to continue until the job is done. State oil and public-safety officials "will ensure that Western Convenience and Sav-O-Mat clean up their releases effectively and restore the environment," Albuquerque said. "Both releases are eligible for reimbursement from the Petroleum Storage Tank Fund, with percent reductions for noncompliance issues." One-fifth of the money Colorado collects from gas distributors is used to restore abandoned gas stations. This entails lifting out old underground tanks and removing contaminated soil. A former gas-station site west of downtown Denver is being developed into the Highland Park Apartment complex. A site near Interstate 25 and Yale Avenue in Denver has become a senior-citizens center. And a once-leaking gas station near a mobile-home park in west Denver has been deeded to the city for conversion to a community playground or garden.

http://www.denverpost.com/ci_18070756

USA, WA, PASCO, MAY 16 2011. HYDROCHLORIC ACID SPILLS IN SWITCHYARD DERAILMENT >> SEVERAL FREIGHT CARS DERAILED IN A PASCO, WASH., RAILROAD YARD, SPILLING THOUSANDS OF GALLONS OF A TOXIC CHEMICAL, AN OFFICIAL SAID.



Several freight cars derailed in a Pasco, Wash., railroad yard, spilling thousands of gallons of a toxic chemical, an official said. The train was moving at less than 5 mph during a switching operation when seven cars went off the tracks about 5 p.m. Sunday, Burlington Northern Santa Fe Railroad spokesman Gus Melonas said. By 9:30 p.m. about 12,500 gallons of hydrochloric acid had spilled onto the ground, he said. There were no reports of any injuries. "Experts have determined that there's no public or environmental threat," Melonas told The Associated Press. The chemical can cause respiratory problems and skin and eye irritation. He said the spill was in a remote area of the yard, far away from any homes or businesses. The leak was caused when a valve on a tanker car carrying about 25,000 gallons of the chemical was damaged in the derailment. A hazardous material crew was expected to seal the leak Sunday night. Melonas said the derailed cars would be placed on the track Monday. The cause of the derailment hadn't been determined. He said the incident has not affected operations on the mainline, which handles about 30 trains daily.

http://seattletimes.nwsources.com/html/localnews/2015065271_apwaswitchyardderailment.html

CANADA, ALTA, EVI, MAY 16 2011. WILDFIRE FORCES EVACUATION AT RAINBOW PIPELINE SPILL SITE

mariam Ibrahim

 **Photo Gallery**

<http://www.vancouversun.com/news/Wildfire+forces+evacuation+Rainbow+pipeline+spill+site/4787132/story.html>



Crews work to clean up at Rainbow Pipeline's oil spill, the worst Alberta oil spill in 35 years, dumping 28, 000 barrels of oil into a wetland area at Evi, Alberta which is near Little Buffalo, Alberta, Canada.

Cleanup efforts at the Rainbow pipeline oil spill site were suspended after a 15,000-hectare wildfire aided by heavy winds approached the area Sunday. The evacuation order was issued at 11 a.m. Sunday, says a news release from Plains Midstream Canada. The company said it was instructed to evacuate all of its on-site staff. Cleanup is expected to resume once the evacuation order is lifted and the area is deemed safe, the release says. An update posted to the company's website says a brush fire was reported just 10 kilometres away from the spill site on Saturday. It's not clear whether that was a separate fire from the one that encroached on the spill

site on Sunday. The wildfire broke out in the Utikuma area around 1:45 p.m. Saturday and within 24 hours had spread northwest to cover about 15,000 hectares, said Sustainable Resource Development spokeswoman Crystal Burrows. The Rainbow pipeline normally moves 187,000 barrels of crude oil a day, but has been shut down for more than two weeks after a breach in the pipe spilled at least 28,000 barrels of crude oil into a marsh 30 kilometres from the small First Nations community of Little Buffalo. The spill was the largest in Alberta in three decades, and one of the biggest in the province's history. Plains Midstream Canada, the Canadian arm of the company that owns the pipeline, has said the spill was caused by poorly compacted soil under the pipeline and a badly fitted weld. About 37 per cent of the oil has been recovered from the spill, says

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the latest update from the company. The fire threatening the spill site is about one kilometre wide and 17 kilometres long. "The reason it's spreading long and narrow is because of the wind," Burrows said. Winds in the area were gusting at about 80 kilometres per hour, and weren't expected to subside, she added. The fire was spreading at a rate of about one kilometre per hour and was rapidly approaching nearby hamlets and the oil spill site. "It's very gusty winds and that's causing this fire to spread so rapidly," she said. "It could be in their communities by Monday if the winds keep up." The communities of Marten River and Little Buffalo were asked to voluntarily evacuate Sunday afternoon, Burrows said, mainly because of heavy smoke blowing into the areas.

<http://www.vancouversun.com/news/Wildfire+forces+evacuation+Rainbow+pipeline+spill+site/4787132/story.html>

UK, SURRY, MAY 17 2011. POLLUTION FEARS AFTER RIVER ASH OIL LEAK

Diesel has been spilled into the River Ash, putting the lives of fish and other wildlife at risk. Residents reported a foul smell coming from parts of the water that flows through Fordbridge Road in Sunbury on Tuesday (May 10). The Environment Agency visited the site on Wednesday (May 11) to take samples of the water. Gloria Shepherd, 65, who lives in Fordbridge Road said: "The smell here is awful, it's like a garage. "It's polluted with some sort of fuel but I don't know what. I noticed it at about 5pm on Tuesday because I always go out there to feed some breadcrumbs to the fish. "When I got up in the morning I could smell a strong fuel smell from my bedroom, the river runs through the mobile home park where we live. "I wish I could bottle it and I could run my car on it." According to Environment Agency officials, the spillage had been caused by a fuel leak from a farmer's water pumping system further upstream. An operations delivery team put oil absorbents across the river to contain the spill. The farmer has been billed for the time and use of the booms. Richard Crowe, a spokesperson from the Environment Agency said: "We would like to thank the member of public who reported this incident. "Thankfully it did not have any serious environmental impact. We spoke to the farmer and gave him some pollution prevention advice about how he can store fuel tanks more safely to reduce the risk of any further incidents. Anybody with any information should contact the Environment Agency incident hotline on 0800 807060.

http://www.getsurrey.co.uk/news/s/2092686_pollution_fears_after_river_ash_oil_leak

AUSTRALIA, NEW SOUTH WALES, HUNTER VALLEY, MAY 17 2011. WINERY BLAST LIKENED TO PETROL TANKER EXPLOSION

Map: [Pokolbin 2320](#)



Debris lays strewn after an explosion at Drayton's Family Wines

An eyewitness to a fatal Hunter Valley winery explosion has told a coronial inquest he thought the blast was a petrol tanker blowing up. Damien Griffith got to the Drayton's Winery within three minutes of the explosion in January 2008. The blast killed winemaker Trevor Drayton and welder Eddie Orgo. The inquest has been told a spark ignited ethanol in a wine vat, causing it to explode. Mr Griffith has told the inquest he saw a big mushroom cloud of smoke and bright orange flames from his property around 1 kilometre away. He said he knew something big had happened and he thought it was a petrol tanker blowing up. Mr Griffith told the inquest when he got to the winery he started taking photographs but always kept a 20 metre distance because liquid was on fire and moving quickly across the ground. Trevor Drayton's cousin Robyn Drayton has told the inquest about the moment she learned Mr Drayton had been killed in a horrific winery blast. She jumped on her quad bike and raced across a paddock to the winery within minutes of hearing three explosions. She saw flames shooting up trees, heavy smoke and liquid on fire on the ground. Ms Drayton says soon after she spoke to Trevor Drayton's brother Greg, who was in total shock while describing body parts inside the winery. She told the inquest she also spoke to assistant winemaker William Rickard-Bell, who jumped into a dam after being badly burnt. Ms Drayton said at that point Mr Rickard-Bell told her Trevor Drayton had passed away. The inquest has also heard a winery director confirmed ethanol was inside the wine vat that exploded, after previously saying he was not aware of its contents. Newcastle fire inspector, Brett Crotty was called to the blast and he said shortly after he arrived he asked Trevor Drayton's brother John what was in the wine vat that exploded. But he said he was not aware of what was in the tank. Inspector Crotty said he approached Mr Drayton a second time after a winery worker said ethanol was used in wine making. The fire chief said he asked Mr Drayton if ethanol was a possibility and he then confirmed with certainty that ethanol was inside the tank. Earlier the inquest was told Mr Orgo was not aware the highly flammable liquid was inside the wine vat when he started welding.

<http://www.abc.net.au/news/stories/2011/05/17/3219124.htm?site=newcastle>

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AUSTRALIA, NEW SOUTH WALES, HUNTER VALLEY, MAY 17 2011. VINEYARD CASE PIECES TOGETHER MEN'S LAST MOMENTS

stephen ryan



William Rikard-Bell at the inquest yesterday.

Edgar Orgo thought he was working on an empty tank when he began welding on the morning of January 17, 2008, an inquest into the fatal Drayton's Family Wines explosion heard yesterday. As Mr Orgo set about his work, winemaker Trevor Drayton and his assistant William Rikard-Bell were going about their duties on the production floor. Winery general manager John Drayton was working on a Thomas the Tank Engine children's amusement outside the production area ready for a charity event, while vigneron Greg Drayton was working in another part of the production area. Of all the people who were at the Pokolbin winery between 8.15am and 8.30am that day, Mr Rikard-Bell may have been the only one who knew that tank 104 - the tank Mr Orgo was welding and to which he was applying temperatures in excess of 1000 degrees - contained 9000 litres of the spirit known as SVR, East Maitland Coroners Court heard. Similar to ethanol, SVR can ignite without a spark at 363 degrees, counsel assisting the inquest, Kristina Stern, said.

There was one massive explosion and probably two or more minor explosions while a fire raged across the production area floor. The roof above tank 104 was blown off and thermal imaging of stainless steel above the tank later showed temperatures of 700 degrees. Trevor Drayton died almost immediately as a result of the blast while Mr Orgo, who was probably two to three metres above the ground working from a timber cage on a forklift, probably died from a combination of the fall and heart disease, the inquest heard. Mr Rikard-Bell had been following Mr Drayton as they walked between two tanks when the blast hit. He ran to a nearby dam and was later taken to hospital where he received specialist burns treatment. Witnesses outside the production area saw a liquid run along drains and across the ground, which caught alight in spots, Ms Stern said. The production area floor was burned and crime scene officer, Detective Senior Constable Peter Muscio, told the inquest he believed that fire was fuelled by ethanol John Drayton rushed to the nearby Rural Fire Service shed where he was a member and called for help. He drove a tanker back to the winery and found that NSW Fire Brigades had arrived. Perfab Engineering, the company Mr Orgo worked for, had been given at least two assurances that the tanks their employees were contracted to work on were empty and clean. They had been installing a cooling system for the production area when Drayton's asked them to perform more work, including work on tank 104. About a week before the explosion, Drayton's had taken its annual delivery of about 9000 litres of SVR which is used in the production of fortified wine. Mr Rikard-Bell and the supplier who delivered the liquid decided to store it in tank 104 and not tank 106 because of welding work near tank 106, Ms Stern said. There were no signs on the tanks, but Mr Rikard-Bell noted on a whiteboard which tank the SVR was stored in. Ms Stern said the inquest would examine many issues including what work Mr Orgo was doing, if any taps and valves on tank 104 were open and whether the fire caused the explosion or the explosion caused the fire. The inquest will hear evidence this week and a second week next month. Deputy State Coroner Hugh Dillon inspected the winery yesterday afternoon. The police brief, comprising 10 lever-arch folders, was tendered and the inquest is likely to hear from NSW Fire and Rescue, Rural Fire Service and WorkCover investigators.

<http://www.theherald.com.au/news/local/news/general/vineyard-case-pieces-together-mens-last-moments/2164815.aspx>

USA, S.C, ANDERSON CO, BELTON, MARCH 17 2011. MAN INJURED BY EXPLOSION OF TANKER

An explosion of this One man was taken to AnMed Health after a tanker exploded at a trucking company Monday. Neighbors and some people up to three miles away reported hearing and feeling the explosion just before 5 p.m. The explosion happened next door to Open Door Community Church. The church and the company occupy a former plant on Youth Center Road off S.C. 20 and Maxcy Drive between Belton and Williamston. The man was reportedly welding on the truck, which was said to have been empty. The tanker had contained diesel fuel, according to Scott Stoller, EMS director for Anderson County. The tanker may have been able hold as much as 8,500 gallons. Some power lines were knocked down, and a forklift was used to hold the tanker in place while the man was prepared for transport to the hospital. Stoller said the man was conscious when he was taken from the scene. Belton EMS took the man to the hospital. Cheddar Fire Department and the Anderson County HAZMAT team were also on the scene.

<http://www.independentmail.com/news/2011/may/16/man-injured-explosion-tanker/>

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