

ITEM	15
MANAGER'S REPORT NO.	54
COUNCIL MEETING	Aug. 30/76

Re: OIL SPILL / H.M. TRIMBLE AND SONS LTD.  
7260 WINSTON STREET

Following is a report from the Chief Public Health Inspector on the subject oil spill.

The pictures referred to in the report will be available for viewing at the Council meeting on August 30, 1976.

RECOMMENDATION:

1. THAT a copy of this report be sent to Messrs. Ian Robertson and C.W. Nicol of the Environmental Protection Service and Mr. D.I. Rodway of the Provincial Emergency Programme.

\* \* \* \*

August 26, 1976

Mr. M.J. Shelley  
Municipal Manager  
Corporation of Burnaby

Dear Sir:

Re: OIL SPILL  
H.M. TRIMBLE AND SONS LTD.  
7260 WINSTON STREET

At 4:35 p.m., Friday, August 13, 1976 an official of the above-noted company advised this Department by telephone that a substantial oil spill had occurred on their property. G.H. Armson and D.J. Edwards collected the municipal supply of oil absorbent material used in oil spill situations and proceeded to the site.

On arrival at the scene Mr. Andy Piche, Regional Manager, H.M. Trimble and Sons Ltd., advised that approximately five hundred (500) gallons of Bunker C fuel oil had escaped to ground surface during a fuel transferring operation.

The spill proved to be Bunker C fuel oil, a black, heavy, thick, glutinous oil. The oil had flowed across the gravelled parking area for approximately one hundred (100') feet and entered the discharge end of an oil interceptor facility which ordinarily discharges storm wastes by culvert and open ditch to the Burlington Northern Railroad ditch. This drainage ditch is situated approximately two hundred feet to the south of the oil interceptor and approximately sixty feet lower in elevation than the H.M. Trimble and Sons Ltd. property. A goodly portion of this railroad drainage ditch was weed and brush choked but the volume of oil discharge and the momentum gained through the difference in elevation resulted in the Bunker C fuel travelling along the railroad ditch about four hundred feet in a westerly direction thence through a culvert under the tracks and, as far as could be ascertained at that time, due to drenching rain and early darkness, stopping short of the marsh area of Burnaby Lake.

A survey of the situation revealed that the oil spill was extensive and would be difficult in removal due to weather conditions, overgrown drainage ditches, inaccessibility to the discharge area by either workers or equipment and the type of discharge. 159

Company officials had attempted to stop the movement of oil by barricading the ditch at intervals and had commenced the removal of existing oil by the utilization of a bucket brigade. Manual removal of the oil continued until darkness.

On Saturday morning it was decided that the oil had to be removed by some form of pumping and that we had to get equipment closer to the railroad ditch and on a level that would permit the power pumping of this heavy oil.

A survey of the area revealed that this action might be possible if we could gain entry through the property to the west. Fortunately the owner of this property agreed to permit access and McCraes Septic Tank Service, upon viewing the situation, agreed to put a pumper truck down providing H.M. Trimble and Sons Ltd., would guarantee to have the truck pulled out if it bogged down. McCraes were successful in backing their truck down the incline and to the westerly end of the railroad ditch (point where culvert crossed railroad tracks) on Saturday, August 14, and pumping action commenced and continued throughout Sunday, August 15, and Monday, August 16, 1976. On Monday, August 16, 1976, we realized that the work of oil removal would be greatly facilitated if an access road could be constructed parallel to the railroad ditch and continuing approximately four hundred feet to the east of the existing pumping location. Officials of H.M. Trimble and Sons Ltd. contracted for a D 7 cat and a temporary access road was constructed. This enabled the pumper truck to move the length of the ditch and remove the oil rather than attempting to move the oil to one pumping location by the manual means of using rakes and shovels. When the major portion of the oil had been removed a Grade All machine was brought in to clean the ditch by the removal of oil saturated brush, earth, and weeds. This material was hauled by tandem dump truck to a dyked area on Trimble property.

A further survey revealed that some oil had escaped through a hidden culvert and affected an area about 30' X 30' on the swamp side of the Greater Vancouver Sewage and Drainage District sewer line. As the 10" culvert under the railroad tracks had been cleaned the pumper hose was ducted through the culvert and on to the affected swamp area when small pockets of oil were pumped out.

As there was no practical method of removing oil residue that could be present in this small area it was decided, in consultation with officials of Environmental Protection Service (Federal) and an official of the Provincial Emergency Programme to treat this area with an approved mixture of fertilizer and peat moss and then cover this section with a substantial quantity of peat moss.

This portion of the program was completed at 6:30 p.m., Tuesday, August 17, 1976. Crews employed by H.M. Trimble and Sons Ltd. have worked on clean up procedures continuously, August 18, 19, 20, 21, 22, 23, 24 and have now completed the final clean up. A portion of the recovered oil and water was taken to the Chevron Refinery for reprocessing. The remainder, unsuitable for reprocessing as it consisted of a mixture of oil, earth, sticks, stones, weeds, water and small brush was taken to the Richmond Land Fill.

On Friday August 20, 1976, D.L. Rodway, Emergency Programme, Coordinator, Vancouver Zone, in the company of Municipal Health Department Officials, surveyed the area and upon completion of the survey stated that he was satisfied with the method and progress of clean up procedures.

CONCLUSION

We can report that this oil spill has been successfully cleaned up. It was accomplished under the adverse conditions of inaccessibility to the concerned area, inclement weather, and difficult terrain. This spill occurred even though stringent company regulations pertaining to fuel transfers (infrequent) are set forth in this company's policy manual; namely that the person in charge of the operation must be at the control valves during the operation. The company has now changed their policy to that of prohibiting any transfer of petroleum products on their property.

All expenses relating to this spill have been accepted by H.M. Trimble and Sons Ltd. The total cost will be between eight thousand (\$8,000) dollars and ten thousand (\$10,000) dollars. We would state that the officials of H.M. Trimble and Sons Ltd. have spared no expense nor the provision of manpower in the successful effort of completing this clean up.

It is not our intention to institute legal action in this matter as we are of the opinion that it would serve no useful purpose. To support this opinion we would submit the following facts:

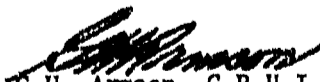
1. The hose line failed in spite of the fact that the company carries out a system of pressure testing hoses and connectors with the purpose of circumventing this type of accident.
2. The leased operator in charge of the transfer operation failed to observe the instructions contained in the "Driver's Policy Manual". The leased operator and his vehicle are no longer with the company.
3. The transfer of petroleum products on this property has been conducted on infrequent occasions. The company, in order to avoid any possibility of a like accident, have now placed a total ban on any petroleum transfer on their property.
4. The company has done everything possible to nullify any adverse effect that this spill may have had on the environmental quality of this localized area. The lesson that this company and others have or will learn is that the escape of two hundred (\$200.00) dollars worth of product necessitated an expenditure of \$8,000 - \$10,000 in recovery.

For your information a copy of the letter of explanation as received from Mr. Andy Piche, Regional Manager, H.M. Trimble and Sons Ltd., is attached.

Weather conditions were not conducive to the taking of pictures. We are submitting three that were taken in the hope that they will be of some aid in the assessment of the problem.

In closing we would express our appreciation for the assistance received from Mr. Ian Robertson and Mr. C.W. Nicol, Environmental Protection Service, Environment Canada and D.I. Rodway, Emergency Programme Coordinator, Vancouver Zone, Provincial Emergency Programme.

Respectfully submitted,

  
G.H. Armon, C.P.H.I. (C)  
CHIEF PUBLIC HEALTH INSPECTOR

GHA/cc

ITEM	15
MANAGER'S REPORT NO.	54
COUNCIL MEETING	Aug. 30/76



*H. M. Trimble & Sons Ltd.*

PO BOX 3500  
CALGARY ALTA  
T2P 2P8

7260 Winston Street  
Burnaby, B. C.  
V5A 2G9

August 23, 1976

Environmental Health Dept.,  
6161 Gilpen Street,  
Burnaby, B. C.

Attention: Mr. G. H. Armson,  
Chief Public Health Inspector

Dear Sir:

RE: Bunker Spill  
H. M. Trimble & Sons Ltd.  
7260 Winston Street

This memo is a report on how the bunker spill occurred at our terminal and measures taken to clean it up.

On August 13th the Dispatcher instructed one of our leased operators to pump over a 5,000 gallon load of bunker fuel from one semi-trailer to the other.

The reason for the pump over, the power unit under the loaded semi-trailer was required for another delivery and the semi loaded with bunker did not have the type of decking gear required to deck a loaded trailer.

The leased operator went out towards the back of our yard, hooked up the power unit product pump and necessary hoses to the trailers' and proceeded to pump over.

It was pouring rain at the time, the leased operator was sitting on the passenger side, inside the cab of the unit. He was not watching the hoses or controls to the pump.

ITEM	15
MANAGER'S REPORT NO.	54
COUNCIL MEETING	Aug. 30/76

Environmental Health Dept.  
Burnaby, B. C.

August 23, 1976

Approximately half the load had been pumped over when the end of the hose blew off the metal hose end fitting. By the time the leased operator noticed the bunker running and got the pump and valves turned off the bunker had already entered the sump outlet at the far end of the yard.

The leaser advised our Dispatcher who in turn reported to the Branch Manager.

The Branch manager and Maintenance manager went out and looked the situation over.

The bunker by that time was down the bank then along the ditch for approximately 500 feet then into the culvert under the rail-road tracks and into a hole adjacent to the walkway next to Burnaby Lake.

The Branch manager and Maintenance manager immediately got some extra help with buckets and started picking up bunker on the other side of the track hauling it back up the hill dumping into the waste oil trailer. They kept this up for about four hours in order to keep the bunker from spreading. Shortly before 4 P.M. the Branch manager reported the situation to the undersigned at that time the Environmental Health Dept. was called.

Mr. Darcy Edwards and Mr. George Armson came down and looked over the seriousness of the spill.

For the balance of Friday 13th the bucket brigade continued while arrangements were being made to bring in a septic pumper unit. From Saturday morning August 14th through to and including Friday August 20th the crew of men continued the cleaning, the septic truck kept pumping and hauling the bunker. Heavy equipment was brought in to build a road, clean the ditch and haul the material away.

Through a lot of help from the Burnaby Environmental Dept. the Federal Environment and Provincial Environment people plus a lot of hard work and heavy costs the spill was cleaned up.

It is unfortunate through human error the Company has suffered a very costly and embarrassing situation.

ITEM	15
MANAGER'S REPORT NO.	54
COUNCIL MEETING	Aug. 30/76

- 3 -

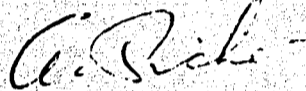
Environmental Health Dept.  
Burnaby, B. C.

August 23, 1976

Important steps have been taken to prevent any reoccurrence of this type.

Yours truly,

H. M. TRIMBLE & SONS LTD.



Andy Piche  
Regional Manager

AP/pm