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Sent: Tuesday, December 07, 2010 4:27 PM
To: jwood@dps.state.vt.us
Cc: Christopher Herrick; Erica Bornemann; Cleland, Jaymi; vhmrtchiefs@googlegroups.com;
jjillson@mdandb.com
Subject: Sheffield-Wheelock Blasting Agent Truck in Brook

This is a summary of the event of December 6, 2010

As on-call VHMRT Crew Chief, I received page from Rockingham Dispatch at 0759, and contacted Dispatch for details. Details were few and call to Chief Mark Brown of Sheffield Wheelock Fire Department (SWFD) were unanswered. Later learned at scene that there were no wireless telecommunications in the local area. On basis of Dispatch information that a team was desired to assist on-scene for truck accident with cargo of what was reported to be 15,000 pounds of blasting agent accompanied by known spill of anti-freeze and hydraulic fluids, asked for strike team and Putney truck calling out the Southeast and Northeast team members to respond to Old Duck Pond Road.

With two responders and one truck by around 0840, sought second callout of same team members. Buy 0910, there were no new available team members so had third page for all team members from state and second truck from Essex. Total responders available was eight after third call out, and told two to hold back in case another shift might be needed. Communicated estimated times of arrival for myself, two trucks and five techs to scene and Chief Brown through St. Johnsbury Dispatch.

Arrived on scene about 1015, finding multiple vehicles from SWFD, multiple vehicles from Maine Drilling and Blasting and NMT, the Wind Turbine project developer company. Obtained briefing from Incident Commander, Chief Brown informing him we work for him, and could be his HazMat Operations Section. Also obtained briefing from first VHMRT on-scene Gary Moore of Bradford, VT. After interviewing Maine Blasting and Drilling representatives including Vice President Mitch Green, felt comfortable that the blasting agent, now known to be 18,800 pounds of ammonium nitrate with various other materials, was stable with two exceptions - extreme shock and fire - which were unlikely. Nevertheless, shock prevention and fire protection became two key incident objectives as did scene safety.

Scene safety tackled first by establishing an access control point for all personnel and vehicles, an Operations Section incident command staff with Safety Officer, Science Officer and three Operations technicians, a Safety Plan, personnel accountability, on-scene ambulance service, notification of local hospital and relocation of all unneeded resources to primary staging area 1 mile south of scene. Immediate scene access point established about 1000 feet from truck which was rolled over on its side. The truck had attempted to climb a hill to its destination the construction site of the Sheffield Wind Farm and slid down the snow-covered dirt road into the brook. It was held from going entirely belly up by a 12-16" diameter tree.

The brook was soiled by unknown quantities of petrochemical products and hydraulic fluid leaving a visible sheen on the brook for perhaps 500 feet. Approximately 100 gallons of ethylene glycol solution of 70% water had been released from the truck's reservoir into the soils and brook as well. This solution is used to lubricate the blasting agent as it is pumped from the truck to the blast site. In the end and based on truck indicators, it appears less than 1 gallon of hydraulic fluid, perhaps one gallon of motor oil and perhaps two gallons of diesel fuel spilled into the soil and brook.

SWFD had established two spill control dams at about 100 feet downstream and 500 feet downstream with both petrochemical and non-petrochemical spill pads and spill socks. After planning and obtaining resources, Maine Blasting and Drilling brought in a D-8 bull dozer for anchoring two heavy weight tow trucks. The two trucks began a pull to right the overturned vehicle. VHMRT spotters observed the lift for scene safety and for product leakage. After the full truck was available for viewing, it was clear the main

product tank was undamaged and no blasting agent had been lost. No additional truck leaks were identified after righting the truck, but a hydraulic hose on one of the tow trucks broke and sprayed people and equipment with about one gallon of hydraulic fluid. All personnel were protected from splash by safety glasses, turnout gear and hard hats or helmets.

At about 1545, the road to the scene was cleared to allow towing of the blasting agent truck down the hill to a paved road. I was the last VHMRT member to leave at about 1600.

Summary:

- No ammonium nitrate was released. According to the manifest, 18,800 pounds were within the tank.
- 100 gallons of 30 percent ethylene glycol, 1 gallon hydraulic fluid, 1 gallon fuel oil and maybe 2 gallons of diesel fuel released.
- VHMRT responders: Reg Beliveau, Gary Moore, Glenn Moore, Peter Brown, Paul Spicer, Bill Irwin (Crew Chief)
- VHMRT expended two full packages of spill pads from Truck 1, fuel for two Hazmat Trucks (IBM and Putney), travel expenses and hours for six team members.
- Responsible parties: Mitch Green of Maine Drilling and Blasting, 800-370-0299
- Preblast and claims Superintendent: Jim Jilson, jjilson@mdandb.com
- Site representative: Heather Kohlhagen, RMT Safety 608-628-9638
- Waste Management Representative: TMC Services, NH
- Incident Command: Marc Brown, Sheffield FD Chief, 802-274-2850

Photographs and full documentation with team

Bill

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