2. Signs of Leaking Tanks or Piping:

.2 The secondary containment has a 100 mmØ (4") drain pipe with a gate valve. The drain line was capped and plugged, and the valve was locked closed.

.3 All tanks were inspected externally for signs of leakage and were found to be in good condition.

.4 The pipeline header was pressure tested and some minor leaks were repaired. The header was retested and found to be leak free. Damaged flexible containers were replaced.

.5 The tanks were to be separated from the header by removing the flexible connectors and blinding the valves, but were left connected with the valves closed. The tanks will be used on an individual basis, until all diesel fuel and gasoline is used up.

.6 A solenoid valve with a bypass was installed on the piping to the dispensers (see Photo #22, to open automatically when the dispenser pump in the dispenser building is turned on, and to close when the pump is turned off. A minor leak has developed in one of the fittings and is being contained by a drip pan. The leak has since been repaired.

.7 The broom head and stick were removed from the tanks vent.

3. Leaking Tanks (Overfill):

.8 As noted above, the tanks were inspected and no leaks were found. The piping and header were also inspected, pressure tested and several minor leaks were repaired and retested. Thus no tanks were required to be withdrawn from service, and are suitable for continued service.

.9 Two tanks were isolated from the headers, new flexible connectors were installed, where needed, and are set up to be operated individually.

.10 It is evident from the amount of the spill and the spill pattern, shown in Photos #4 and #5, that the major spills, in the past, were caused by overfilling the tanks during pipeline diesel fuel transfers, during previous mill operations.

.11 A portion of the 100 mm diameter aboveground diesel fuel pipeline has been removed, thus the problem with overfilling through the pipeline has been eliminated.