



# MIRAMAR HOPE BAY LTD.

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**VIA E-MAIL** [nwbexec@polarnet.ca](mailto:nwbexec@polarnet.ca), [pdipizzo@polarnet.ca](mailto:pdipizzo@polarnet.ca), [rbecker@polarnet.ca](mailto:rbecker@polarnet.ca) **and to CC List**

03 September 2002

Mr. Philippe di Pizzo  
Executive Director  
Nunavut Water Board,  
P.O. Box 119  
Gjoa Haven, NU, X0E 1J0

Dear Mr. di Pizzo,

**Re: Follow-up Report – Spill Report 02-451: Water License: NWB2HOP0207**

Please accept the following as an update to the original spill report filed on August 1, 2002 for spill number 02-451. This response is seen to be in full compliance with the above captioned water licence and also provides the 24 hour spill response recipients with the latest information.

The information contained in this follow-up report contains information previously provided with the original report on August 1, 2002; or immediately following the original filing.

**TYPE OF INCIDENT:**

Spill # 02-451, a spill of diesel fuel occurred at Windy Camp on August 1, 2002 at approximately 14:30 Hrs.

Based on tank dipping on the morning of August 1, 2002, an estimated 7,200 litres of diesel fuel was spilled when a fuel nozzle on the 70,000 litre enviro-tank was left locked in the open position while filling a 250 gallon (1000 litre) tank at the generator. While filling, the operator left the work station to do another task and forgot about the re-fuelling. The fuel line is direct from the bulk storage enviro tanks. This practice has been terminated and re-fuelling will only be done by using the 250 gallon tidy tanks. It is estimated that the fuel overflowed the 1000 litre generator tank for about three hours. As immediate follow-up to the original spill report being filed, Environment Canada requested further details and digital photographs which were provided on August 2<sup>nd</sup> to the attention of Ms. Anne Wilson.

## **DETAILS OF INCIDENT / ACTION TAKEN:**

The generator fuel tank (the tank being filled) is located above a natural berm of sand and organic material, and the fuel ponded in a small depression just south of the generator fuel tank (see Photo # 1). When the spill was discovered, fuel was just starting to overflow through a small spillway previously dug through the top of the berm, to minimize runoff catchment in the area.

The Spill Response Plan was immediately placed into action. Standing fuel was pumped into 45 gallon drums from the ponded area (see Photo #2). An estimated 3300 litres (16 Drums) of liquid was recovered.

The area of the spill was underlain by 8" grass and organics, with coarse sand underneath. The grass and organic material was cleaned using absorbent 'enviromat'. This material, along with about 60cm sand underneath, has been recovered and transferred into 45 gallon drums. Two trenches were dug down-slope of the spill site one of which ran the full length of the large storage tent. The spill area is located approximately 120m from Windy Lake.

All of the camp crew and geologic personnel participated in the cleanup (mostly digging trenches and filling drums with contaminated sand and soil). A helicopter was dispatched to Boston Camp to retrieve remaining geotextile fabric and HDPE liner material that was used in the construction of the tank farm at Boston. Saturated soil was excavated using the Kubota tractor and the soil was temporarily stored on the area covered by the HDPE liner material until it was transferred into 45 gallon drums (see Photo # 3). The material has since been transferred to approximately 400 - 45 gallon drums and stored in an appropriate location, and final disposal will be undertaken once various options are investigated (See Photo # 4).

Corporate environmental personnel were informed of the spill at approximately 16:00 Hrs. on August 1<sup>st</sup>. The original Spill Report, once full details of the spill were known, was drafted and faxed to the 24-hour spill report line approximately 4 hours after the spill was identified. Although there was "no visible sheen" of oil and grease on any water body, water samples were taken from Windy Lake and from standing water located down-slope from the spill site. Preliminary analytical results have shown that water samples collected to date are at or near the detection limit for Oil and Grease indicating that there are no impacts on Windy Lake. We are currently awaiting the final analytical results from the external lab and they will be submitted to you (Nunavut Water Board) with the September monthly report.

As a further monitoring tool, and as mentioned above, a cut-off trench was dug along the length of the large storage shed, including the excavation of test holes (4) within the trench and down-slope inside the storage shed as well as another test hole (1) further down-slope and outside the storage shed (see Photo # 5). "Enviro-mat" absorbent material was placed in the trench and test holes (see Photo # 6), designed to collect any diesel fuel that accumulates within these test holes. Minimal diesel fuel is being collected on the "enviro-mat" and to monitor any collection of diesel fuel, the "enviro-mat" is being monitored daily and if required, disposed of in the incinerator. Site personnel will continue to observe these locations, however; the information collected to date indicates that minimal fuel is reporting to these locations, a further indication that the remedial measures taken by site personnel in response of this spill incident, confirms that most of the diesel fuel has either been recovered as liquid or in the excavated material mentioned earlier. We estimate that 99% of the fuel spilled has been recovered, again, either as recovered liquid or in contaminated soil.

As mentioned above, contaminated soil has been transferred into 45 gallon drums (see photo # 7) for future disposal. Discussions with Environment Canada has indicated that the material could be placed on the proposed airstrip at the Doris Hinge project, once developed, as this is seen to be an acceptable method to "land-farm" this type of contaminated material. Final disposal practices will be provided after further internal discussions.

New re-fuelling procedures have been developed (see attached) which specifically states that re-fuelling operations personnel shall never leave a worksite during pumping and fuelling duties. As well, additional training will be provided to all personnel on fuel handling, spill response and safety procedures.

### **Future Monitoring:**

Although the potential of diesel fuel entering any water body is very remote, MHBL will monitor the site during the 2003 open water season, however; as the large storage shed is required for storage of critical equipment for the winter period, the trench and test holes will be lined with a significant amount of "enviro-mat", empty 45 gallon drums will be placed in the test holes and the area will be backfilled with uncontaminated material and leveled to facilitate the storage of the critical equipment. One of the test holes will be excavated in the summer of 2003 and based on the findings, further remedial action will be undertaken. It should be noted, however; that based on recent results, actions in 2003 are expected to be minimal.

MHBL feels the forgoing satisfies conditions of the above captioned water licence. If you have any questions related to this follow-up report on spill # 02-451, please do not hesitate to contact the undersigned on the above numbers or 1-780-975-2550, or you can contact me by e-mail at [hugh\\_r\\_wilson@hotmail.com](mailto:hugh_r_wilson@hotmail.com); or [hwilson@miramarmining.com](mailto:hwilson@miramarmining.com).

Sincerely,  
**Miramar Hope Bay Ltd.**

*Original signed by "H.R. Wilson"*

Hugh R. Wilson,  
Manager, Environmental Affairs

CC: J. Kaniak, KIA Lands Manager: e-mail [jkaniak@polarnet.ca](mailto:jkaniak@polarnet.ca)  
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Fax copy to 24 hour spill line: 867-920-8130

Attachment:  
Revised Spill refueling procedures - August. 2002.  
Word Document of Photo's #1-7.