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NSY PORTSMOUTH
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OIL SPILL REPORT FORM FOR INCIDENT OCCURRING 10 JUNE 1981 NSY PORTSMOUTH
ME
12/9/1981
MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION

OIL SPILL REPORT FORM

Spill Case # P 72 for 1981

Spill or and Location U.S. Navy Yard, Kittery

Person Reporting Spill Portland Marine Safety Officer

Amount and Type of Product #2 and #6

Date and Time of Spill June 10, 1981 Reported August 1, 1981

Cause of Spill 6" underground pipe rupture during transfer P or A P

Total Amount of Oil Recovered 1000 gals. Methods excavation

Oils - Recycleable 0 Liquids - Non-Recycleable 0

Solids - Combustible 5 yds.³ Solids - Non-Combustible 100 yds.³

Weather Conditions Variable

Water Course Affected Piscataqua River

Investigator(s) J.S. Glasgow Incident Code A-W

REMARKS - RECOMMENDATIONS

On August 3, 1981, Lt. Cdr. Regalbuto and I conducted a joint investigation at the site of a June 10, 1981 spill of #2 deisel fuel. According to Mr. Peters of the Yard's Department of Public Works, the spill ocured when an oil barge transferring oil to the shipyard over pressured the 6" pipe in use, causing it to rupture.

Shipyard Officials speculate that the #2 fuel encountered a deposit of buried #6 fuel from an old spill and is thinning the heavy #6 oil sufficiently to allow its migration through the soil to the water near berth #6. The Yard is doing an adequate job containing the oil and cleaning it up.

As a result of the D.E.P. - U.S. Coast Guard investigation, a letter was issued to the Navy Yard that, among other things, required excavation of the oil contaminated soil that was supplying the oil leaching from berth #6 (see enclosure #1)

On August 31, 1981, Ken Plaisted, the Yard's Enviromental Engineer, requested that he be able to utilize the Yard's secure landfill for the disposal of oily soil. (see enclosure #3) I outlined to Mr. Plaisted what action he should take in order to dispose of oily debris at his landfill. (see Enclosure #2)

On October 14, 1981 the D.E.P. issued a permit amendment to allow the Navy Yard to dispose of the debris. The procedure is to be followed as per the outline in Enclosure #4.

No further action is recommended

:ksb

James S. Glasgow
James S. Glasgow



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ENCLOSURE # 1
Commanding Officer
USCG Marine Safety Off
P.O. Box 108
Portland, ME 04112
(207) 780-3251

16455
5 August 1981

From: Commanding Officer, Coast Guard Marine Safety Office, Portland, ME
To: Portsmouth Naval Shipyard, Public Works Officer, Code 400

Subj: Leaching Oil in the Vicinity of Berth 6, Portsmouth Naval Shipyard

Ref: (a) Meeting with Mr. Peters (P.W.), Mr. Glasgow (Maine DEP) and LCDR Regalbuto on 3 August 81

1. As discussed in reference (a) the following recommendations to mitigate the leaching problem at your facility are offered:

a. Install at least three test wells in the general areas marked on enclosure (1). The wells should be lined with corrugated pipe with holes cut into it, (or some other equivalent), and the back filled with small crushed rock. The wells should be deep enough so that there is ground water always present.

* b. Excavate in way of #2 oil leak which surfaced approximately three weeks ago. Determine source of leak and make necessary repairs. If oil has pocketed in way of deteriorated line, provide scavenger pump.

✓ d. Remove residual product in the six lines at berth 6.

✓ e. Investigate if the truck loading manifold can be segregated from the six lines at berth 6. If it cannot be isolated then discontinue use of truck loading manifold until modification is made.

2. It is requested that you keep us advised of these developments.

K. P. PENSOM

Encl: (1) Schematic of Berth 6

Copy to: Maine DEP, ATTN: J. GLASCOW

SPEED
LIMIT
55

It's a law we

BERTH 5

3" LUBE TO SHORE
3" LUBE TO SHIP
6" NAVY SPECIAL
4" DIESEL TO SHIP
6" DIESEL TO SHORE
6" BUNKER "C"
3" LUBE
3" LUBE
8" FUEL
6" DIESEL
6" DIESEL
8" FUEL

SAME AS ABOVE

SAME AS ABOVE

SAME AS ABOVE

BERTH 6

180

164

151

3" LUBE
3" LUBE
8" FUEL
6" DIESEL
6" DIESEL
8" FUEL

247

3" LUBE TO SHORE
3" LUBE TO SHIP
6" NAVY SPECIAL
4" DIESEL TO SHIP
6" DIESEL TO SHORE
6" BUNKER "C"

4" DIESEL TO SHIP
6" DIESEL TO SHORE
6" BUNKER "C"
6" NAVY SPECIAL
3" LUBE TO SHIP
3" LUBE TO SHORE

X - Recommended siting of test wells

(Envelope)

3 ABOVE



STATE OF MAINE

Enclosure #2

Department of Environmental Protection

MAIN OFFICE: RAY BUILDING, HOSPITAL STREET, AUGUSTA
MAIL ADDRESS: STATE HOUSE, AUGUSTA 04333

Henry E. Warron
COMMISSIONER
289 2811

ADMINISTRATIVE SERVICES:
289 2691

September 4, 1981

BUREAU:

AIR QUALITY CONTROL
289 2437

LAND QUALITY CONTROL
289 2111

WATER QUALITY CONTROL
289 2591

OIL POLLUTION CONTROL
289 2591

Mr. Kenneth Plaisted, Environmental Engineer
Department of Public Works
Portsmouth Naval Shipyard
Portsmouth, NH 03801

REGIONAL OFFICES:

31 CEN. OFFICE
BANGOR 04401
947 6746

634 MAIN STREET
PRESCOTT FALLS 04769
764 3737

OIL POLLUTION CONTROL
17 COMMERCIAL STREET
PORTLAND
773 6491

OIL SPILL REPORTS ONLY
(TOLL FREE) 1-800-482-6778

CITIZEN ENVIRONMENTAL
ASSISTANCE SERVICE
289 2691
(TOLL FREE) 1-800-452-1942

AIR QUALITY CONTROL
17 COMMERCIAL STREET
PORTLAND
773 6196

LAND QUALITY CONTROL
17 COMMERCIAL STREET
PORTLAND
773 6196

Subject: Oil contaminated soil disposal in Naval Shipyard landfill,
DEP, Permit #03/07-4317-31130

Dear Ken,

I've researched the documents concerning your dredge spoils landfill that we have on file in this office. Judging from that information the landfill is an acceptable site for disposal of the oily soil that is to be excavated from the area adjoining berth #6. In order to reduce the probability of ground water contamination and migration of the pollutant the following items are required prior to covering the oily soil in the landfill:

1. The "heavily" contaminated oily soil is to be spread out to a depth of not more than six inches for the period of time necessary to weather out the light ends. Probably about 2-3 weeks.
2. The site used for the above purpose should be such that run-off out of the site not result in a visible sheen on surface waters.

In order that the Naval Shipyard not violate their current permit for the landfill you must request that your permit be amended for oily soil disposal. Your request must be made to the Division of Licensing, Bureau of Land Quality Control, Department of Environmental Protection, Augusta, ME 04333.

Sincerely,

James Glasgow
Environmental Services Specialist II
BUREAU OF OIL & HAZARDOUS MATERIALS
Portland Regional Office

pj

cc: Marine Safety Office, Portland
Land Quality Control, DEP Augusta

Enclosure # 3



DEPARTMENT OF THE NAVY
PORTSMOUTH NAVAL SHIPYARD
PORTSMOUTH, N. H. 03801

IN REPLY REFER TO
440.2:KWP:ded
11350
Ser. 440/695
11 Sep 1981

Mr. Teco Brown
Division of Licensing
Bureau of Land Quality Control
Department of Environmental Protection (DEP)
Augusta, ME 04333

Dear Mr. Brown:

The Shipyard is experiencing an oil leaching problem at one of our berths. The suspected cause is a bank of oil transfer lines which run adjacent to the berth. Representatives from the Coast Guard Marine Safety Office in Portland, Maine, and Mr. Jim Glasgow (Environmental Services Specialist II) from the Bureau of Oil and Hazardous Materials, have visited the Shipyard to evaluate site conditions.

In an effort to eliminate the suspected source of the leaching oil, the Shipyard is in the process of procuring the services of a contractor who will disconnect and remove the oil transfer lines. The Shipyard suspects there will be earth contaminated with oil found during the removal, and we would like to dispose of this material in our dredge spoil landfill on base. Mr. Jim Glasgow has investigated this possibility and his conclusions are documented in enclosure (1).

The Shipyard, therefore, is formerly requesting that D.E.P. Permit #03/07-4317-31130 be amended to include the disposal of oil contaminated earth in the dredge spoil disposal landfill.

The Shipyard would appreciate expediency concerning this request due to the urgency involved in removing the source of the leaching oil. If there are any questions, please notify Mr. Ken Plaisted, telephone 207-439-1000, ext. 2620.

Sincerely yours,

A handwritten signature in black ink, appearing to read "D. J. BriselDEN".

D. J. BRISELDEN
CAPTAIN, CEC, USN
Public Works Officer
By direction of the Commander

Encl:
(1) D.E.P. ltr of 4 Sep 1981

Copy to: D.E.P. (J. Glasgow)
Marine Safety Office, Portland

4. As built drawings showing the exact location of oily soil disposal and amount of soil disposed of shall be submitted to the Department not later than December 1, 1981.

DONE AND DATED AT AUGUSTA, MAINE, THIS 14TH DAY OF OCTOBER, 1981.

BOARD OF ENVIRONMENTAL PROTECTION

BY: Darc E Judor

to HENRY E. WARREN, CHAIRMAN

PLEASE NOTE ATTACHED SHEET FOR APPEAL PROCEDURES....



DEPARTMENT OF THE NAVY
PORTSMOUTH NAVAL SHIPYARD
PORTSMOUTH, N.H. 03801

IN REPLY REFER TO
440.2:KWP:jl
11350
Ser. 440/912

9 Dec 1981

Mr. Teco Brown
Division of Licensing
Bureau of Land Quality Control
Department of Environmental Protection (DEP)
Augusta, ME 04333

Dear Mr. Brown:

The Shipyard, via Portsmouth Naval Shipyard letter dated 11 September 1981, requested that our D.E.P. permit #03/07-4317-31130 be amended to include the disposal of oil contaminated earth in our dredge spoil disposal landfill. Conditional approval was granted per telephone conversation with Mr. Tom Scholl of the Bureau of Land Quality Control. The conditions to be met were as follows:

(1) The heavily contaminated oily soil was to be spread out to a depth of six inches for a weeks time in order to weather out the light ends.

(2) The material was to be mounded up again and covered with a twelve inch layer of clay.

(3) Disposal procedure used was to be noted on an as built drawing with a copy provided to the Portland Regional Office of the Bureau of Oil and Hazardous Materials.

The above conditions have been met, as documented by this correspondence, and enclosure (1) is herein forwarded for your files as requested.

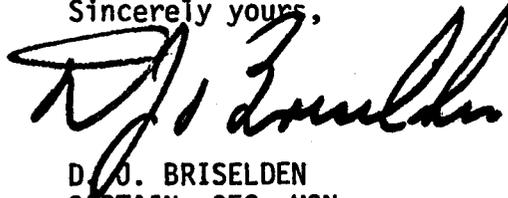
The Shipyard would like to take this opportunity to request the modification of D.E.P. permit #03/07-4317-31130 a second time in order that spent sand blast grit may be deposited in the dredge spoil disposal landfill. The Shipyard produces approximately 4,000 tons of spent grit per year. It is estimated that at this generation rate the Shipyard would fill the existing dredge spoil disposal landfill in three years. Enclosure (2) contains the E.P.A. toxicity testing results on three grit samples taken on the Shipyard, and as indicated the spent grit is not a hazardous waste.

Enclosure (1) indicates the remaining area of the disposal site to be filled with grit, and an estimate of the volume of the area. When the disposal site reaches capacity the Shipyard will close and cap the area as originally designed.

440.2:KWP:jl
11350
Ser. 440/912

The Shipyard would appreciate your cooperation concerning this request. If there are any questions, please notify Mr. Ken Plaisted, telephone (207) 439-1000, extension 2262.

Sincerely yours,



D. J. BRISELDEN
CAPTAIN, CEC, USN
Public Works Officer
By direction of the Commander

Encl:

- (1) Drawing of Dredge Disposal Site Showing Existing Conditions
- (2) E.P.A. Toxicity Test Results on Grit

Copy to:

D.E.P. (Jim Glasgow)
Marine Safety Office, Portland