

N00213.AR.000055
NAS KEY WEST
5090.3a

POLLUTION REPORT REGARDING HISTORIC PIPELINE AND STORAGE TANK LEAKS NAS
KEY WEST FL
3/23/1988
ABB ENVIRONMENTAL SERVICES INC

KEY WEST POLLUTION REPORT
Prepared March 23, 1988

198 1, 2, 3 Handwritten
to Capt. Manning on 4/8/88

7046-3.1

0001
M

I. During the latter part of 1987 David Bryant reported that the Navy had dug a hole near the concrete wall by the water north of our tanks because product was seeping into the sea. He said the Navy had installed numerous monitoring wells throughout the area some time ago.

II. On 12/3/87 we received a telephone call from Brian Jack (DFSC, Alexandria). He said we had a pipeline leak and told us that our product was leaking through the concrete retaining wall into the water. He said they had tested the product from a hole they had dug at the site and the product is JP-5 and asked if we would take immediate action in cleaning up the product from the ground.

NOTE: The sample was not taken from the hole near the concrete wall, but rather it was taken from a well 30 feet from our tank #2. The report Brian Jack spoke of was prepared by Dr. Mayfield who explained to me that they had taken a sample of the fuel from our tank and "compared" it to the product in the well and there were "similarities" so they determined that it was JP-5. Dr. Mayfield's report also states, "Be advised that our methods are experimental and are under continuing development". The report also states that it was discovered that product from a valve pit (an open hole in the ground) was diesel fuel. Dr. Mayfield admitted that the lab test was not the best test that could be run and explained to me that it was "apparently" JP-5 based on the API being the same as in our tanks. He did admit he was aware of huge amounts of diesel fuel being in the ground.

III. On 12/3/87 (about 15 minutes after the call from Brian Jack) we received a call from Carl Killam (DFSC, Tyndall) who said Brian Jack had called him about the matter. Carl agreed that further analysis should be accomplished before anyone did anything. We discussed the huge amount of diesel fuel that was lost by the Navy. Carl acknowledged that he was aware of large losses of diesel because he was the one that made the arrangements to have more diesel fuel sent to Key West because of the loss.

IV. SPILLS THAT WE ARE AWARE OF, DOCUMENTED BY WITNESSES WHO ARE STILL AVAILABLE.

A. Billy Simmons operated our Key West terminal from January 1966 to January 1968. Billy witnessed a large loss of Bunker C on the ground. The Bunker C is black, the same color as the product they are finding all over the area.

Billy says the Navy's large underground tanks across from our tank No. 3 encountered leaking problems. This would be their tanks D5 and D7.

Billy witnessed spillage by the Navy directly across the small road from our present office. He said the government drained their hoses of diesel and Bunker C product directly onto the ground.

Billy says that during the time he was there we were accused by the Navy of having a spill because a product was discovered in the ground near the barracks area. The Navy took a sample to a lab and informed us that the test showed it was JP-4. After a thorough investigation it was finally established that it was due to a gasoline spill at the site.

B... David Bryant witnessed (approximately 1983) a very large spill of diesel fuel from the Navy's D4 tank. He says the loss was so large that the Navy recovered some 20,000 gallons from a hole they dug. Precisely how much was left in the ground is unknown.

David worked for Avantra and sometimes around 1979 or 1980 they had him come to the tank farm and cut the grass near the Navy's tank D5. David says that there was so much black product (he thinks it was Bunker C) on the surface of the ground that it clogged all over the lawnmower.

David says that about 1981 they were drilling holes to install a fence near our where our present office is and they discovered some type of oil product in the ground. Cal Greenwood was there and explained to David that the government used this area as a "dump for waste oil" and said they used to dump product into open trenches on the ground, substantiating Billy Simmons statement above.

There was a spill about 1982 from the Government's tank D2. Avantra was emptying a tank truck (defueling diesel fuel) into tank D2 and, after putting the hose in the hatch at the top of the tank, they started pumping. The crew then left the site and while they were gone the hose came out of the hatch and dropped into the pump pit (where the pump and valves are located) and the fuel was then pumped into this area and drained onto the ground through a 2" drain pipe. Since there was no one there, approximately 1500 gallons of diesel was spilled around the tank. The grass around that tank turned brown and was dead for months. Bo Anderson was the supervisor for Avantra at the tank farm location when this happened. David Bryant witnessed this loss.

C. Ralph Whaley used to work for Avantra. Before demolishing the underground tanks inside the dike area of our tank No. 2, Avantra sent Ralph to take samples from these out-of-service tanks to determine if there was any product inside. Ralph took samples of product inside but was never informed what the product was. Afterwards the government destroyed a number of these tanks. They were destroyed, but the bottoms were not removed from the ground. Whether product was completely removed from these tanks is unknown by us.

When the government's tank D5 was removed/destroyed, all the fuel was not removed. Ralph Whalen and Bob Young (Chief Engineer from Boca Chica) stood there and witnessed product saturated all over the ground. The floor of this underground concrete tank was not removed, just caved in and left in the ground.

D. It must be noted that the spills of product by the government mentioned in this report are the ones we have been able to document in the limited amount of time we have had to investigate the matter. This report mentions only the spills and losses by the Navy that occurred within the tank farm area.

V. The Navy has installed approximately sixteen or more monitoring wells in the tank farm area. Apparently they say that product in one of them is "similar" to JP-5 based on API. These monitoring wells were installed some time ago and samples were taken from them although we have never been advised of any test results from these wells.

VI. We fiberglassed the bottoms of all three of our tanks in 1980...eight years ago. We have monitored our tanks during the past twelve months and we have no leaks. DFSC advised us only a few weeks ago that we had a leak

193

in our pipeline. This was not true. The government has indicated to us that our tanks are leaking. This is not true. Since our facility was built we have never had a determinable loss, never had a spill, never had a deviation in inventory in excess of the allowable tolerance. We are monitored continually by the government and they have complete inventory records. We have cathodic protection and conduct cathodic resurveying annually and employ a continuing program of preventive maintenance. We have only one product (JP5) and only one customer, the U.S. Government.

VI. We received a telephone call from Carl Killam the week of March 14th. He said that Alexandria had turned over the Key West Pollution problem to them and he was handling it. He asked if we could attend a meeting they were calling in Key West. Tyndall would send Mark Bernartti (Tyndall's QSR) to the meeting and they were getting together all the Key West Pipeline records. I asked if he was also going to send the diesel fuel records and Carl said No, that was in another office somewhere. I asked if EPA was notified of the pollution so they would be sure and attend and he said yes. He said he would call be back.

Carl called me back on 3/22/88 and said the meeting was called off. He said the Commanding Officer of Key West Naval Base may call another meeting in April.

VII. CONCLUSION: We have never had a determinable loss in Key West...we have never had a spill of any kind. Our inventory records are audited continually by the government. The amount of spilled product at the site is tremendous. Because of the thousands of gallons of spilled diesel fuel, Bunker C, gasoline and who knows what else during the past twenty years, one could conceivably find samples having various API readings.

There is no way that the pollution problem is JP-5. Based on the facts that exist, any objective inquiry could come up with only one realistic conclusion.....that the problem is not JP-5.

4/11/88

SUPPLEMENT 1 to report of March 23, 1988 based on my visit to Key West April 7 & 8, 1988.

1. Paragraph three states that Dr. Mayfield told me that the sample (similar to JP5 came from the well 30' from our tank. My recollection of the phone call remains the same, but his report does state it came from the excavation pit.
2. The last paragraph states that the pollution could not be JP5. Based on the fact that we have now learned that the Navy also dumped defueled JP5 into their underground tanks (as well as JP4, Ave Gas, waste oil, Bunker C, and any and all waste products they accumulated) there is no telling what combination of products could be found in the ground.

In addition to the revisions above, the following information should be added to the March 23, 1988 report.

1. At the time the Navy demolished their underground tanks the contractor advised them of a method of how to recover the underground fuel. The Navy did nothing.
2. When the Navy destroyed their large tank D5, there was 168,000 gallons of contaminated product in it including JP5. All the waste product of the Navy has always been brought to Trumbo and disposed of in these underground tanks, even though they leaked. When D5 was destroyed the Navy Sold the 168,000 gallons of waste product to the contractor and this was known by the Memphis and Charleston Navy people. Boca Chica would haul contaminated products to Trumbo and dump into the manholes.
3. Joe Johnson (of NAS Public Works) said the Navy dug trenches with a backhoe and dumped bildges (diesel and engine oil) from Submarines and destroyers into the trenches and covered it up.
4. The Navy is still storing waste products at trumbo. They have gasolene, waste oil, black thick product, in tanks and the product is even in tunnels that were designed to carry electrical equipment.
5. When the Navy demolished the underground tanks the underground piping (with product in them) were left into the ground.

August 1, 1988

SUPPLEMENT 2 TO MY REPORT OF MARCH 23, 1988

1. Billy Simmons is in Houston, in M.D. Anderson hospital. I had several conversations with him and he spoke of the Navy's underground tanks leaking during the time he was working in Key West. (About 1969)
2. Based on an engineering inspection of our pipeline as well as a current cathodic survey, we have good reason to believe that the Navy's receiving lines will not hold pressure and are leaking.
3. There are additional individuals who could be deposed as witness and who should have knowledge of Navy's underground storage tanks leaking product. Some of these are:
 1. CAL GREENWOOD: Was in charge of navy fuel for many years. He was charged by the navy and found guilty of stealing fuel and fined \$50,000 and sent to prison for 18 months.
 2. BO ANDERSON: Was also involved with Cal Greenwood. Still lives in Key West.
 3. ED ATKINS: He took over Cal Greenwood's job. Since he is presently in the same job as Cal Greenwood was he would be reluctant to discuss the problem. He has only been there since Greenwood left.
 4. DOYLE RAMSEY: Lives in Panama City, Florida. He ran our facility before Billy Simmons. If the navy was having problems with their underground tanks that far back Doyle would probably be aware of it.
 5. NORMAN SPECK: He ran our facility before David Bryant.
 6. JACK HILL: He was Navy QSR when Billy Simmons was there. He still works at Boca Chica.
 7. JACK DAVIS (Owner of Global Cathodic Protection, Houston, Texas...formerly with Cathodic Protection Services, Inc. Houston, Texas) In a discussion with Jack, he told me that he had gone to the Navy a long time ago and discussed cathodic protection and he said the Navy knew they had a problem but refused to implement cathodic protection.
 8. GARY WALDRON: A pipeline contractor in Fort Lauderdale, Florida who has done lots of work for us. I'm not sure how much he knows about Navy's problems but he does know the contractor that tore down the Navy's tankage and seemed to be aware of some of the problems involved in that contract.
9. DAVID BRYANT, HARLEY ALSUP, RALPH WHALON: Our three present employees at Key west. All three worked for Avantara prior to being employed by us.
10. THE CONTRACTOR WHO DEMOLISHED THE NAVY'S UNDERGROUND TANKS. (We don't know name)