

DEPARTMENT OF THE NAVY
NAVAL STATION TREASURE ISLAND
SAN FRANCISCO, CALIFORNIA 94130-5000

DECEMBER 9, 1987
Release #2

Hunter's Point Annex Information Release

Environmental Clean-Up Process

PCB CONTAMINATED OIL REMOVAL TANK S-505

Site History

Hunters Point Annex (formerly known as Hunters Point Naval Shipyard) was an active Naval Facility from 1941 until 1974 when it was closed. In 1976, it was leased to Triple A Machine Shop, which utilized the shipyard for commercial ship repair until late 1986. Currently, the Annex is under U.S. Navy Administration.

There have been allegations of illegal storage and disposal of hazardous waste by Triple A Machine Shop during its tenancy at Hunters Point. The San Francisco District Attorney's Office has initiated a lawsuit against Triple A Machine Shop for these alleged violations. One of these alleged violations was for storage of waste oil at the tank mentioned above. There is an estimated 137,000 gallons of waste oil and sludge in the tank. Analysis of the oil has indicated that the oil is contaminated with PCBs; the concentration of PCBs is less than 500 parts per million. The area around the tank has been fenced in by the Navy and poses no threat to public health or welfare. However, as part of the overall cleanup program at Hunters Point Annex, the Navy plans to demolish the tank. The first step in the demolition of the tank is to remove and dispose of the waste oil from the tank.

Summary

In conjunction with the ongoing program to clean up sources of hazardous materials at Naval Station, Treasure Island, Hunters Point Annex, the Navy is removing waste oil contaminated with polychlorinated biphenyls (PCBs) from a storage tank at Hunters Point Annex. This information release is being distributed to interested parties in the community to keep them informed about the cleanup activities at the Annex.

Location

The tank containing the waste oil is located in the southern part of the base near the intersection of "J" Street and Mahan Street across from the old power plant (Bldg. 521).

Proposed Action

The oil will be drained from the tank by a private contractor into 5,500-gallon stainless steel tanker trucks. The material will then be transported to an EPA-licensed hazardous waste disposal facility in Arkansas which is approved for destruction of PCB-contaminated oil using high temperature incineration. All hazardous waste will be transported in accordance with EPA and State of California waste management regulations and Department of Transportation hazardous material transportation regulations. Trucks and drivers will be licensed for hazardous waste transport.

The transfer of the oil from the tank to the trucks will pose no threat to the public health. The tank trucks are designed to prohibit discharge or emissions during transport to Arkansas, and all possible precautions will be taken during the loading activities. Both the Hunters Point Annex security personnel and Fire Department will be on hand to provide surveillance of the contractor during the project. In addition, the California Highway Patrol will be notified of the trucks' itinerary.

Schedule

The oil removal is scheduled to begin during the week of December 13, 1987. It is estimated that 2 to 3 tank trucks will be loaded daily from 7:00 a.m. to 3:30 p.m. As many as 30 tank trucks may be required to remove the oil; the entire disposal will take from 10 to 20 working days (Monday to Friday).

Truck Route

The trucks will exit the Main Gate (via Innes and Evans Avenues) and proceed to Third Street, onto Army Street, and then to Highway 101 to the Bay Bridge. From the Bay Bridge, the trucks will travel via Interstates 880 to 580, south on Interstate 5 to Route 58 and Interstate 40 East.

If there are any additional questions on this cleanup, please write or call:

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