

Oil & Hazardous Materials Report Form  
Spill Number: A/296/92

Subject:

Name (Last, First MI): DRAGON PRODUCTS  
Address: ROUTE 1 Town: THOMASTON  
State: ME Zip-code: 04861 Telephone: 2075945555

Spill Information:

Location (Town): THOMASTON Spill Type: B  
Amount spilled: \_\_\_\_\_ gals.N cu. yds.N lbs.N bbls.N  
Type of spill: 29  
Date of Spill: \_\_\_\_\_ (yy/mm/dd) Time of Spill: \_\_\_\_\_ (Military)  
Date Reported: 92/06/16 (yy/mm/dd) Time Reported: 1630 (Military)  
Cause: 05 Detection method: 2I  
Incident code: AIDLU DEP response time involved: 4.0 (hours)  
Number of wells at risk: 0 Number of wells impacted: 0  
Investigators' names: 1. PERRY COGBURN  
2. Perry Coghburn  
3. \_\_\_\_\_

Person Reporting Incident:

Name (Last, First MI): WALLACE, STEVE  
Address: DRAGON PRODUCTS Town: THOMASTON  
State: ME Zip-code: 04861 Telephone: 2075945555

Oil & Hazardous Materials Report Form

Spill Number: A/296/92 (continued)

Clean-up Information:

Total product recovered: \_\_\_\_\_ gals.N cu. yds.N lbs.N bbls.N  
Method: K Non-recyclable: \_\_\_\_\_ gals.N bbls.N  
Solids: combustible: \_\_\_\_\_ cu. yds.N tonsN  
non-combustible: \_\_\_\_\_ cu.yds.  
Recyclable material: \_\_\_\_\_ gals.N cu. yds.N lbs.N bbls.N  
Number of filters installed: 0 Number of aerators installed: 0  
Disposal information:

Other Actions:

Reimbursement: to SF (surface water): N (Y/N)  
to GF (ground water): N (Y/N)  
to HWF (haz waste): N (Y/N)  
Third party damage claim expected: N (Y/N)  
Enforcement Referral: N (Y/N)

A-296-92

Dragon Products

This office received a call from Steve Wallace (594-5555) of Dragon Products on June 16, 1992 reporting a problem with the dual wall piping for their diesel tank. According to Wallace, Bill Carver a certified installer for Maritime Energy was checking the cathodic protection of the diesel tank when he found roughly 15 gallons of diesel fuel in the diesel tank pump enclosure. Diesel was also backed up into the secondary containment piping. They cleaned this fuel out and started up pump and more oil came out of the secondary containment piping. Wallace stated that Clean Harbors had installed system in 1989 and had been called to service problem.

Wallace wanted to keep system operational at least until the next morning so that trucks coming in during evening would be able to fuel up. Since no oil was evidently being lost to the environment but was being contained in the pump enclosure and secondary containment, I concurred that system could run until the next morning.

The tank system was taken out of service on June 17 and the pump enclosure cleaned. They observed oil seeping in from the pump conduit. Clean Harbors never showed up to do the repairs so Dragon hired Bill Carver. The pump was started again and no product was lost. I arrived at the scene during this procedure and observed no product loss. I recommended that the line be air tested. Bill Carver did the air test on June 19 and the line held air however the seals on the pump needed replacement. Dragon decided to replace pump so a new pump was installed on July 2.

I told them to monitor the old pump closely during the wait for the new pump. No problems arose during this time period. I recommend no further action.

PCA29792.DOC



A- 296-92

P.O. Box 191, U.S. Route 1 • Thomaston, Maine 04861 • 207-594-5555

MEMO

TO: File

FROM: Steve Wallace

DATE: July 15, 1992

SUBJECT: Possible Diesel Fuel Leak From Garage Underground Piping

-----

On the afternoon of June 16, 1992, Dennis Camber and Bill Carver (from Maritime Energy) did some re-checks of the cathodic protection on the garage diesel and gas systems. During their checks, they found about 15 gallons of diesel fuel in the diesel tank pump enclosure, including fuel that was backed up into the secondary containment piping which goes to the dispenser.

They removed this fuel and ran the pump. Fuel continued to seep out from the secondary containment pipe. This was taken as evidence of a possible leak in the primary diesel piping.

I called the DEP 800 number at 4:10 p.m. Perry Cogburn called me back at 4:25. I explained the situation and that Clean Harbors had been called and was to be here on June 18. Perry asked that the system be taken out of service. I explained that there would be some need for fuel for trucks overnight, but that by morning we could have the system totally off-line. We would be able to send some trucks to local filling stations as long as they were open. He said o.k. since we felt no product was going into the ground. We felt it was being contained since we could see fuel draining back from the secondary line. Dennis came in about 8:30 that night and checked the pump enclosure. There was some additional fuel in it, but there was still plenty of room.

The system was totally out-of-use as of 7:00 a.m. on June 17. The pump enclosure still had plenty of room for additional fuel. That morning, we wiped the pump enclosure dry and observed a slow seepage of fuel from the pump conduit and from the secondary containment pipe. Perry Cogburn called at 4:20 p.m. and I filled him in on evidence of leakage from the pump, etc.

Memo To File  
Page 2  
July 15, 1992

The seepage of fuel from both the pump and piping had stopped by the morning of June 18. Clean Harbors never showed up. So, that afternoon we ran the pump for over an hour and flowed some 20-30 gallons of fuel into a truck and no new evidence of seepage occurred. Perry showed up while we were doing this and agreed there didn't seem to be a major problem. He suggested that the piping be given an air pressure test, once purged of fuel.

Bill Carver performed this test the afternoon of June 19. The piping held pressure. The pump, however, had damaged seals which needed replacement. We decided to replace the pump and concluded this, over time, must have been the source of the fuel.

I called Perry Cogburn at 9:15 on June 22 and told him our results and conclusions. He said o.k., but to check the system frequently when it was put back into use and keep him informed. The system was to stay off-line until the new pump was installed.

The new pump was installed by Bill Carver and the system operational the afternoon of July 2. We began using the system on July 3. No further problems or presence of fuel in containment sumps have occurred.

SJW/lmp