

Fratello & Amico, Inc.

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July 25, 2025

Ms. Julie Pape
Project Coordinator
Tidewater, Inc.
6625 Selnick Drive, Ste A
Elkridge, MD 21075

RE: WV046, Report of Oil Water Separator Cleaning and Preventative Maintenance Inspection, PFC Reynolds USARC, 4603 Camden Ave., Parkersburg, WV 26101

Dear Ms. Pape,

We are pleased to submit the following report regarding services performed at the above facility.

Background and Investigation: We originally visited this center on Monday, July 19, 2010 and inspected the wash rack drain, its associated diversion valve, grit/oil water separator, and vaults. The electrically operated diversion valve was not in operation. The grit interceptor contained approximately 12" of oily sediment and required cleaning. The shop oil water separator itself was in good condition, all appeared to be in proper working order, no measurable accumulation of sediment or oil was discovered. The show oil water separator is also referred to as the downstream or secondary OWS.

On Thursday, September 9, we arrived at the site to clean the wash rack grit interceptor/oil water separator. This particular interceptor required entry and all confined space work was performed in accordance with 29CFR1910.146. All sediment was removed and containerized into three steel 55-gallon drums for future disposal. The power to the electric motor on the diversion valve was de-energized and locked-out in accordance with 29CFR1910.147. The electric motor was clearly beyond repair. We tested the operation of the two valves in the vault – the 6" valve was moveable but not to the extent that would seal the pipe, the 4" valve was inoperable.

Upon completion of the service, the separator was refilled with fresh water and placed back in service.

A proposal to repair the valves was submitted for consideration; however, it was far in excess of the limits for GPC work.

In response to a request from the AFOS, we submitted a proposal to service the wash pad separator on April 24, 2017, which was subsequently approved.

On Thursday, July 6, 2017, we mobilized to the facility to service the separator. Free surface oil was absorbed and removed, the water phase was filtered and processed through the unit, and the oily bottom sludge was removed and containerized for disposal via DRMO. Six 55-gallon DOT 17-H drums of sludge were removed and the unit was refilled with fresh water and placed back in service.

In response to a request from the AFOS, we submitted a proposal to service the wash pad separator on March 24, 2021, which was subsequently approved.

On Thursday, July 1, 2021, we mobilized to the facility to service the separator. Free surface oil was absorbed and removed, the water phase was filtered and processed through the unit, and the oily bottom sludge was removed and containerized for disposal via DRMO. Four 55-gallon DOT 17-H drums of sludge were removed and the unit was refilled with fresh water and placed back in service.

In response to a request from the EnvRep, we submitted a proposal to service the downstream oil water separator on April 6, 2022, which was subsequently approved.

On Wednesday, June 1, 2022, we mobilized to the facility to service the secondary separator. Free surface oil was absorbed and removed, the water phase was filtered and processed through the unit, and the oily bottom sludge was removed and containerized for disposal via DRMO. Six 55-gallon DOT 17-H drums of sludge were removed and the unit was refilled with fresh water and placed back in service.

On Friday, March 7, 2025, we were contacted by Tidewater, the regional PM contractor regarding the servicing of seven of the Oil Water Separators in the region. A proposal was prepared and submitted for review, and was subsequently approved.

As it had been over three years since the last service, we visited each facility the week of May 6th in order to gauge the accumulation of sludge. Four sites were found to have light accumulations and were scheduled for the week of May 12th, the other three have heavy accumulations and were scheduled for cleaning in summer.

Site Service Performed: We mobilized to the facility on Tuesday, May 6, 2025. The GI chamber was inspected via an aluminum hatch cover and the two OWS chambers of the system were accessed by the removal of manhole covers.

We returned on Tuesday and Wednesday, July 15 & 16, 2025 to clean the GI and OWS. Surface oil was absorbed and removed and the water phase was processed through the unit and the bottom sludge was evacuated and containerized. Seven 55-gallon drums of OWS sludge were generated during the cleaning.

Conclusions and Recommendations: The wash pad GI/OWS has an inoperative diversion valve system that has been broken for many years. The uncovered wash pad allows stormwater to enter the sanitary sewer system, which is a CWA violation. The diversion valve systems never actually worked properly in practice. The wash pad probably could not be easily covered because the area is also where the truck ramps are installed, and the facility is already too small and crowded for the amount of work that is performed here. That said, the GI and OWS are working properly.

Attachment: Photographs of the Service

Page Description

3	Wash Pad and Grit Interceptor Area
4	Oil Water Separator Area
5	Grit Interceptor Interior Prework
6	Oil Water Separators Interior Prework
7	Grit Interceptor Dewatered – Sludge Visible
8	Grit Interceptor Sludge Evacuation
9	Removing Surface Oil
10	Dewatering the Oil Water Separator
11	Evacuating OWS Sludge
12	Refilling with Fresh Water

Thank you for the opportunity to offer our services to your facility. If you have any questions, please feel free to call at any time.

Sincerely,

Fratello and Amico, Inc.

Raymond B. Chain, III

Raymond B. Chain, III
President



















