

MEMORANDUM

7/20 @ 1000 - 1130

Date: 13 July 1993

N68311.000616  
NAVSTA LONG BEACH  
SSIC #5090.3

From: LCDR Snyder  
To: CAPT Kleven

Subj: RELOCATION OF DRMO BY FEBRUARY 1994



1. The NAVSTA closure plan includes disposal of the "Ocean Blvd parcel", which is the strip of NAVSTA land north of Ocean Blvd/Seaside, from CBU 409 to and including DRMO. With the accelerated NAVSTA closure, CBU 409 plans to decom April 94. DRMO is intended to remain.

2. Relocation of DRMO is required to take place before NAVSTA closure, but also before Port of LA begins cleanup of Site 6A to enable the Seaside Grade Separation project to proceed on time. It is estimated that DRMO needs to be relocated by 28 Feb 94 to assure no impact to Port of LA's cleanup and construction schedule.

3. Current DRMO requirements are:

7.8 acres; area is preferred to be paved  
Must have concrete-paved loading area  
Must have truck scale  
Office space for 9 (?) personnel (approx 1,200 SF), with head facilities.

4. Based on my review of DRMO's utilization of their current 7.8 acres, I believe the size of the paved yard can be reduced by some 30% without impact to DRMO operations. Assume 5 acres.

5. My recommendations for locations to receive DRMO, in priority order:

(1) Pier Echo per attached sketch. Area shown is 7.8 acres and should be reduced 30%, as discussed above.

Advantages: Already paved.  
Helps Pier E utilization in light of reversion clause.  
Need not be relocated if Port Plan approved.

Disadvantages: Consumes parking spaces.  
Gate access without adding manned gates needs to be determined.

(2) Mole, per attached sketch.

Advantages: None.

Disadvantages: Will need paving.  
Is an IR site and will require DTSC OK.  
Will require relocation if port plan approved.  
Appears small, but can be expanded upon demolition of Bldgs 45 and 46.

(3) Old Building 60/62 site plus theatre parking lot, per attached sketch.

Advantages: None.

Disadvantages: Unsightly and will require relocation again under Port Plan if approved.  
Will need paving over half of area.

Need to determine how to get public access to both sites.

All sites will require construction of a building or a trailer office, with all utility hookups.

All sites will require relocation of the truck scale.

All sites will require perimeter fencing (could act as a screen for the Bldg 60/62 location).

All sites will require security lighting.

6. If the Mole is preferred, I might be able to ascertain no impact on remaining ships if we use a portion of one of the Mole Fleet parking lots located in the vicinity of Pier 15, 16 or SIMA. I have to rule out Pier 9 parking lot because I know it will be needed right up through closure.

7. Request your review of the above and advise which site is preferred by the Shipyard. I need to press on with planning a JOC job to do the relocation, and would appreciate your soonest response.

*V/r JLS*

J. L. SNYDER  
LCDR, CEC, USN

**ATTACHMENTS: SKETCHES FOR PIER ECHO,  
MOLE, OLD BUILDING 60/62**

**RELOCATION OF DRMO BY FEBRUARY 1994**

**THE ABOVE IDENTIFIED ATTACHMENTS ARE NOT  
AVAILABLE.**

**EXTENSIVE RESEARCH WAS PERFORMED BY  
SOUTHWEST DIVISION TO LOCATE THESE  
ATTACHMENTS. THIS PAGE HAS BEEN INSERTED  
AS A PLACEHOLDER AND WILL BE REPLACED  
SHOULD THE MISSING ITEMS BE LOCATED.**

**QUESTIONS MAY BE DIRECTED TO:**

**DIANE C. SILVA  
RECORDS MANAGEMENT SPECIALIST  
SOUTHWEST DIVISION  
NAVAL FACILITIES ENGINEERING COMMAND  
1220 PACIFIC HIGHWAY  
SAN DIEGO, CA 92132**

**TELEPHONE: (619) 532-3676**