



# Brown & Root Environmental

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October 9, 1996

Project Number 5278

Mr. James Shafer  
Remedial Project Manager  
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10 Industrial Highway, Mail Stop 82  
Lester, Pennsylvania 19113

Reference: CLEAN Contract No. N62472-90-D-1298  
Contract Task Order 218

Subject: RAB Meeting Minutes

Dear Mr. Shafer:

Enclosed is a copy of the September 18, 1996 NETC RAB meeting minutes.

If you have any questions about this matter, please contact me at 508-658-7899.

Very truly yours,

A handwritten signature in cursive script that reads "Betsy Horne".

Betsy Horne  
Community Relations Specialist

BH:ib

Enclosure

c: Dr. D. K. Abbass  
Mr. Alfred Arruda, Jr.  
Mr. Robert Belenger  
Ms. Elizabeth Bermender  
Ms. Mary A. Blake  
Dr. David W. Brown  
Mr. Anthony D'Agnewica

Mr. James Shafer  
Northern Division  
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c: Mr. Francis J. Flanagan  
Hon. June Gibbs  
Mr. Dennis F. Klodner  
Mr. Joseph McEnness  
Mr. Howard L. Porter  
Mr. Paul D. Russell  
Mr. Charles Salmond  
Mr. Keith Stokes  
Mr. John Torgan  
Ms. Claudette Weissinger  
Mr. Paul Kulpa, DEM  
Ms. Kymberlee Keckler, US EPA  
Ms. Sarah White, US EPA  
Ms. Mary Pothier, CDM  
Mr. Tim Prior, USF&WS  
Mr. Ken Finkelstein, NOAA  
Capt. Bogle, NETC  
Mr. James Barden  
Ms. Mary Philcox  
Mr. Stephen J. Zeitz  
Councilman Dennis McCoy  
Mr. Vincent Arnold  
Captain Norman Pattarozzi  
Dr. David Kim  
Sister Annie Marie Walsh  
Brother Joseph  
Paul Cormier  
Capt. Wyman, NETC  
Mr. David Sanders, NETC  
Mr. Brad Wheeler, NETC  
Newport Public Library  
Middletown Free Library  
Portsmouth Free Public Library  
R. Boucher, NORTHDIV (letter only)  
Mr. John Trepanowski, B&RE, Wayne  
Mr. Michael Turco, B&RE, Wayne  
Mr. Joseph Farrell, B&RE, Wayne (letter only)  
Mr. Liyang Chu, B&RE, Wilmington  
Mr. Gordon Bullard, B&RE, Wilmington  
File 5278-3.2 w/o enc./9.4 w/enc.

**NAVAL EDUCATION AND TRAINING CENTER  
RESTORATION ADVISORY BOARD MEETING  
SEPTEMBER 18, 1996  
MINUTES**

On Wednesday, September 18, 1996, the NETC Newport Installation Restoration Program Restoration Advisory Board (RAB) gathered at the NETC Officers' Club for its monthly meeting. The meeting began at 7:05 pm and ended at 8:55 pm.

Ten of the 18 RAB community members attended: Kathy Abbass, Liz Bermender, Mary Blake, David Brown, Tony D'Agnonica, Joe McEnness, June Gibbs, Howard Porter, Paul Russell, and Chuck Salmond. Also attending were: Paul Kulpa, the RIDEM Remedial Project Manager; Kymberlee Keckler, EPA Remedial Project Manager; Captain Jon Wyman, NETC Navy Co-chair; and Jim Shafer, NORTHDIV Remedial Project Manager. Other personnel attending included: Jay Bassett, NETC Public Affairs Officer; and Brad Wheeler, NETC Environmental Affairs. Community members who provided notice of their absence included: Al Arruda, Bob Belonger, Billy Fenton, and John Torgan. Others absent were: Frank Flanagan, Dennis Klodner, Keith Stokes, and Claudette Weissinger.

Agenda items are denoted in the minutes by the underscored headings.

CALL TO ORDER

Joe McEnness, the Community Co-Chair, called the meeting to order and welcomed everyone.

PREVIOUS MINUTES

Joe indicated that he had received no calls from community members about the minutes so he assumed they could be approved.

COMMITTEE REPORTS

Joe asked each committee chair to report on committee progress.

Membership Committee Chair, Paul Russell, requested that RAB members call him if they have any persons to recommend for membership. Three prospective members have been identified although none is in the audience. The Membership Committee has begun to review the membership application. They also want to deal with members who have been chronically absent.

Comment: Who has dropped off the list?

Response: Several community members have not called or written to say they would not be attending.

Public Information Committee, chaired by June Gibbs, reported that although the committee has not met, the advertisements that have appeared in the newspaper should include David Sanders' telephone number (841-3538). As soon as the RAB begins to do substantive work, a press release will be issued.

Planning Committee Chair, David Brown indicated that the Community Co-chair and committee chairs have met twice with Brad Wheeler to identify issues needing RAB attention. Two prongs appear to be emerging from these discussions: 1. reviewing documents and making recommendations, and 2. identifying cross-site technical presentations that provide scientific background to assist the RAB in their document review efforts. Each review may be addressed by creating an ad hoc task force to serve as a starting point for discussion by the entire RAB.

Project Committee Chair, Bill Fenton, has submitted a written resignation, which was read by Joe. Billy has re-enlisted in the Navy and is moving to San Diego, but wishes he could have been a part of the NETC RAB effort for a longer time. The Committee will need to nominate a new chair through an established nomination process. In the interim, Tony D'Agnew mentioned that new project schedules had been created and would be the subject of discussion later in the evening.

### OLD BUSINESS

No old business was discussed.

### NEW BUSINESS

Joe mentioned that the committee chairs had met recently, where they decided to consider establishing a focus group of the chairs and other interested members to assist in identifying planning issues. Dave Brown will take the lead in this, identifying upcoming issues, and possible ways for the RAB to address them.

The RAB watched a video about the Navy's Installation Restoration Program. It discussed the Navy's mission, including addressing contamination caused by past practices, through the IR Program. The IR Program identifies and evaluates sites, then selects, designs and implements site cleanup through a series of steps: preliminary assessment, site inspection, remedial investigation, feasibility study, public participation, remedial design, remedial action, and closeout. RABs are established under the IR Program to enhance public outreach, which already includes developing community relations plans, and creating information repositories and administrative records. The video is available to be loaned to any local group interested in learning about the IR Program.

### PRESENTATIONS

#### Site Schedule Review

Jim Shafer reviewed the September 6 schedules for McAllister Point Landfill, Melville North Landfill, Old Fire Fighter Training Area, Gould Island Electroplating Shop, and Derecktor Shipyard, which have been approved by EPA and RIDEM. RAB members were given a copy of the schedule so they could follow it during the presentation. Since the schedule includes the same report development process for each site, the same iterations can be seen for all sites. For example, all reports go through two review stages (draft and draft final), followed by 45 day regulatory comment periods and a period to respond to those comments before report changes are made.

The Navy has several ideas about how these schedules can be expedited. For sites that the Navy knows will have to proceed to a cleanup stage, the schedule includes projected dates for public participation activities, including the proposed plan (identified as PRAP on the schedules). The proposed plan (see Task ID 38) is a summary of the RI and FS findings written in lay terms that also identifies the cleanup approach the Navy is proposing to implement. In situations where early consensus is apparent among the Navy and the regulators about a cleanup approach, the Navy may propose preparing the FS and the proposed plan simultaneously to save time in the overall site cleanup schedule. Other examples of areas where time may be saved include Melville North Landfill, where the Navy is working with RIDEM to expedite the field work and Old Fire Fighters Training Area, where the Navy will evaluate early cleanup options. A decision will be made by the next RAB meeting.

Another site under consideration is Gould Island Electroplating Shop. The fiscal year 1997 budget has money to complete a work plan for the Gould Island Electroplating Shop. The Navy is considering adding two other sites to the workplan: Coddington Cove Rubble Site and the NUWC Disposal Area Site. If end of fiscal year monies become available late next summer, we could be directly in line to conduct the work identified in that work plan.

While the schedules allow the Navy and the regulators to closely follow a site's progress, these schedules' detail may be more than many RAB members need. Accompanying these minutes (Appendix A) is a calendar of key events (and dates) that RAB members can use to focus on in reviewing IR documents.

Brad Wheeler suggested that the calendar could assist the RAB in coordinating the involvement of the TAG technical advisor as well as identifying key dates that may determine when the RAB meetings are scheduled.

Jim stated that the next key date was December 30, the release of the draft final Environmental Risk Assessment report for Derecktor Shipyard (Task ID 123). With the release of each document, NETC will develop and mail to the RAB a three to four page fact sheet with graphics that will summarize the report in lay terms.

**Comment:** How long did it take to prepare the Derecktor work plan?

**Response:** Steve Parker stated that activity began approximately 6 months before the work plan addendum was submitted in July 1995 (Task ID 115).

**Comment:** No lines exist (progress bar) on the schedules that indicate whether the activity has been completed. If today's date is later than the schedule date, can I assume the task has been completed?

**Response:** Yes. The date listed under the "finish" column is the date the activity requirements were satisfied.

**Comment:** Why does the Navy want to focus on an early cleanup action now at OFFTA when a risk assessment, which will have to be completed, takes such a long time to complete. Shouldn't it be started now to ensure the project proceeds in a timely fashion?

**Response:** Among other considerations, we have more money available for cleanups than studies. We need to use funding for its intended purpose so as not to lose it.

**Comment:** Do any of your other sites qualify for this early action?

**Response:** Steve Parker will be discussing Derecktor Shipyard later in the meeting. An early action could be considered there if it makes sense to do so.

**Comment:** Why is most of the Gould Island Electroplating Shop schedule listed as critical?

**Response:** The term "critical" is a scheduling term used to identify tasks that must be undertaken before a project is considered completed. It is an artifact of the scheduling software and can be disregarded here.

**Comment:** Apparently there is overlap in some of the activities on different schedules.

**Response:** Yes. Activity is going on at several sites at the same time. Most are at different points in the overall process.

#### Derecktor Shipyard Studies

Steve Parker from Brown & Root Environmental conducted a discussion about the investigations undertaken at Derecktor Shipyard. IR Program activities are conducted in steps; findings of one report determine the need for additional investigation. In the case of Derecktor, recommendations from a Preliminary Assessment (1983) resulted in initiation of both an on-shore and an off-shore study to determine what effect activities at the Shipyard have had on the environment. Steve used overhead graphics, which were distributed as a handout, to support his discussion.

The Preliminary Assessment (PA) is essentially a site walk to determine if more study is needed. The PA found that contaminants had been released; that soils had been stained by paints, lubricants, and fuel oil; that large amounts of used sandblast grit were present in three main areas; and that storm drains on site appeared to discharge to Narragansett Bay. The PA recommended that studies commence to determine the presence of contamination in both on-shore and in off-shore locations. It also suggested identifying the presence of underground storage tanks and the location of stormwater drains that had not been confirmed during the PA.

The Navy initiated a Marine (Off-shore) Ecological Risk Assessment in 1995 to determine the extent of off-shore contamination and to estimate the effects of the contamination on wildlife and their habitats. This estimate is called a baseline risk assessment. The purpose of the baseline risk assessment is to establish the level of risk that currently exists at the site, based on existing conditions. As remedial alternatives are developed, the anticipated effects are compared against the baseline risk to assist in evaluating and selecting the most appropriate remedy. After the remedial action is completed, the risk can be evaluated again and compared against the baseline risk to evaluate the effectiveness of the remedial action.

Samples of sediment, shellfish, and finfish were collected from more than 20 locations. Bay flow patterns and impediments to direct flow were determined to identify areas where

contaminated sediment might settle. A study was undertaken to determine the distribution over Coddington Cove of different types of marine creatures. Finally, samples were collected from reference stations in Narragansett Bay at Castle Cove and at the Jamestown Potter Cove. Reference stations are selected because samples from those locations could not be effected by any contamination emanating from Derecktor Shipyard. Results of analysis of reference station samples are compared to those from stations that are affected by the Shipyard to compare the level of risk in the bay to areas that are effected by Derecktor Shipyard.

Ecological risk is expressed as a relative ranking of slight, moderate, or severe. The draft ERA, released in July 1996, found that moderate risk exists to receptors at three sample stations. Not coincidentally, these stations are located proximate to the three major drainage system outfalls on the Derecktor site. The study also determined that slight to moderate risk is present at six sample stations, including one located near the City of Newport sewage treatment plant outfall. A slight risk exists at six other sample stations, as well as at the three reference stations. These findings reveal that some risk exists even at locations not affected by Derecktor, indicating that the bay is affected by sources other than Derecktor Shipyard. The Ecological Risk Assessment is now being reviewed by EPA and RIDEM. A draft final report is scheduled to be released in December.

In 1996, the Navy initiated an On-Shore Screening Assessment (referred to in the site schedule as an SASE (Task ID 127)) to identify contamination in buildings, soil, and groundwater. The purpose of the study is to confirm suspected discharge areas identified in the PA, to identify contamination flow paths, and to identify potential effects to people who are present and to animals that may live on the site. The field work is still underway to sample 29 test pits and 13 soil borings, to determine what soil and bedrock barriers may exist to contaminant migration, and to determine if drainage systems are potential contaminant pathways and identify discharge area locations.

Preliminary finding of the investigation so far reveal that contaminant releases from buildings were directed to the bay through existing drainage systems, that releases from outside areas lead to the bay through soil or storm drains, and that low concentrations of solvents and fuel oil exist in soil at several areas of the site. This conclusion could be expected at any industrial site. A draft report on the results of the study should be released in January 1997 (Task ID 128).

**Comment:** Is there some way to know whether activity conducted by the Navy at the site before it was leased to Derecktor also contributed to site contamination?

**Response:** No. However, some areas were constructed by Derecktor. The areas where moderate risk was found are areas where the contamination is consistent with shipyard activities.

**Comment:** The state encouraged the Navy to lease the facility to Derecktor. I wish we would have known the damage the operation would generate in order to assess whether the jobs and short-term impact on the local economy would outweigh the costs to clean up the contamination.

**Comment:** How were reference stations selected?

- Response:** Stations must be located in areas that have not been impacted by site activities.
- Comment:** What kinds of contamination have you found?
- Response:** Most are semi-volatile compounds like PAHs, which are derived from fuel oil, road run off, and typical industrial activities.
- Comment:** Why don't you take samples from the Jamestown Boat Yard to compare with Derecktor samples?
- Response:** Reference station sites are selected to identify areas that are relatively clean. Samples from areas near another boatyard would be "dirty" samples. In addition, the Navy's focus in the IR Program is on sites that may have been effected by contamination originating from its property.
- Comment:** From your description of the preliminary findings, the level of contamination at Derecktor does not sound so bad.
- Response:** There are several reasons for that. Shipyard operations may not have discharged at levels we initially assumed. Another explanation could be that the discharges have been diluted; Coddington Cove is subject to heavy tidal flow, so lots of flushing takes place.
- Comment:** How might the cleanup at Derecktor fit into the Brownfields program?
- Response:** It is not clear how it would because NETC is a federal facility. Kymberlee Keckler suggested that the Brownfields program is usually used to cleanup industrial properties, not coastal areas.

#### Document Review Explanation

Brad Wheeler passed around copies of the Draft Ecological Risk Assessments for both McAllister Landfill and Derecktor Shipyard for RAB community member review. He suggested a sequence for reviewing chapters of these documents that might assist non-technical readers in understanding the material: Executive Summary and section 7 (conclusions). Then sections 2, 3, 4, and 5. A technical advisor could possibly review section 6. Comments and questions on both documents will be an agenda item for the next RAB meeting. Anyone who wants to review a copy but who did not get one this evening should stake their claim with someone who had a copy so it can be passed on.

A lengthy discussion ensued about whether a checklist should be established for the community members to use when reviewing technical documents. The consensus was that most RAB members have different backgrounds and areas of interest in the RAB so although a basic list might be helpful, no one wanted to be bound by those limits.

**Comment:** How should I articulate my comments?

**Response:** Write them down and forward them to Joe. Questions will be entertained at the next RAB meeting.

**Comment:** Didn't David mention earlier that we are establishing a committee to lead on document review tasks.

**Response:** The outreach group under June Gibbs will address that issue.

### **NEXT RAB MEETING**

The next RAB meeting is scheduled for Wednesday, October 16. The agenda includes:

- A question and answer session on issues arising from reviewing the ERAs. Greg Tracey from SAIC will be present.
- Review the site schedules handout
- Review the RAB calendar (Appendix A)

**APPENDIX A  
RAB REVIEW DATES CALENDAR\***

<b>START REVIEW DATE</b>	<b>ACTIVITY</b>	<b>COMPLETE REVIEW DATE</b>
JULY 18, 1996	DEREKTOR DRAFT ERA REPORT	OCTOBER 1, 1996
OCTOBER 30, 1996	MELVILLE FINAL WORK PLAN	NOVEMBER 30, 1996
DECEMBER 30, 1996	DEREKTOR DRAFT FINAL ERA REPORT	JANUARY 29, 1997
JANUARY 28, 1997	DEREKTOR DRAFT SASE	MARCH 14, 1997
APRIL 15, 1997	MELVILLE NORTH LANDFILL DRAFT SI REPORT	APRIL 30, 1997
MAY 14, 1997	MELVILLE NORTH LANDFILL FINAL SI REPORT	JUNE 13, 1997
MAY 27, 1997	MCALLISTER DRAFT FINAL RI REPORT	JULY 11, 1997
JUNE 12, 1997	DEREKTOR DRAFT FINAL SASE	JULY 12, 1997
NOVEMBER 23, 1997	MCALLISTER DRAFT FS REPORT	JANUARY 1, 1998
APRIL 7, 1998	MCALLISTER FINAL FS REPORT	MAY 7, 1998
FALL 1998	MCALLISTER PRAP/PUBLIC MEETING	

. based on September 6, 1996 schedules

Dates for OFFTA are under discussion. The Gould Island Electroplating Shop, Coddington Cove Rubble Area, and NUWC Disposal Area envision a work plan start date of February 1997.