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C-NAVY-4-98-1155W

April 7, 1998

Project Number 5278

Mr. James X. Shafer
Remedial Project Manager
Northern Division, Naval Facilities Engineering Command
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 are the minutes from the March 18, 1998 RAB meeting. If you have any questions about this matter, please contact me at 978-658-7899.

Very truly yours,

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

Betsy Horne
Community Relations Specialist

BH:b

Enclosure

c: Dr. D. K. Abbass (w/enc.)
Mr. Alfred Arruda, Jr. (w/enc.)
Ms. Mary A. Blake (w/enc.)
Dr. David W. Brown (w/enc.)
Mr. Paul M. Cormier (w/enc.)
Mr. Anthony D'Agnenica (w/enc.)
Ms. Beth Everett (w/enc.)
Mr. Mike Foley (w/enc.)

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Mr. Byron J. Hall (w/enc.)
Ms. Elizabeth Mathinos (w/enc.)
Mr. Joseph McEnness (w/enc.)
Mr. Thomas McGrath (w/enc.)
Mr. Howard L. Porter (w/enc.)
Mr. Paul D. Russell (w/enc.)
Mr. Charles Salmond (w/enc.)
Mr. John Torgan (w/enc.)
Ms. Claudette Weissinger (w/enc.)
Ms. Mary Philcox (w/enc.)
Mr. David Egan (w/enc.)
Mr. Tom Nicholson (w/enc.)
Mr. Paul Kulpa, DEM (w/enc.)
Ms. Kymberlee Keckler, EPA (w/enc.)
Capt. Jon Wyman, NETC (w/enc.)
Mr. Bob Jones, Groton (w/enc.)
Mr. David Sanders, NETC (w/enc.)
Mr. Peter Palmerino, NETC (w/enc.)
Mr. Kevin Coyle, NETC (w/enc.)
Ms. Melissa Griffin, NETC (w/enc.)
Mr. Woody Monaco, NETC (w/enc.)
Ms. Sarah White, EPA (w/enc.)
Ms. Jennifer Hayes, Gannett Fleming (w/enc.)
Mr. Tim Prior, USF&WS (w/enc.)
Mr. Ken Finkelstein, NOAA (w/enc.)
Capt. Bogle, NETC (w/enc.)
Mr. James Barden (w/enc.)
Hon. Paul W. Crowley (w/enc.)
Hon. June Gibbs (w/enc.)
Councilman Dennis McCoy (w/enc.)
Mr. Vincent Arnold (w/enc.)
Dr. David Kim (w/enc.)
Mr. Brian Bishop (w/enc.)
Sister Annie Marie Walsh (w/enc.)
Brother Joseph (w/enc.)
Newport Public Library (w/enc.)
Ms. Joanne Gorman, Middletown Free Library (w/enc.)
Portsmouth Free Public Library (w/enc.)
Mr. R. Boucher, NORTHDIV (w/o enc.)
Ms. Diane McKenna, B&RE, Wilmington (w/enc.)
Mr. Garth Glenn, B&RE, Philadelphia (w/enc.)
Ms. Meg Price, B&RE, Philadelphia (w/o enc.)
File 5278-3.2 w/o enc./9.4 w/enc.

**NAVAL EDUCATION AND TRAINING CENTER
RESTORATION ADVISORY BOARD MEETING
MARCH 18, 1998**

MINUTES

On Wednesday, March 18, 1998, the NETC Newport Installation Restoration Program Restoration Advisory Board (RAB) gathered at the NETC Officers' Club for its monthly meeting. The meeting began at 7:12 pm and ended at 8:59 pm.

Six of the 17 RAB community members attended: Kathy Abbass, David Brown, Byron Hall, Tom McGrath, Paul Russell, and Claudette Weissinger. Other RAB members attending were: Paul Kulpa, the RIDEM Remedial Project Manager; Kymberlee Keckler, EPA Remedial Project Manager; Captain Jon Wyman, Navy Co-chair; and Jim Shafer, NORTHDIV's Remedial Project Manager. Kevin Coyle and Peter Palmerino were present from the NETC Environmental Division. Pete DuBois represented the Public Affairs Office. Mary Philcox, representing the TAG recipient (AICAB) was present with the TAG technical advisor, David Egan. Sarah White, EPA's Community Involvement Coordinator, also attended. Al Arruda, Beth Everett, Chuck Salmond, and Howard Porter provided notice of their absence. Mary Blake, Paul Cormier, Tony D'Agnerica, Mike Foley, Liz Mathinos, Joe McEnness, and John Torgan were not present.

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

CALL TO ORDER

Captain Wyman, the Navy Co-Chair, welcomed the RAB and asked for comments on the minutes. Hearing no response, the RAB adopted the minutes as written.

COMMITTEE REPORTS

Membership Committee - Paul Russell asked the community members to be prepared to vote on two new memberships at the next meeting.

Planning Committee - Dave Brown discussed the effort to assist community members with a checklist of things to consider as they review IR documents. Tom McGrath filled out the checklist as he considered the draft McAllister FS report; a copy of his completed form was provided as a handout. Dave Egan suggested the form was a good reminder to authors of documents or their presenters at RAB meetings as to what information the RAB members want to know. It provides a logical way to organize site cleanup information. Kymberlee cautioned that members should not feel limited by the form questions. Dave Brown asked that additions or changes to the form be conveyed either to him, or to Tom McGrath or Liz Mathinos.

Public Information Committee - Claudette Weissinger mentioned that her committee met before the RAB meeting; they are paring back the abutters list. They anticipate sending a mass mailing that will include a reply card to ensure the list contains only interested recipients. They are planning a press release with a RAB update. A suggestion was made that Save the Bay or CRMC might include the RAB update with their mailings.

Project Committee - Kathy Abbass stated that Laura Miguel from CRMC met with her committee before the RAB to discuss how CRMC's authorities impact the IR program; its permitting authority (and as the designated state agency to implement the federal Coastal Zone Management program) makes it a very important player. Jennifer McCann, who represents the Aquidneck Island Partnership, will be the Project Committee's speaker before the April 15 RAB meeting. Attendees are asked to bring a photograph or statement of their vision for Aquidneck Island. [Kathy will coordinate the announcement of Jennifer's presentation with David Sanders so the public notice for that evening's RAB meeting can also highlight an invitation to attend Jennifer's 6 pm discussion.] Dave Egan, the TAG technical advisor, will speak to her committee before the May 20 RAB meeting. Dave Brown also mentioned that she revised the Chutes and Ladders handout showing the cleanup status of IR sites (handed out at the last meeting) so it included the key to the site names. It is enclosed with the draft minutes.

Captain Wyman attended the luncheon at the Officers' Club earlier in the day featuring Andrew McLeod, the new RIDEM director. Several people who attended, including Newport's mayor and some Navy League members, expressed an interest in knowing more about RAB activities.

PRESENTATION ON THE DRAFT DERECKTOR SHIPYARD HUMAN HEALTH RISK ASSESSMENT (HHRA)

Steve Parker alerted the RAB to the fact that Brown & Root Environmental was sold at the end of 1996 to TetraTech, an environmental firm headquartered in Pasadena, California. Although the logo on documents the firm creates as the Navy's contractor will change, the staff the RAB knows will continue working on NETC IR projects.

The presentation focused on the draft HHRA; Steve used overhead graphics to support the discussion (handouts). He reminded the RAB that two previous studies were companions to the HHRA. A draft final SASE was issued in June 1997 that investigated on-shore hot spots and drainage outlets at the shipyard. The Navy is removing the hot spots this spring. The second document was the ecological risk assessment (ERA) issued last May. It evaluated whether birds and fish that dwell in the off-shore area were at risk from shipyard-generated wastes. The ERA determined that two probable high risk areas and seven probable intermediate risk areas existed in Coddington Cove. He indicated there was good correlation between the locations of the drainage outfalls discussed in the SASE and the high and intermediate probable risk areas identified in the ERA. The HHRA, the subject of this presentation, examines the potential risks to people from shipyard contamination in the bay.

Greg Maynard, from TetraTech's Philadelphia office, who authored the HHRA, completed the balance of the presentation. Greg explained that the HHRA process involves four steps: collecting data and identifying the potential contaminants of concern; assigning toxicity values for those contaminants; identifying possible pathways for the contaminants to affect people and determining who those potential receptors are; and using all this information to determine cancer and noncancer risks. Eleven clam samples, eight mussel samples, and nine lobster samples (as well as sediment samples) collected by URI and SAIC for the ERA were also the data used for the HHRA. Since the contaminated sediments are from 20 to 50 feet below the water surface (and are effectively not accessible), only shellfish samples were considered in the HHRA.

Analysis of the samples determined that several potential contaminants of concern were present: 11 metals, including arsenic; PAHs; PCBs; pesticides; and butyltins (a component of antifouling paint used on ship hulls). All possible pathways were reviewed to determine which applied to this situation; the only reasonable pathway determined for the HHRA was through eating shellfish harvested from these areas of concern.

Three types of potential receptors (shellfish eaters) were determined; only future scenarios were envisioned because the state has banned harvesting shellfish from these areas. The scenarios include future resident adults (eating three meals of 5.3 ounces harvested from this area over 30 years), future resident children (eating three meals of 1.7 ounces harvested from this area over 6 years), and future subsistent fishermen (eating 37 meals of 5.3 ounces harvested from this area over 30 years).

Calculations based on these ingestion rates resulted in identifying the contaminants that present the greatest risks: arsenic, which poses the principal risk, and PAHs and PCBs. The subsistent fisherman is exposed to the highest risk because of his high ingestion level.

As is the case with all risk assessments, uncertainties are inherent in the process. For this HHRA, there are three principal uncertainties that should be realized when considering the HHRA results. One is the fact that the areas of concern lie in an industrial port. Shellfishing is unlikely because of the heavy marine traffic based at Pier 2 (with more to come around Pier 1 with the arrival of the ships from Philadelphia) and because the area of concern is 20 to 50 feet below the water surface. The second uncertainty involves assessing the actual level of arsenic in the shellfish. The HHRA calculated the arsenic toxicity in shellfish based on inorganic arsenic, which is usually found in soil and sediment. However, organic arsenic, which is actually found in shellfish and is orders of magnitude less toxic than arsenic in its inorganic form, was not used in the HHRA because no toxicity level for that form has been established yet. The third uncertainty involves the likelihood that contamination found in the HHRA samples emanated from sources other than the shipyard. For lobsters particularly, the PCBs found in their tissues could have come from many sources in the Coddington Cove area.

Comment: What were the 11 metals named potential contaminants of concern?

Response: I can show you the list in the draft document after the meeting. [The metals included aluminum, arsenic, cadmium, chromium, copper, iron, manganese, mercury, nickel, silver, and zinc].

Comment: Does the state ban on shellfish also include lobsters?
Response: No, just clams and mussels, but future risks would be the same as present risks for anyone ingesting shellfish now.

Comment: Are the areas of high risk for people the same as the probable high risk areas for ecological receptors?
Response: We only calculated a site-wide risk in the HHRA. The exact stations showing elevated risk will be determined as we develop the preliminary cleanup goals for the FS. We will then use the risk information from the ERA and the HHRA to determine what, if any, areas need to be remediated.

Comment: Is the HHRA a draft or final document?
Response: It is a just-released draft. We expect to receive comments within 45 days.

Comment: Where would the arsenic come from?
Response: We have found arsenic present in bedrock throughout Aquidneck Island at concentrations higher than state-set background levels.

Comment: Will you be collecting additional samples from around Pier 1?
Response: No. However, if remediation is necessary, some sampling may be conducted to refine the extent of areas of concern. It would help to zero in on the hot spots.

Comment: How close is the Newport wastewater treatment plant outfall to the sampled areas?
Response: It is closest to sampling station 39, which is a probable low risk area.

Comment: Did you encounter any measurement problems in conducting the HHRA?
Response: We followed the same procedures used for the McAllister Point Landfill HHRA. What would vary between the projects are the shellfish ingestion rates used in dose calculations. RIDEM provided the values used for the McAllister document. However, RAB members are probably as attuned as anyone to what actual harvesting is occurring in the areas of concern.

Comment: You did not include the existing situation: people dive off the breakwater to catch lobsters.
Response: The risk calculations would be the same for current or future consumers of lobsters from the areas of concern, but depending on frequency, the ingestion rates might need to be revised.

Comment: What are the next steps?
Response: After the public comment period, we will use the results of these assessments to determine which, if any, areas require remediation by developing an FS. The FS will address off-shore areas only.

Comment: The air craft carriers and the battleship will be mothballed at Pier 1. Will their presence create a problem in carrying out the cleanup plan? Will you need to monitor the ships?

Response: NETC will be working with the Philadelphia Naval Yard to ensure the ships' presence does not interfere with the IR program. If remediation is required, the ships will not stand in the way. RIDEM and EPA have requested that a baseline water quality survey be completed before the ships arrive and that regular water quality monitoring be conducted after they are berthed. The regulators have also requested that they be allowed to review any work plan developed to address preparing the pier for the ships' arrival. Once the ships arrive, any hazardous waste problem they might create would not be addressed by the IR program.

Comment: Could any post-arrival problem end up not being addressed because it slips between bureaucratic cracks among possibly responsible naval entities?

Response: No. The ships program would clearly be responsible for dealing with the problem. The IR program only addresses hazardous waste problems created in the past.

Comment: The fact sheet says the risks exceed both cancer and noncancer acceptable values. What were the values?

A prolonged technical colloquy ensued with Dave Egan. The non-technical response was that most cancer values were below 1 in 10,000, which is within the range that EPA considers a cleanup may be necessary. Arsenic and benzo(a)pyrene, a PAH, were the only contaminants above the upper limit of EPA's acceptable risk range. For noncancer risks, arsenic was the only contaminant above the acceptable risk threshold. A review of the HHRA tables can provide specific responses for specific contaminants.

Comment: Will you be taking any more core samples in the area of concern?

Response: No. If remediation is needed, however, the Navy will conduct some pre-design sampling to contain cleanup costs.

Comment: What about cores off the other bay-abutting IR sites? It is a potential concern because we have just discovered that marine archeological artifacts such as hand grenades that have been recovered and publicly displayed can become live ammunition when they dry. Coring could be a dangerous activity to field personnel.

SUMMARY OF PARTNERING SESSION HIGHLIGHTS

Jim related that representatives from the Navy, EPA, and RIDEM spent all day on February 12 reviewing progress on a partnering agreement dated August 1995. The goal was to determine how to improve working relationships among the parties. Jim thought it was very positive and that some good things resulted from the meeting.

To better inform the public about the IR program, the Navy will work with the RAB Public Information Committee to initiate a quarterly RAB newsletter that reports on cleanup progress and discusses general issues.

- To improve communications among the parties, the Navy, EPA, and RIDEM remedial project managers will be available for a conference call every Wednesday at 9:30 am. Dave Egan has asked to be included in those calls.
- Although EPA and the Navy can communicate by email, RIDEM does not yet have an email system. Paul Kulpa thought the agency might be wired in a couple of months. Dave Brown offered to supply Paul with a modem he could use until RIDEM created its own email system.
- The monthly remedial project managers meeting will continue to be held every third Wednesday of the month at 1 pm.
- The parties have agreed to minimize misunderstandings by pledging that all official comments will be provided in writing and in a timely fashion.
- To attempt to move the IR cleanup process forward faster, the project managers will attempt to be less conservative and to make decisions based on having a reasonable amount of data on which to make judgments.

Comment: Were any follow up meetings scheduled?

R response: No. We will wait to see how these agreements work out. Another partnering session may be scheduled in a year.

Comment: What were the general responses to taking some risks in decision making?

Response: EPA feels it is the common sense approach. Kymberlee stated that in order to keep progress moving, we need to avoid "analysis paralysis". She referenced the Chutes and Ladders graphic that shows so many sites still in the study stages.

Comment: Why are the sites so bunched up at the investigation stage?

Response: There is lots of responsibility to go around. Instead of pointing fingers, we need to focus on where we can made progress. For instance, at the McAllister Point Landfill, the FS is underway; a proposed plan and a ROD will follow. We just don't have enough money to study all the sites at the same time.

Comment: Have you considered doing one large study that encompasses many sites? It would involve only one document, making tracking progress lots easier.

Response: That used to be the method we used, as evidenced in the IAS and the confirmation study of the 1980s. However, we don't have as much money now as we had then to fund these activities. Actual cleanups are very expensive and would eat up funds that could be used to study several sites.

Comment: The TAG group discussed the Navy's relative risk ranking process and is still concerned that many of the sites ranked low were designated low only because there was little analytical information to rank them otherwise. Wouldn't it make sense to conduct a simple site investigation for each site to get a relative baseline of information for all the IR sites.

A lengthy colloquy ensued, principally between Dave Egan and Jim Shafer, about costs for different types of cleanup activities, from studies to remediation, and what their schedules should be.

Comment: Can you take the studies conducted in the 1980s and reach a true consensus on sites' risks?

Response: Kymberlee answered that that is what they do in establishing the FFA schedules. In addition, the Navy, EPA, and RIDEM gather at Environmental Advisory Board (EAB) meetings to address those issues.

VISIT BY NAVAL ENGINEERING SUPPORT CENTER AND NATIONAL ACADEMY OF SCIENCES

Jim mentioned that he had received indication that representatives from these groups would be visiting NETC on April 15, the day of the next RAB meeting. They are visiting Navy sites across the country to determine how faster progress can be made toward cleanup. In Rhode Island, they are interested in McAllister Point Landfill and a Davisville site. They will be meeting with Navy personnel, as well as EPA and RIDEM staff. They may also wish to meet with community members.

DAVE BROWN CONVEYS THE TAG GROUP'S SUGGESTION FOR REVISITING COMMITTEE STRUCTURES

Dave related the TAG group's concern that many RAB community members were not attending RAB meetings. Some TAG members wondered whether the meetings were too technical, scaring off members who do not have a technical background. The TAG group asked Dave to suggest the possibility of establishing a Technical Committee, to help not only in "translating" technical issues, but to serve as an expeditor in providing the Navy with technical issues raised by community members in a coordinated form.

Jim indicated that, as the focus point for receiving these comments, it did not matter to him whether community members comments came to him individually or through a refining process. He felt that although the Navy receives plenty of technical comments from the TAG group, EPA, RIDEM, NOAA and other agencies, community member technical comments are valued in addition to comments that reflect the concerns of their constituencies and any common sense issues that could get lost in the maze of technical concerns.

Dave asked if the few community members who were present felt the meetings were too technical. The sole response he received was that it was just an off night. Dave asked what could be done to get a better turn out. The community members agreed that the letter from

Captain Bogle and PAO's follow up telephone calls were useful in forcing people who were not going to attend to come up with plausible excuses. Committee chairs have also been asked to make calls to encourage attendance.

DISCUSSION OF ELECTION OF A NEW COMMUNITY CO-CHAIR

Captain Wyman received an email from Chuck Salmond. Chuck regretted not being able to seek the post for a second term because of travel and other commitments. Captain Wyman asked if there were any nominations. Hearing none, he indicated he would have to "beat the bushes" between now and the April RAB meeting to elicit some interest.

Some discussion ensued about finding people to become RAB members that represent communities not present among the membership. Byron Hall expressed surprise that elected representatives of Portsmouth and Newport were not on the RAB. He thought staff or elected officials from their respective councils should be contacted.

Comment: Can the RAB obtain copies of comment-response correspondence generated on site reports?

Response: All such correspondence should be sent to Betsy, who will ensure that the community members receive copies.

NEXT RAB MEETING

The next RAB meeting is scheduled for Wednesday, April 15, 1998. The RAB agenda will include electing a new Community Co-chair, discussing the RAB budget and TAPP grant, introducing NETC's quarterly newsletter, describing NAVFAC's visit with the National Academy of Sciences, and summarizing changes being made to the McAllister Point Landfill FS.

Handouts: RAB Review Dates Calendar
Derecktor HHRA fact sheet
View graphs of the HHRA presentation
Partnering session highlights
Tom McGrath's completed review guidance form
Community Co-chair election process
NETC RAB meeting comment sheet

Enclosures: Revised Chutes and Ladders Showing Sites Cleanup Status (w/ draft)
EPA's January 29, 1998 comments on the draft McAllister Point Landfill FS (w/draft)
Navy's March 19, 1998 responses to EPA's comments on the draft McAllister Point Landfill FS (w/ draft)
Environmental Connections: A Resource Tool for BRAC Installations (w/draft). Provided by Kymberlee
Draft NETC quarterly newsletter

**RIDEM's January 26, 1998 comments on the draft McAllister Point
Landfill FS**

**Navy's March 26, 1998 responses to RIDEM's comments on the draft
McAllister Point Landfill FS**

Restoration Advisory Board Quarterly

Naval Education and Training Center
Newport, RI



March 1998 VOLUME 1

BACKGROUND

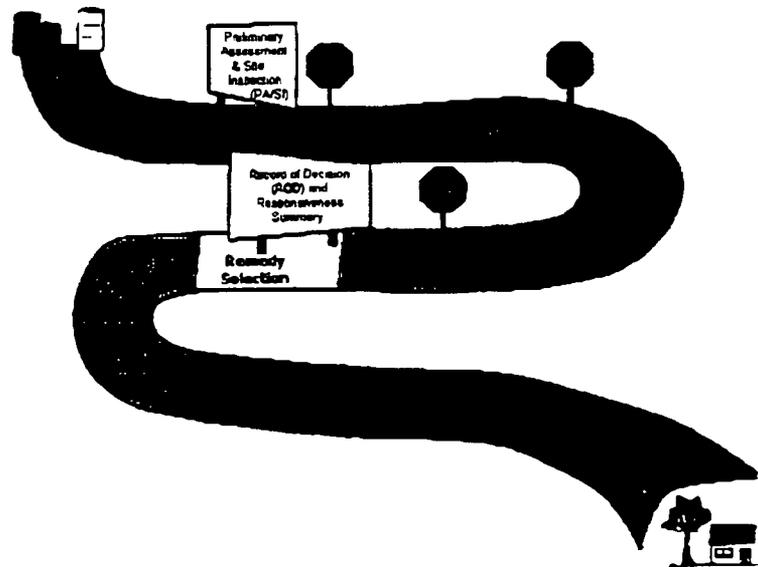
The Newport Naval Complex is 1200 acres in size and spread along six miles of the western shoreline of Aquidneck Island. It is a unique command with the dual mission of providing training and logistic support for the 25 shore activities and visiting ships. The complex is located on Narragansett Bay and is staffed by 4,500 civilians and 3,000 military personnel. The Navy's total impact in the Rhode Island area in calendar year 1997 topped the half-billion mark for the eleventh consecutive year. Maintaining its position as Newport County's largest single employer and second only to the state government as the largest employer in the State of Rhode Island.

RESTORATION ADVISORY BOARD (RAB)

The RAB was created in 1996 to advise the Navy on the clean up of eleven sites in various stages of the CERCLA Process. The purpose of the RAB meetings is to improve community awareness, public participation, information exchange and stakeholder involvement, and foster a community / government partnership. Members must reside in or serve communities of Portsmouth, Middletown or Newport. The makeup of the RAB includes a diverse membership representing a variety of positions. Leadership is provided by the Navy's Director for Public Works and a community member who Co-chairs the RAB. The community Co-Chair is elected by the membership in accordance with the charter. Four special subcommittees are included in the RAB focusing on membership, public information, projects and planning. To date, the RAB has been successful in heightening community interest and involvement, creating a speaker's bureau, sponsoring

education, training and tours, site prioritization, assisting in the development of planned land use strategies, and networking with political officials and organizations.

The CERCLA Process



Site	Current Phase of Work	Scheduled Completion	Target Completion
McAllister Point Landfill Offshore	Feasibility Study	June 29, 1998	<i>Future newsletters shall show schedule slippage as Target Completion.</i>
Coddington Cove Rubble	Site Inspection	April 22, 2001	
Tank Farm 1	Site Inspection	November 11, 1999	
NUWC Disposal Area	Site Inspection	November 11, 1999	
Old Fire Fighter Trainer	Remedial Investigation	October 6, 1999	
Tank Farm 2	Site Inspection	November 11, 1999	
Tank Farm 3	Site Inspection	November 11, 1999	
Tank Farm 4	Site Inspection	January 22, 2000	
Tank Farm 5	Final Record of Decision	December 14, 1998	
Gould Island	Site Inspection	July 19, 2001	
Derecktor Shipyard Onshore	Site Inspection	August 1, 1998	
Derecktor Shipyard Offshore	Feasibility Study	February 27, 1999	
Record of Decisions Completed (Date)			
<ul style="list-style-type: none"> ◆ Interim Remedial Action for Groundwater Operable Unit at Tank Farm 5 (Jun 92) ◆ Source Control Operable Unit at McAllister Point Landfill Onshore (Sep 93) 			

SITE HIGHLIGHTS

Doddington Cove Rubble Fill Area

- 5-8 acre site, active 1978-1982.
- Formerly used for disposal of concrete, asphalt, slate, wood, brush, and small quantities of ash.
- Completed Study Area Screening Evaluation (SASE) in 1992.

Derecktor Shipyard

- 41 acre site.
- Leased to the Rhode Island Port Authority.
- Sublet to Robert E. Derecktor in 1979 - 1992.
- Formerly used for shipyard operations (sand blast grit and paint wastes).
- Completed Preliminary Site Assessment in 1993.
- Removed drums, sandblast grit, tanks in 1994 -1997.
- Completed Risk Assessment in 1997.
- Demolished 5 buildings in 1997.

Gould Island

- 55 acre site, 1.5 miles from the shoreline.
- Formerly used for torpedo test firing, overhaul and storage.
- 39 Acres excessed to RI in 1989.
- Removed plating shop wastes in 1992.
- Negotiating clean up of the excessed property with Army Corps of Engineers.

McAllister Point Land Fill

- 10.8 Acre Site Active 1950 -1970.
- Contains domestic refuse, spent acids, paints, solvents, waste oils and construction debris.
- Record of Decision for IRA in 1993.
- Completed construction of subtitle "C" Cap and Stone Revetment.

NUWC Disposal Area

- 5 acre site, active to 1981.
- Bordering Wamumetonomy Golf Club.
- Formerly used for the disposal of scrap lumber, tires, wire cable and empty paint cans.
- Initial Assessment Study completed in 1983.

Old Fire Fighting Training Area

- 5 acre site, active to 1972.
- Formerly used for ship compartment fire fighting training exercises.

Chairperson's Corner

Handwritten note: "Shell provide narrative during RAB Meeting."

- Oil and gasoline used to fuel fires.
- Structures were demolished and buried on site.
- Initial Assessment Study completed in 1983.
- Fuel Oil contamination discovered in 1987.
- Phase I & II RIs completed in 1992 - 1993.
- RIs identified fuel by-products and pesticides.
- Completed source removal investigation in 1997

Tank Farms 1-5

- Each site 40-90 acres in size
- Over 100 million gallons fuel oil storage capacity
 - 39, 2.5 million gallon concrete underground storage tank's
 - 8, 1.2-2.1 million gallon steel underground storage tank's
 - 6, .1-2.4 million gallon above ground tank'
- Tanks cleaned and ballasted in 1994 -1997.
- First tank implosion in October 1997.
- Plan to complete demolition by 1999

Members of the Restoration Advisory Board:

Navy Co-Chair: Captain Jon C. Wyman
 Community Co-Chair: Mr. Charles Salmond
 US Navy Remedial Program Manager: Mr. James Shafer
 US EPA Remedial Program Manager: Ms. Kymberlee Keckler
 RI DEM Remedial Program Manager: Mr. Paul Kulpa

Members:

Dr D K. Abbass	Mr. Dennis F. Klodner
Mr. Alfred Arruda, Jr.	Mr. Joseph McEnness
Ms. Mary A. Blake	Mr. Thomas McGrath
Dr. David W Brown	Mr Howard L. Porter
Mr Paul M. Cormier	Mr Keith Stokes

RAB NETC Support Mr Peter Palmerino and Mr. Kevin Coyle
 RAB NETC Public Affairs Officer: Mr David Sanders, 841-3538

Mr. Mike Foley	Mr. John Torgan
Ms. Mary Philcox	Ms. Beth Everett
Mr. Francis J. Flanagan	Mr Paul D. Russell
Ms. Elizabeth Mathinos	Ms. Claudette Weissinger
Mr. Byron J Hall	Mr. Anthony D'Agneica

WEB ADDRESS

www.cnet.navy.mil/newport/rab_.htm

For More Information contact the NETC, Environmental Protection Division at (401)841-3735; attend RAB meetings the third Wednesday of every month at 7:00 p.m. at the Officers' Club; or visit the Portsmouth, Newport and Middletown Public libraries to review the Administrative Record.

Proposed Distribution:

- City and town council members from Newport, Middletown, and Portsmouth
Newport city manager, Middletown and Portsmouth town Administrators
Local and state representatives
Congressional delegation
- Navy League members
- Environmental organizations
RAB members
- Upon request from other interested parties

*Not local media; announcements to media should be made through news releases whenever events warrant. Otherwise, if routine notifications are not newsworthy, media will tend to ignore future mailings.