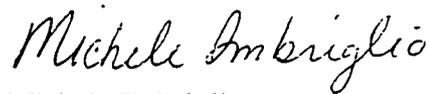


7/9/00

Dear RAB Members:

Enclosed please find a copy of the minutes of the June 21, 2000 RAB meeting. If you have any questions or concerns please contact me at (401)841-7714.

Very truly yours,



Michele Imbriglio
RAB Secretary

Copy to: (w/enc)
Dr. D.K. Abbass
Dr. Richard Ayen
Ms. Barbara Barrow, Esq.
Mr. John R. Bernardo, III, Esq.
Ms. Mary A. Blake
Dr. David W. Brown
Mr. Richard D. Coogan
Mr. Paul A. Cormier
Mr. Thurston Gray
Mr. Byron Hall
Ms. Susan Hester
Mr. Eugene Love
Ms. Elizabeth Mathinos
Mr. Joseph Mello
Mr. Thomas McGrath
Mr. James E. Myers
Mr. John Palmieri
Mr. Howard L. Porter
Mr. Emmet E. Turley
Mr. John Vitkevich
Ms. Claudette Weissinger
Ms. Mary Philcox
Mr. David Egan
Mr. Paul Kulpa, RIDEM
Mr. Richard Gottlieb, RIDEM
Ms. Kymberlee Keckler, EPA

CDR R. L. Freitag, Jr., NAVSTA
CAPT H. L. Schwind, NAVSTA
CAPT Jon Wyman
Hon. Paul W. Crowley
Hon. June Gibbs
Mr. Joseph McEnness
Mr. Paul Russell
Mr. Charles Salmond
Mr. John Torgan
Mr. Jim Shafer
Ms. Beth Timm, ATSDR
Mr. Gregg Tracey, SAIC
Councilman Dennis McCoy
Dr. David Kim
Mr. Brian Bishop
Brother Joseph
Newport Public Library
Middletown Free Library
Portsmouth Free Public Library
Mr. Bob Jones, Groton
Mr. David Sanders, NAVSTA
Mr. David Dorocz, NAVSTA
Ms. Melissa Griffin, NAVSTA
Ms. Shannon Behr, NAVSTA
Mr. Rick Machado, NUWC
Ms. Sarah White, EPA
Ms. Jennifer Stump, Gannett Fleming
Mr. Tim Prior, USF&WS
Mr. Ken Finkelstein, NOAA
Ms. Diane Baxter, TtNUS, Wilmington
Mr. Matt Weaver, Green Light Foundation
Dr. Robert Quigley
Mr. Robert Gilstein
Ms. Amrita Roy
Ms. Virginia Lee
Ms. Arlene Kalewski
Ms. Kelly Woodward

**NAVAL STATION NEWPORT
RESTORATION ADVISORY BOARD MEETING
June 21, 2000**

MINUTES

On Wednesday, June 21, 2000, the NAVSTA Newport Restoration Advisory Board (RAB) gathered at the Officers' Club for its monthly meeting. The meeting began at 7:00pm and ended at 9:25pm.

In attendance were Kathy Abbass, Claudette Weissinger, Emmet Turley, David Brown, Thurston Gray, John Palmieri, Howard Porter, Susan Hester, Barbara Barrow, David Egan, Capt. Herb Schwind NAVSTA, Capt. Ruth Cooper NAVSTA, Melissa Griffin NAVSTA, Dave Dorocz NAVSTA, David Sanders NAVSTA PAO, Greg Kohlweiss NAVSTA PAO, Jim Shafer NORTHDIV, Rich Machado NUWC ENV, Paul Kulpa RIDEM, Kymberlee Keckler USEPA, Robert Gilstein Portsmouth Town Planner, Diane Baxter TETRATECH NUS, Stephen Parker TETRATECH NUS, Larry Kahrs Foster Wheeler Environmental.

Capt. Schwind opened the meeting and welcomed the group. Capt. Schwind also introduced Capt. Ruth Cooper to the RAB. Capt. Cooper is the new Commanding Officer for Naval Station Newport. See Enclosure (1).

MEETING MINUTES

May meeting minutes were approved with the changes noted in Enclosure (2). RIDEM letter of April 26, 2000, was distributed at the May meeting. No formal discussion of the letter occurred however members asked that it be included as an enclosure to the minutes. See Enclosure (3).

COMMITTEE REPORTS FROM COMMUNITY MEMBERS

Project Committee-Emmet Turley Committee Chair: Emmet has continued his research on dredging. Attached is the information he has found on various disposal options. Emmet hopes to provide the group with enough information to allow the necessary and appropriate questions to be asked once dredging at McAllister Point begins. See Enclosure (4).

Planning Committee-John Palmieri Committee Chair: The planning committee will begin compiling a list of preferences for restoration in the event a formal Natural Resource Damage Claim is filed for McAllister Point Landfill. There was some discussion as to whether or not this was necessary and in the fact the jurisdiction of the RAB. It was agreed that the committee would compile the list. No Natural Resource Damage Claim has been filed to date by the State of Rhode Island.

Membership Committee-Howard Porter Committee Chair: RAB membership is at full capacity. Howard asked whether or not attendance records should continue to be kept. It was agreed he would continue his efforts in tracking attendance.

Public Information-Claudette Weissinger Committee Chair: A draft of the next issue of the newsletter is complete. Anyone wishing to view the draft and make comment should see Claudette.

ACTIVITY UPDATE-James Shafer

James Shafer gave a brief status report on various IR sites as follows;

Old Firefighting Training Area-Offshore: A final Ecological Risk Assessment (ERA) report was submitted April 28, 2000. A draft final Remedial Investigation Report (RI) is planned for July 2000. See Enclosure (5)

Old Firefighting Training Area-Onshore: Draft background soil investigation report in May. Arsenic and other metals are in the soil-specific to this site. See Enclosure (5)

McAllister Point Landfill-Offshore: A Record of Decision (ROD) was signed by the USEPA on 3/1/00. Notice of availability of the ROD was published in the local newspaper. Deadlines for Remedial Design documents is as follows; 35% Remedial Design Workplan-1 May 00; 60% Remedial Design Workplan-20 July 00; 85% Remedial Design Workplan-4 Jan 01; Project Closeout Report-30 Aug 02. See Enclosure (5)

McAllister Point Landfill-Onshore: Continue long term monitoring of landfill gas and groundwater. Next sampling event will be in Summer 2000. See Enclosure (5)

Tank Farm 5: Two additional bedrock wells have been installed. Laboratory data results were received on

March 21, 2000. Data report submitted April 21, 2000. Sampling results comply with GA ground water standards. No further investigation recommended. See Enclosure (5).

Derecktor Shipyard-Onshore: Submit removal action report in the Summer of 2000. See Enclosure (5).

Derecktor Shipyard-Offshore: Funding for remediation planned for FY05/06. See Enclosure (5).

Melville North Landfill: There has been approximately 99,000 tons (66,000 cubic yards) of soil removed from Melville North Landfill. Breakdown is as follows; Daily cover 64,698; PCBs>10ppm 3,642; PCBs<10ppm; Lead 20,114; Creosote Wood 48; VOCs 182; Scrap Steel 182. A closure report will be submitted in July 2000. See Enclosure (5).

Gould Island: Installation Restoration Field Work began in April 2000. A soil gas survey, concrete sampling, surface soil samples and drain pit samples were completed. See Enclosure (5).

ENVIRONMENTAL RESTORATION, NAVY (ER,N) FUNDED PROJECT UPDATE-Shannon Behr

A formal presentation on the ER,N projects was not made to the RAB in light of time constraints at the May meeting, however, a handout was provided. See Enclosure (6). Anyone with specific questions on these projects can contact Ms. Shannon Behr directly at (401)841-6377 or via e-mail at behrs@nsnpt.navy.mil.

SAMPLING RESULTS FROM GOULD ISLAND-Steve Parker, TetraTech, NUS

Gould Island Building 32 Phase I investigations have begun. The intention of the first phase investigations is to evaluate the operations of the site. Soils were sampled where materials had been stored. Concrete was sampled. Sludge and residue from drains and sumps were sampled. A soil gas survey was also completed.

Investigations were conducted in the electroplating room. At the time the facility was in operation it was standard industry procedure to fill large vats or tanks with chemicals and dip whichever particular item was to be electroplated. Eventually, the chemicals in these vats needed to be changed. The drains on the bottoms of the vats were opened and the chemicals were released into drainage trenches. It was in these trenches and drains that concrete sampling was performed. 80%

of the trenches are visible, some trenching runs underneath the tanks. The tanks must be removed to provide access to these trenches. The concrete slab of the building appears to be intact. Everything in the building needs to be removed and the entire slab washed, dried and inspected to determine if any significant cracking or displacement has occurred.

Soil gas detectors were installed. These are small capsules of absorbent that are placed at 2'-3' depths in the ground. The capsules absorb chemicals that are in the soil and groundwater that have volatilized. A large grid of capsules was placed across the site. The information obtained allows for mapping the concentrations of chemicals across the site. This allows higher concentration areas to be studied more closely.

The Phase I investigations found residual chemicals from fuel oil in the sludge and in some surface soils. The surface soils however had very low concentrations. Cyanide was detected in the concrete and in some drainage areas in the electroplating area. This is not unexpected, as cyanide was a chemical used in the electroplating process. Soil gas results indicate the presence of petroleum, which would be associated with the fuel, Trichloroethene-a cleaning solvent and Naphthalene-a component of the cleaning solvent or the fuel.

There were approximately 14 samples of sludge from various drains taken. There were 8 concrete samples taken in the places where there was no sludge. There were 8 surface soil samples taken from areas outside the building that had been identified as material storage areas.

Total Petroleum Hydrocarbons (TPH) that are found are a combination of gas and oil based hydrocarbons. Heavier oils bind with the soil, lighter fractions such as gasoline pass through the soil and into the groundwater. There was not a lot of gasoline related contamination found. TPH contamination relates mainly to oil. The highest TPH concentrations were found outside the building to the North. The source of the material could be from use of fuel at the site which, was then discarded under the building. However, these preliminary studies do not indicate this. TetraTech believes that possibly the ground was oiled during construction to keep the dust down, as it is a very windy site.

Trichloroethene (TCE) is a common degreaser or cleaning solvent. This tends to sink through the soil through the groundwater. The concentrations detected were very low.

Naphthalene and PAHs are present in oil, coal tar distillates and other fuel oils. PAHs absorb into the soil. The presence is due to fuel use or possible fuel application. Highest concentrations are under the building.

A final report on the findings should be released in July. After demolition additional sampling will be conducted. Drainage trenches will be tracked. Sediment and soil sample collections and future investigations will be conducted. See Enclosure (7).

OFFTA BACKGROUND RESULTS-Diane Baxter, TetraTech, NUS

The purpose of the background soil investigation is to determine whether or not the higher metal concentrations at NAVSTA are contiguous to the area. The study was to determine what the background soil concentrations are for the Old Fire Fighting Training Area (OFFTA) site.

The site was evaluated to determine if the concentrations at the site are high relative to the background concentrations that would otherwise exist on the island. RIDEM has one number that is applied to the entire state for arsenic concentrations. RIDEM does recognize that there will be variations to this number throughout the state and allow a background study. The background study determines the natural background level that is appropriate for this location. The high arsenic levels on the base are believed to be relative to the natural background levels and not related to activities on the base.

The investigation was broken down into steps; first a background location for sampling was chosen, second the surface and subsurface soils were sampled in those areas and lastly a statistical evaluation of the data was conducted.

Coasters Harbor Island (CHI) was chosen as a sampling location. Open accessible areas of CHI were chosen. The history of these areas was then researched to determine if there had been any past activity at that location which may effect the results of the soil investigation. There were ten potential sample sites on CHI of which four were chosen to be sampled.

Although four sample locations were chosen, area H was eliminated and samples were taken from three areas. Samples were collected from 20 locations in areas C, D, and I. Surface soils were sampled (0-2 ft below ground surface (bgs)); subsurface soils were sampled (4-6 ft bgs). Direct push drilling was used to take the samples which involves a small

drill rig hammering a sampler into the ground to collect the samples. Samples were then sent to a lab for analysis.

The final step of the study was the completion of the statistical evaluation of the data. It had to be determined whether or not surface and subsurface data could be combined into one unit. It was determined that surface and subsurface results were statistically different and therefore the data had to be worked with as two different results. It then had to be determined whether or not Area I data could statistically be combined with the samples from Areas C & D. This was done because Area I was a different physical area. It was determined that statistically the soil type was not the same. Area I samples were eliminated from the study.

Background concentrations were calculated for surface and subsurface soils for metals. Results have been submitted to RIDEM and EPA for comment. Three compounds of metals; Arsenic, Beryllium and Manganese, are the only metals that exceed RIDEM soil criteria. RIDEM disagrees with the results obtained for these three comments. EPA commented on the Arsenic value. The data is being re-evaluated and a final report will be completed. See Enclosure (8).

DEFENSE FUEL SUPPORT POINT STATUS UPDATE DLA-Larry Karhs, Foster Wheeler Environmental

Defense Logic Agency (DLA) is the Department of Defense agency that supports the services (Air Force, Army, Navy, etc.). Defense Energy Support Center (DESC) is the part of DLA that deals with fuel for the services. In most cases a Defense Fuel Support Point (DFSP) is located near many military bases all over the world.

Tank Farms 1, 2 and 3 were operated by DLA specifically DESC since the mid-1970's. DESC is the current operator of the Tank Farms. The Navy is the owner.

DESC, as the operator, is responsible for the closure of the tanks and any petroleum related issues at those sites. The clean up and closure will be done through Foster Wheeler Environmental.

Removal of all free product (oil in the tanks and lines as well as any oil in the separators, groundwater contamination, etc.) will be done.

Tanks 9 and 10 in Tank Farm 1 will be cleaned. These tanks serve as the oil/water separators for Tank Farms 1,2 and the

terminal area. RIDEM recently gave approval for closure of all the tanks in the tank farms. DESC has been conducting investigations at the tank farms and terminal area for the last two years. The overall goal is to meet RIDEM standards in the closure of the tanks and convey the property back to the Navy.

The terminal area contains a variety of pipelines that took fuel from Tank Farms 1 and 2 brought it down to the pier and loaded the fuel onto the ships. Fuel was also brought into the terminal area and pumped up to the tank farms. This piping has been cleaned and all free product has been removed. The piping has also been certified gas free and closed. In addition, all small tanks in the terminal yard have been removed.

A Corrective Action Plan (CAP) to address jet fuel impacted soil was implemented at Tank Farm 3. There were 1850 tons of soil removed from Tank Farm 3. Soil samples were collected in the terminal area as well as groundwater samples to evaluate TPH levels as a result of the UST closures.

All large USTs had previously been cleaned in 1997-1998. There is no fuel sitting in the tanks. The tanks must be cleaned again because at the time they were cleaned they were not cleaned to RIDEM standards. Tank Farm 3 will be the first site to undergo closure procedures in August/September 2000. Tank Farm 2 closure is tentatively scheduled for October/November 2000. Tank Farm 1 closure is tentatively scheduled for closure in April/May 2001.

Any remedial action (soil removal, etc.) relative to petroleum contamination will be done at the time of the closures.

RIDEM has specific requirements for the closure of an Underground Storage Tank (UST) if it is no longer being used. In December 1998 tanks either, had to be upgraded to new Federal standards for leak detection, etc., or they had to be removed. The closure of these tanks is in compliance with RIDEM's requirement. Demolition of the tanks will not occur. The tanks will be emptied and cleaned. RIDEM will then issue a permanent tank closure certificate. The Navy would undertake any further action for removal of the tanks.

The Town of Portsmouth has interest in these areas as part of the West Side Master Plan that is being developed. It was explained that DESC is only responsible for fuel oil contamination and tank closure at the sites. The Tank Farms are still under the Installation Restoration (IR) Program for further remediation (clean up). The Tank Farms are not

scheduled for funding under the IR program until 2004. At that time the site would begin study under the CERCLA program. There is still a great deal of work to be completed at the Tank Farms. It is estimated that if CERCLA investigations begin in 2004 a Record of Decision (ROD) would not be reached until 2007. Once a ROD is signed, clean up can then begin. This is speculation on the timetable because it is unknown what, if any, contamination exists. See Enclosure (9).

NEXT MEETING

The next meeting of the Restoration Advisory Board (RAB) is scheduled for Wednesday, **July 19, 2000**, at 4 p.m., at Building #1 Naval Station Newport. This month's meeting will not consist of a formal agenda. The group will take a tour of the Naval Station Newport IR sites.

Enclosures:

- (1) Captain Ruth A. Cooper Biography
- (2) May Meeting Minute Changes
- (3) RIDEM Letter of _____, 2000
- (4) Project Committee Report
- (5) Activity Update
- (6) ER,N Funded Project Update
- (7) Gould Island Building 32 Phase I Investigations
- (8) OFFTA Background Soil Investigations
- (9) Progress Update Defense Fuel Support Point (DFSP)

Captain Ruth A. Cooper
United States Navy

Captain Cooper graduated from Eastern Illinois University in 1976 with a Bachelor of Science in Botany and was commissioned on 1 July 1977 through the Naval Officer Candidate School, Newport, Rhode Island.

Captain Cooper started her career within the Integrated Undersea Surveillance System earning a proven subspecialty in anti-submarine warfare. These assignments included Naval Facility, Argentina, Newfoundland, Canada as an Oceanographic Watch Officer and Communication Watch Officer, Canadian Forces Station Shelburne, Nova Scotia, Canada as a Personnel Exchange Program billet, Naval Ocean Processing Facility, Ford Island, Hawaii as Operations Officer and Training Officer, and Naval Facility, Guam as Commanding Officer.

Captain Cooper attended Surface Warfare Officer School, Basic Course as a lieutenant junior grade followed by a three-year tour on USS PRAIRIE (AD-15). She has the distinction of being the first woman to report for duty aboard that ship in January 1980 and attained Surface Warfare Qualification in June 1981.

Captain Cooper's assignments within the Military Sealift Command include Military Sealift Command Office Southwest Asia, Bahrain as Commanding Officer and major command assignment as Commander, Military Sealift Command, Pacific.

Captain Cooper attended the Naval War College, graduating in June 1990 with a Master of Arts degree in National Security Affairs and a Master of Arts in International Relations from Salve Regina University. Her follow on joint duty experience was on the Iceland Defense Forces Staff, Keflavik, Iceland as Assistant Chief of Staff for Manpower and Personnel.

Her significant shore tours have included the United States Naval Academy, Annapolis, Maryland as the Executive Assistant to the Director of Professional Development and as Executive Officer, Naval Station Norfolk, Virginia. Captain Cooper assumed duties as Commanding Officer, Naval Station Newport, Rhode Island in June 2000.

Captain Cooper's personal awards include the Legion of Merit, Meritorious Service Medal (third award) and the Joint Service Commendation Medal. A native of Charleston, Illinois, she is married to David E. Perkins.

ENCLOSURE (1)

*Suggested changes to NSN RAB Minutes for May 17, 2000
From Dave Brown 21jun00*

End of section on natural resource damage assessment, page 4

After paragraph 3 add Discussion

After paragraph 4 add three more paragraphs:

The RIDEM representative dispelled the impression that RIDEM wants a statewide litigation approach to restoration. It would favor a cooperative settlement approach that reflects local environmental felt-needs. The proposed restoration actions must relate to natural resources. However, the restoration does not have to be the same type or location as the damage.

To clarify whether the question about restoration based on McAllister Landfill still is possible, it was decided that RIDEM would send a letter to Navy North. The letter would reaffirm that RIDEM regards the Navy as already having reached a negotiated settlement based on preliminary damage assessment, and that the remaining task is to select an appropriate restoration project. [See Kulpa to Shafer letter of June12, 2000.] Then the Navy could respond as it thinks appropriate.

It was suggested that there be a report on restoration-action progress at every RAB meeting.

ENCLOSURE (2)

FAX TRANSMITTAL

of pages > 2



RHODE ISLAND
DEPARTMENT OF EN

235 Promenade Street, Providen

To	BARBARA BARROW	From	MELISSA GRIFFIN
Dept./Agency		Phone #	841-6375
Fax #	846-2710	Fax #	
NSN 7540-01-317-7368		5093-101 GENERAL SERVICES ADMINISTRATION	

April 26, 2000

Captain Schwind, USN
 Environmental Protection Division, Code 408
 NSN PWD Bldg. 1
 1 Simon Pietri Drive
 Newport, RI 02841

COPY 40
 42
 44

RE: Gould Island Work Plan Addendum/Sampling Plan
 Naval Station Newport, Newport, Rhode Island

Dear Captain Schwind,

As you are aware, the Rhode Island Department of Environmental Management (RIDEM), Office of Waste Management has been involved in the Navy's proposal to demolish a number of buildings located on the northern end of Gould Island. These structures are located in areas of known releases of hazardous materials and the Office has been working with the Navy to ensure that the demolition activities do not compromise the investigation and/or remediation of the area. Previously, the Office had cautioned the Navy that proceeding forward with the demolition without completing the investigation and remediation would potentially compromise these actions, increase the time and cost associated with these actions, result in additional releases to the environment and may result in the Navy being subjected to regulatory action. In addition, it was noted that this action was inconsistent with policy implemented by the Navy at other naval facilities in the State, where the investigation and remediation was completed prior to demolition.

The Navy agreed to address the State's concerns and requested that they be allowed to go forward with a partial demolition. Based upon the Navy's assurances to investigate and remediate the site as needed prior to demolition, the Office agreed with the request. However, we are concerned with the Navy's actions with respect to this agreement. The Office first expressed concern with the Navy's proposed submission time for the Environmental Investigation portion of the Demolition Work Plan. The Office noted that the plan should be submitted in a timely manner to allow for adequate review, approval and implementation prior to initiation of demolition. The Demolition Work Plan was submitted late, and it did not contain the promised Environmental Investigation Work Plan. The State then entered into a series of discussions and correspondences with the Navy concerning this Plan. In responses to the Office's comments on what must be included in the Plan the Navy agreed to provide the requested material and address our concerns. When the Plan was finally submitted the Navy had failed to submit the material and failed to address our concerns.

This Office again issued correspondence and held discussions concerning this Work Plan in the hope that the Navy would honor their commitment. The latest submission by the Navy, dated 6 March 2000, not only failed to meet this commitment, but also brings into question the intent and sincerity of the Navy in this matter.

ENCLOSURE (3)

As an illustration, the Navy has indicated that, despite an extensive effort, they were unable to find historic or other sources of information that would serve to guide the investigation. This position by deeply concerns me as a cursory review by my staff has revealed that such information is readily available and should have been disclosed by the Navy. As an example, the Navy stated they had no knowledge of any removal actions conducted in or around Building 33, (Power Plant). The Navy made this statement despite the fact that in the mid 1990s the Navy performed the activity in question, generated correspondence concerning their actions, and produced a number of reports documenting the action. Specifically, in correspondence to the State, dated 20 December 1994, Captain Rigby, Director of Public Works NETC, discusses the removal of the four underground storage tanks. A copy of that letter is attached for your examination. In this letter the Captain provides information concerning the size of the tanks and the fuel which was stored in them. A Closure Report for these tanks entitled UST Closure Assessment, NETC, Building 33, Gould Island was also issued in 1994. In the report representatives from the Navy's Public Work section stated that the observed contamination noted at this location might not be from the underground storage tanks but from other releases in the area. The results of the removal action were also enclosed in a report produced by the Navy in 1996 entitled Underground Storage Tank Investigation Report Gould Island, Naval Education and Training Center.

In regards to the proposed sampling plan, the nature and scope of the effort is inadequate and will not address our concerns at the site. In addition, existing potential source areas have not even been acknowledged in the Plan. These issues are listed in more detail in the attached comment package.

In summary, we have been working cooperatively with the Navy to ensure that the proposed demolition will not compromise or complicate the investigation or remediation of the area. The plans and correspondence submitted by the Navy to date will not achieve this goal. Further the actions taken by the Navy in this matter challenge the Navy's sincerity and are not be considered to be in good faith. The Office still hopes that it can work with the Navy to resolve these issues, and that the necessary work can be performed prior to demolition. Accordingly, the Office has generated comments on the latest submission by the Navy with recommendations to improve the Sampling Plan, (See Attachment). If the Navy has any questions concerning the above, please contact this Office at (401) 222-2797 ext. 7111.

Sincerely,



Warren S. Angell II, Supervising Engineer
Office of Waste Management

cc: Lco Hellested, Chief, RIDEM OWM
Ronald Gagnon, Chief, RIDEM OTA
Paul Kulpa, RIDEM OWM
Mary Sanderson, EPA Region I
Captain R.L. Freitag, NSN
David Dorocz, NSN
Robert Kravinskas, NSN
Con Mayer, Northern Division

Restoration Advisory Board

PROJECT REPORT-DREDGING

June 21, 2000

Submitted by: Emmet E. Turley

This past spring I received an E-mail inviting me to join in an ocean rally that was going to take place off the shores of New York and New Jersey. The rally was being organized to protest the dredging being done by the Port Authority in the New York harbor and the dumping of the dredge material in the Atlantic Ocean within four miles of the New Jersey Coast.

The rally would involve all types of watercraft, and include boat owners, fishermen, lobstermen, surfers, divers, as well as members of many environmental groups.

The dredged material is brought to an area called the HARS (Historic Area Remediation Site), or as it was once known, the Mud Dump Site. It is an extremely controversial topic, which has been hotly debated for over twenty years.

I thought it would be interesting for you to read some information both pro and con on the dredging by members of two organizations in New Jersey, the Council of Diving Clubs and the Surfrider Foundation.

Also, there is a statement by Lillian Barone, Director of Port Commerce, the Port Authority of New York and New Jersey on "Ocean Disposal of Dredged Material". November 5, 1999.

This presentation was made to the U.S. House "Committee on Resources" in favor of dredging the New York Harbor for container ships.

ENCLOSURE (4)



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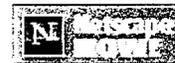
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response.restoration.noaa.gov/cpr/wastesites/states/summaries/njersey.html
- [Effects of Inlet Modifications at Barnegat Inlet, New Jersey](#)
...Modifications at Barnegat Inlet, **New Jersey** by William C.
Seabergh ...south jetty at Barnegat Inlet, **New Jersey** (Figure 1),
Figure 1....
bigfoot.wes.army.mil/c803.html
- [November 5, 1999: Statement: Lillian Borrone, Director of Port Commerce, Port](#)
...Sandy Hook, **New Jersey**. However, in the mid-90s **dredging** in
...Authority of **New York and New Jersey** on Ocean Disposal of...
www.house.gov/resources/106ccng/fisheries/99nov05/borrone.htm
- [*Manhattan NYC NJ Office and Industrial Space For Rent - OFFICIAL SITE - World](#)
...York City, **New York, New Jersey**, World Trade Center, Hudson
...York, City, **New, York, New, Jersey, Jersey, City,**...
www.panynj.gov/wtcspace/
- [City of Jersey City - The Battleship New Jersey should](#)
...201-547-4457 The Battleship **New Jersey** should come to
...**Jersey** City The Battleship **New Jersey** Commission is set to...
www.ci.jersey-city.nj.us/docs/battleshipmayorstatement.html
- [GSENET Sierra Club - New Jersey](#)
...ENVIRONET Sierra Club - **New Jersey** SIERRA CLUB NORTH
JERSEY ...Conservation Issues in Northern **New Jersey**" by Tom
H. Morris, ...
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- [New Jersey Business Magazine: Archive Search: New ...and dredging.](#) She says it is important to **New Jersey**, which ...T. Prior, Editor-in-Chief **New Jersey** is now in its 85th month of...
www.njbmagazine.com/jul99/whitman.html

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Welcome to the New Jersey Council of Diving Clubs!

The New Jersey Council of Diving Clubs was founded in 1956 and was reorganized in 1973 by the sport Scuba diving clubs in the state of New Jersey. The Council is now composed of 22 member clubs and some associate and individual members. The NJCDC was formed to promote a positive and safe image of diving and to represent the diving community through its various committees. At the moment, the council is very involved in legislation keeping access to the fishery for all divers in the area. To navigate this web site, go to the bottom of the web pages.

The Council meets at the St. Luke's Episcopal Church, Chestnut Street, Union, on the last Wednesday of every other month starting with January. The meetings begin at 7:30 PM. Everyone is welcome. A map and directions are available.

Our next meeting is July 26th.

Can't make meetings but want to support the work that the NJ Dive Council is doing?

Become an Associate Member! The information is on the membership application page.

This is the slate of new officers:

Chairperson - Glenn Arthur (Ramapo Club)

Vice Chairperson - Robert Stipe (Capital City)

Secretary - John Church (NJ Aquanauts)

Treasurer - Glen Gunther (NJ Skin Diving Club)



HELP the NJ Artificial Reef Project! Do you dive on one of the 100 ships or 1200 other reefs sunk since 1984? There is a survey form and a list of reef wrecks they need surveyed. This information will be compiled and eventually made available to divers and anglers in a book. Call Bill Figley at (609) 748-2020 (business hours please) for the form and list of the reef wrecks that need surveyed. Each club delegate that attended the May meeting received a copy. I have a copy of the form in Adobe Acrobat.

New Jersey's Reef Program is administered by the DEP's Division of Fish and Wildlife. The objectives of the program are to construct hard-substrate "reef" habitat in the ocean for certain species of fish and shellfish, new fishing grounds for anglers and underwater structures for scuba divers.



Port Authority of New York and New Jersey - continues to dredge the harbor and want to dump the dredge material in the ocean within 4 miles of the New Jersey Coast at the HARS (Historic Remediation Site). -- to see more information go to Ocean dumping of Mud, and Past Issues web page. This covers the 50 year Port Plan and other dredge and dump permits, including some numbers on chemicals they want to put in the ocean.

What YOU can do to support YOUR ocean? Wear and fly a royal blue ribbon!

Support Clean Ocean Action! See the COA web site for more information.

Current Enviromental Issues



SAND Mining Issue -- see comments and map on our Sand Mining Page

See Jack Fullmer's 2 responses to Mineral Management from the NJ Dive Council. Sand Mining would NOT be a good thing for shipwrecks in this area. And everything that lives in the sand now would, for the most part, die. While the comment period has closed, you can still notify *YOUR* elected officials and they *THEM* know how *YOU* feel about big business buying the ocean bottom.

Missed to date to write to the Mineral Mining? How about sending a letter NOW to:
Bruce Babbitt, Secretary of the Interior, US Department of the Interior
18499 C- Street, Washington, DC 20240



NJ Council Dive Clubs and other people have sent their checks to our Treasurer, Glen Gunther to help us buy REEF BALLS. Everyone contributed a **total of \$ 2,350.00**. The NJCDC hoped to be able to "purchase" 20 reef balls for \$1,000 but we surpassed this total. For this price we would will get "our" name on the site. Reef Balls are a project of the Artificial Reef Association (of NJ) based in South Jersey (in association with NJ Fish and Game). This is the same group that sinks the ships, tanks and barges off the NJ coast. The Reef Balls are made of concrete, are 4 foot in diameter and 3 foot high. Each weigh at least 1,500 lbs. "*Our*" Reef Balls will be "sunk" next spring according to Bill Figley. For more information on the Artificial Reef Program, call (609) 748-2020.

The member clubs that contributed to this fundraiser are: NJ Skin Diving Club, Ocean Wreck Divers, On the Bottom, NY Sea Gypsies, Staten Island Sport Divers, NJ Aquanauts, Divers Anonymous, NJ Divers Assoc., Philadelphia Sea Horses, and Shore Aquatic Club. The individuals that contributed are: Glen Gunther, Al Guzzo and Peggy Bowen.

Current Fishery issues --

Essential Fish Habitat -- include shipwrecks!

See the letter the Dive Council sent. Shipwrecks ARE essential fish habitat!
National Marine Fisheries Service Interim Final Rules for Essential Fishery Habitat

Allowable Fisheries Final rule published on Dec. 2; effective date Dec. 1st.

The Allowable Fisheries Gear has included Spearfishing in most of the regulated fish we catch in the Mid-Atlantic Fisheries. *It does not include the highly migratory species - like Tuna.* We are looking into this ruling, which we understand was put in place in 1993 without our knowledge. (Remember you can NOT spearfish lobsters.) To see more, click here.

Current Diver Issue

☐ The US Navy has a project called SURTASS LFA (Surveillance Towed Array Sensor System Low Frequency Active Sonar). The Navy has cancelled a test off New Jersey for now (June 1) but we, as divers, need to know more. Or at least be warned to stay out of the water if they are going to test at full power.

While we don't think the Navy will hurt divers intentionally, some of the information furnished has been a

deeper than 100 feet! We are talking to some of the scientists on the project and hope they will furnish us with the information they promised a few weeks ago. One upsetting thing was they filed for a permit to "take" whales by harassment during the testing. (That means they would be allowed to kill whales with the sound.) We hope they will abide by their statement of not allowing the sound to exceed 180 dB in any waters shallower than 200 meters and 145 dB in any waters known to be human diving areas. They also state that the test divers started to report an aversion rating at or above severe at 148 dB. The Navy Environmental Impact Statement is at <http://www.surtass-lfa-eis.com/stage.htm> We had to ask many times for the diver studies in Technical Report 3 not available on the web.



We are also watching the "Notice of Proposed Rulemaking". The Department of the Navy proposes to issue underwater archeological research permits to those applying for permission to recover and/or conduct research on any submerged cultural resource, ship or aircraft wreck, under the jurisdiction of the Dept of the Navy.

In the Federal Register of November 19, 1999, it states that the DON submerged shipwrecks... are government property in the custody of the Navy. These seemingly abandoned wrecks remain government property until specific formal action is taken to dispose of them. (b) Divers may dive on navy wrecks at their own risk; whoever, Federal property law dictates that no portion of a government wreck may be disturbed or removed.

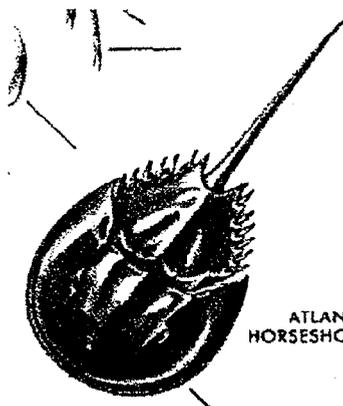


2000 New Jersey Lobster Rules - go to [Lobster rules page](#) on this web site.

No spearing of lobsters, 6 per diver, minimum size of 3 1/4" and no sale of "diver" lobsters. So far things are the same as last year (6/00).

New Jersey 2000 Recreational Marine Minimum Size Possession Limits and Seasons - at [NJ Division of Fish, Game and Wildlife Web site](#) (hit Back to come back to this web site) NJ Striped Bass Effective 12:00 AM, May 17, 2000, the new regulations become law - the legislation would change the current daily catch or possession limit for striped bass from two fish of at least 28 inches in length to one fish of at least 28 inches in length and the other to be at least 24 inches but less than 28 inches in length. new possession limit does not make any changes to a separate provision of the law that allows the taking of additional striped bass under the "trophy fish" program under specific circumstances.

Important: With fishery rules changing monthly, or daily in some cases, divers must check season, size and bag limits of any species *before* they catch them.



ATLANTIC
HORSESHOE

This is a Horseshoe Crab. Why are these ancient crabs important? 1. The blood is used for medical tests (crabs are harvested, bleed and returned) - the blood can detect contaminants in injectable drugs and implant medical devices. 2. The crabs lay their eggs at the high tide line - all the shorebirds depend on those eggs for food. (Almost all the Red Knots depend almost totally on horseshoe crab eggs, in May/June in the Delaware Bay, to bring them up to weight to enable them to fly to their breeding grounds in the high Arctic.) 3. The status of the stock is unknown. The fisheries people put a quota on all the mid Atlantic states for this summer. Virginia said it Can't comply with the ruling until Jan. 2001, when their legislature meets

again! What this means is the commercial fishermen will fish for the crabs where ever they can but just land them in Virginia - so there will not be much of a saving!

The NJ Div of Fish and Wildlife wants to know where the horseshoe crabs spawn -- the bigger female will be 'towing' a smaller male or two (eggs are fertilized externally at the high tide line)-- Individuals can report observations to the Limuli Laboratory toll-free at 1-877-TAG-CRAB. When calling, include date, time and location of observation (be as specific as possible) and leave your name and telephone number in the event information must be clarified. All information received over the next few months will be analyzed, summarized and reported to the Division and ASMFC.

We are keeping this web site simple for a few reasons. The main one - our site gives information and it has to be available to all (including those with slow computers or new computer users).

NJ Council of Diving Clubs, PO Box 585, Manasquan, NJ 08736

Peggy Bowen, Director, pegdiver@surfnj.net



[Top of Home Page](#) [Meeting Dates & Map](#) [Member Clubs List](#) [Past Issues](#)
[Membership Application for Clubs or Individuals](#) [NJ Dive Awards](#) [NJ Dive Shops](#)
[NJ Diving Rules](#) [Lobster Rules](#) [Dive Events](#) [Dive Links](#)
[Essential Fish Habitat Letter](#) [UNESCO Treaty Info](#)
[Sand Mining Issue](#)

New Jersey Council of Diving Clubs Past Issues for New Jersey Divers



April / May 2000

Fishing Issue -Atlantic States Schedule Striped Bass Amendment 6 PID Public Meetings

Atlantic coastal states from Maine through North Carolina have finalized the details of their public meetings to gather input on the Public Information Document (PID) for Amendment 6 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped. The Striped Bass Management Board will review the public comment received through written correspondence and at state public meetings at its next meeting on June 8, 2000 in Portland, Maine. The Board will use this input to develop a draft amendment to the FMP with the preferred management measures identified for another round of public review and comment. Following that, the Board will specify the management measures to be included in the new amendment. The details of the state information meetings follow.

The purpose of the PID is to seek public input on the long-term management of Atlantic coast striped bass stocks. Currently, striped bass is managed under Amendment 5 to the Interstate FMP for Atlantic Striped Bass, which was developed to provide overall guidance and policy to the management of a recovered striped bass resource. Its goals include: preventing overfishing; maintaining a sustainable spawning stock biomass; achieving equitable management measures among jurisdictions; and identifying critical habitats. Over the last several years, a series of addenda have been developed and implemented to detail annual management measures. This process has resulted in increasing frustration on the part of fishery managers, scientists and fishermen - frustration based on not only the lack of consistency in state management measures from year to year, but also the desire for an improved quality fishery, and concerns about increased fishing pressure on larger striped bass. Amendment 6 is being developed to address the above concerns, as well as other long-term scientific, management and policy issues.

Copies of the Striped Bass PID can be obtained by either contacting Vanessa Jones, Administrative Assistant, at (202) 289-6400, or via the Commission's webpage under "Public Input" at www.asmf.org. Public comment will be accepted until June 1, 2000. Comments should be forwarded to Robert Beal, Striped Bass Fishery Management Plan Coordinator, at 1444 Eye Street, N.W., Sixth Floor, Washington, D.C. 20005; (202)289-6051 (fax). For more information, please contact Robert Beal at (202) 289-6400, ext. 318. PR00-18

February 2000

Sand Mining Issue - go to the Sand Mining Page



New Permits to Continue to Dump at the HARS
Public Notices from the US Army Corp of Engineers (Two) are:
Raritan River and Raritan Bay # RARITRIV/00 and
Buttermilk Channel, NY # Buttermilk-00
Both comment periods expire May 1, 2000 - WRITE them NOW!

**Note what project and project number you are addressing,
Chief, Regulatory Branch, New York District, US Corps of Engineers
26 Federal Plaza, New York, New York 10278-0090**

When they say things like the following, I have to wonder. After all, this is the same Corp of Engineers that told us not to worry because things were safe for all the years that I have protested against ocean dumping (since 1976)! and now the area (HARS) is too toxic to remain uncovered? And it all comes down to money. It is cheaper to dump in our ocean than do anything else.

(Frank McDonough, from the state (NJ) Commerce and Economic Growth Commission claimed the "absolute minimum" for processing the material to make it (harbor material) suitable for such uses as construction fill would be \$29 per cubic yard.

"If you take it upland, you go from a minimum of \$80 per cubic yard to a maximum of \$200," he said, compared with a cost of \$1 to \$5 a cubic yard to barge the muck to the HARS. If the cost of upland disposal had to be factored in, "it would shut down all dredging projects because it wouldn't meet the cost-benefit ratio," he said.) GUESS he doesn't care about the money you spend to go diving or fishing; or what you spend to take the family to the beach or to buy a boat!

I have copied from the Public Notice mostly on Buttermilk (Buttermilk Channel is between Brooklyn and Governors Island). They took 7 core samples that then were combined into 1 sample before testing. *If this was the way the stuff was going to be dumped, then this mixing before testing makes sense.*

In their evaluation of the solid phase bioaccumulation it states:

Table 3 indicates that several contaminants bioaccumulated above reference in the clam and/or worm. The testing memo further evaluates these contaminants and concludes that any contaminant that exceeded reference did not exceed any existing regional matrix or dioxin value. Several contaminants which did not have matrix values DID exceed background levels, but in no case did any contaminant accumulate to toxicologically important concentrations even when very conservative assumptions were used in the analysis. Any contaminants that exhibited bioaccumulation test results above reference were all below the acceptable human health risk range and acceptable aquatic effects range.....

..... Sediments in the HARS have been found to be acutely toxic to sensitive benthic marine organisms in laboratory tests.

Buttermilk 28 day bioaccumulation test results - chemical analysis of tissue most in ng/g

Chemical	Bivalve (clam)	Polychaete (worm)
Total DDT	7.17	5.58
Total PCBs	77.5	87.7
OCDD (a Dioxin?)	14.8	8.13
Fluoranthene	71.1	23.5
Pyrene	103	40.6
Chrysene	51.9	10.8

Raritan River notice 28 day bioaccumulation test results - chemical analysis of tissue

Chemical	bivalve (clam)	poychaete (worm)
Total DDT	3.04	7.01
Total PCBs	19.49	69.31
OCDD (a Dioxin?)	31.58	27.13
Fluoranthene	40.32	53.80
Pyrene	25.65	39.33
Chrysene	11.69	11.70

There are many more chemicals that were listed.

They say that other options are not available at reasonable incremental costs, thus leaving HARS placement as the preferred alternative. <http://www.nan.usace.army.mil>

January 2000

The **Brooklyn Terminal Project** was granted a permit for three years, to **dump at the HARS** (Historic Area Remediation Site), or as it was once known, the Mud Dump site. The New York office of the Corps of Engineers "forgot" to send out the Public Notices on this application to NJ Senators and Clean Ocean Action. I don't remember getting one either. With no one commenting on the application, they issued a permit to dump that began Nov. 29. It has stopped now because New York will not allow dredging during the spawning season for flounder. It is scheduled to begin again in April unless we once again protest.

A public hearing was held on this Brooklyn Marine Terminal project!

on January 24, 2000 at the Fort Monmouth Theater (Eatontown, NJ) - because of the unruly people at the meeting - most who wore blue hats - the meeting was suspended at 8:09 pm! This is the first public hearing I have been to where the officials did not control the meeting! I will post my statement on this web site soon - I did not get to speak! Jack Fullmer did not get to speak!

No divers, No fishermen, No surfers, no private citizen got to speak.

For my comments that I was never able to give at the hearing: see January Past Issues

For other peoples comments see the hearing page - Also info on NEW hearing (Feb. 12)

Write your objection to dumping in "your" ocean - All written comments should be sent to the following address prior to the close of business on **February 17, 2000** - it was extended again after the hearing fiasco:

**Chief, Regulatory Branch New York District, Corps of Engineers
26 Federal Plaza New York, New York 10278-0090**

E-mail message to publicnotice@usace.army.mil

Comments may also be sent by fax to 212-264-4260.

If you have any questions or would like to receive a copy of the September 22, 1999 public notice on this project, you may

So to sum up -- Dredge all you want, just Don't dump in my ocean!

Want to know what others are saying about this issue - see [the Hearing Page](#)

December 1999

National Marine Fisheries Service has reopened the comment period on the **Interim Final Rules for Essential Fishery Habitat** in order to finalize the rule. Those Interim final rules were passed in Dec of 1997.

Essential Fish Habitat -- include shipwrecks!

See the letter the Dive Council sent - send your own NOW!

We might want to reiterate the destruction to our **shipwreck and jetty habitat** by sand replenishment projects and by dumping mud over vast areas in the HARS. There is a possibility that some interests would try to get rid of structures as EFH so they do not need to worry about burying shipwrecks and jetties. The **comments must be received by Dec 23rd.**

Comments can be mailed to
EFH Coordinator, Office of Habitat Conservation, NMFS,
1315 East West Highway, Silver Spring, MD 20910-3283
or by fax to 301-713-1043. Comments will not be accepted by E-Mail.

The interim final rule is accessible via the Internet at <http://www.nmfs.gov/habitat/>.

FOR FURTHER INFORMATION CONTACT:

Jon Kurland, NMFS, 301-713-2325, fax 301-713-1043, e-mail jon.kurland@noaa.gov.

This is what they need help with but I wouldn't limit comments to just this: NMFS requests comments on the following issues: (1) Given the statutory definition of EFH in section 3(10) of the Magnuson-Stevens Act (16 U.S.C. 1802(10)), what suggestions do you have for improving the regulatory guidance regarding the description and identification of EFH, including the breadth of EFH designations, in Secs. 600.815(a)(1) and (2) of the interim final rule? (2) Section 600.815(a)(3) of the interim final rule addresses fishing activities that may adversely affect EFH. What additional guidance, if any, should the final rule contain on how Councils should document their efforts to minimize the effects of fishing on EFH, to the extent practicable, as required by section 303(a)(7) of the Magnuson-Stevens Act (16 U.S.C. 1853(a)(7))? (3) Has the use of existing environmental review procedures as described in Sec. 600.920(e) of the interim rule been an effective way to handle EFH consultations? What additional guidance, if any, should the final rule provide on how to use existing environmental reviews to satisfy EFH consultation requirements? (d) Federal action agencies are required by Sec. 600.920(g) of the interim rule to prepare an EFH Assessment as part of the consultation process. How, if at all, should the EFH Assessment requirement be revised in the final rule?

Need any information on the Essential Fishery Habitat - Let me know!

November 1999

The Port of New York / New Jersey has released it's 50 year plan for dredging the harbor.

The DMMP and draft PEIS is on the Army Corp of Engineers Web site <http://www.nan.usace.army.mil>

Want your own copy: call (212) 264-2230

or leave your request at a phone dedicated for this purpose at (212) 264-5798.

Ask the U.S. Army Corps of Engineers For the Environmental Impact Statement for the draft Port of NY / NJ Dredged Material Management Plan. - *more information on one dumping project in 'your' ocean see below in October issues*

The Comment Period Ends - December 3, 1999

Send your written comments to:

Mr. Robert J. Kurtz, PEIS Coordinator New York District, Corps of Engineers,

contact Mr. Mark Steven Roth at (212) 264-0184.

Clean Ocean Action has a petition - check out [this page](#) for a copy or see www.cleanoceanaction.org

My statement at the second 'public hearing':

Corp of Engineers - Re: Brooklyn Terminal #1998-11890-OD

I am Peggy Bowen, a director of the New Jersey Council of Diving Clubs - with 22 active clubs. I am a diver and also a fisherman and bird watcher. Every one of these activities depends on a clean ocean. I don't trust you to do ANY ocean dumping now. You have betrayed whatever little credibility you had.

In the Public Notice document, that I FINALLY received after the dumping had begun, there is a bit of history. On page 4 it says that in 1972, the Congress of the United States enacted through Title 1 for the EPA and the Corp to address and control the dumping of materials into ocean waters. The Corp is to issue dredging permits and the EPA is to issue permits for all other materials than dredged material. In 1984 the Material Disposal Site (a fancy name for the old mud dump site) was designated for the dredged disposal of port facilities within the Port of New York and New Jersey. I protested then but you told me not to worry because things were safe. Then in 1997, the HARS was created because -- no surprise to me -- the area was too contaminated. The area has to be remediated - there is a total dioxin and PCB contamination in area lobster stocks for one thing!

Yet, you told us for years things were safe, you are still telling us that. We protested at many meetings and sent many letters for years!

Every time you have one of these hearings, I keep hoping it is the last! But, it seems the Corp of Engineers doesn't learn. And neither does the Port Authority. For example: On another dredge with dumping issue in 1994, I stated by letter that the Port Authority has known for years that it needed a safe place to put the harbor dredge spoils. I stated, "They have had close to 20 years to develop an alternative to the Mud Dump. Is this the best concept they developed in all that time?"

Here we are, six years after that '94 letter still telling you the same thing. If I know the Port needed dredging, and I supported ways to find other uses of the dredged material, how come everyone that works at the Port Authority doesn't support at least some of those alternatives. They certainly knew about the problem and were in a better position to do something about it than I am!

Now to get down to this particular issue. First, you didn't send out the Public Notice. Then you conveniently didn't notice some of us didn't respond to what you had to know was a touchy issue. We had just overwhelmingly objected to the Castle Astoria project as well as the 50 year plan for dredge with dumping. Then, when I went to the Corp web site to retrieve the information while waiting for my snail mail version, I couldn't read some of it. I couldn't read any of the Supplemental Public Notice. Why? You published it on the web site using a style of type not found on 'non-bureaucratic' computers. It took a week to get someone in your office to even admit to a problem. Your office kept telling me it was "my" problem, but we now know now it was truly "your" problem.

So, finally I get a look at the Public Notice. On page 2, you tell me the dredged material is proposed to be placed in the HARS Area #1. Then I get to page 9 and it tells me the material is proposed to be placed in Remediation Area # 3. Both pages give the same lat and lon of 40° 23'N, 73° 52.894'W. The problem is that your next line states that Area 3 of the HARS has two shipwrecks! We are told that material will not be placed within 0.27 nautical miles of the identified wrecks or other wrecks that might be found. BUT, you have dumped the 4 weeks worth of dumping maybe on or near our wrecks! And we had no chance to protest! Not only that, but the maps on sheets 5 of 6 and 6 of 6 do not show those Area numbers nor where these wrecks are located! I believe we asked you about this during the HARS meetings several times.

Are the wrecks marked on maps the ships had that did the dumping? Has anyone confirmed that they stayed the required distance away? Another question comes up, if there was a significant surface or bottom current during your dumping in November / December, Did the 61.4% silt from Reach 2 of the project cover my wrecks? How about the 44.8% silt from Reach 1? Are the wrecks covered even as we protest today? In what area was the it dumped?

In regard to the dredged material, it is not clean sand. It is mud - that is what you get when you have such a high percentage of silt and water. The waterway, as noted in the public notice, is the East River. Not an area known for being clean by a long shot! It is like saying my toilet is clean because I put in that little tablet to turn the water blue.

Most of the ocean bottom off New Jersey (before ocean dumping) is sand. To restore the bottom, it should be covered, if it must, with sand -- not mud, and even that sand should match the background sand of the ocean.

To the Army Corp of Engineers - You have betrayed everyone with this one issue! To the Port Authority - you have betrayed your trust to the people that work there. You HAVE known about this problem for a VERY LONG time and haven't done much. How can you say you are working for the Port workers?

BACK RUSH

The Quarterly Newsletter of the New Jersey Chapter of the Surfrider Foundation
Spring 2000 - volume 5.1 - Updated June 10th, 2000 - | [Upcoming Events!](#) | [Join NJSF Now!](#) | [Contact Info](#) |

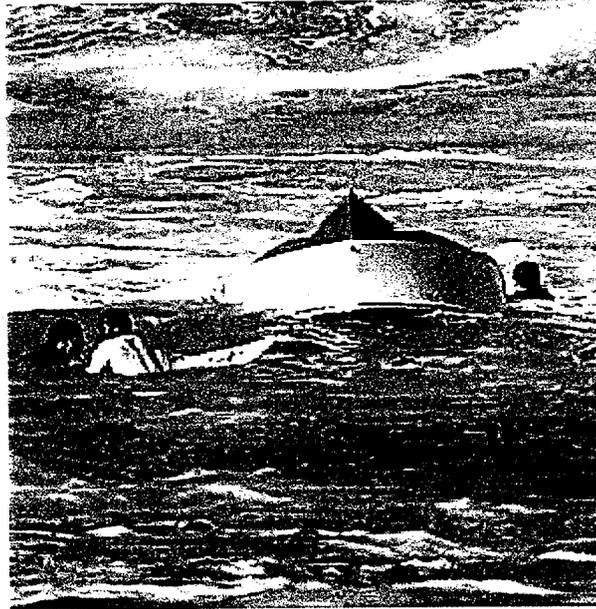
Surf Rescue



John Cocozza was shooting hurricane surf at Manasquan Inlet when a Gert cleanup set took two boaters for a ride. Surfers came to the rescue. The rescue is not without irony.

All photos by John Cocozza.

Surfers Rescue Boaters



Two boaters learned a lesson about hurricane surf and lived to tell about it thanks to the quick action of surfers taking advantage of Hurricane Gert's swell. Despite a warning from surfer Jack Meyer that their boat was drifting into the impact zone, the 2 boaters failed to act quick enough to avoid being inside by a cleanup set. The waves capsized the boat throwing the 2 men into the ocean just outside the Manasquan Inlet. Fortunately for them, surfers Jack Meyer, Mike Brown and Larry Schmidt were surfing the inlet and saw the boat go over.

Jack Meyer grabbed one man and Mike Brown and Larry Schmidt grabbed the other. Keeping one eye on the boat now washing around in the surf and fighting the rip, Schmidt and Brown managed to get their guy to the beach. Meyer, who had been in the water for 6 hours, was having a harder time. He was joined by Brown,, Schmidt, Scotty Duerr, Chris Robinson, Chris Eastman, Chris Barnacle and others who helped get the second man to shore.

For Schmidt, who one of the Spring Lake 3, the accolades follow a year in which an appellate court referred to him and his fellow defendants as a danger to themselves and others. Far from being a danger, on-lookers at the scene credited the save to the water ability and quick action of the surfers.

Use us, don't abuse us

by Bill McKinnon

The rescue at Manasquan Inlet proves the hypothesis of legendary surfer and professional lifeguard, Tom Blake. In his book *Hawaiian Surfriders*, Blake reasoned that ordinary recreational use of a surfboard makes one adept at handling it and that anyone who can handle a surfboard well is capable of meeting any rescue situation. Blake foresaw the day when the popularity of surfing would produce thousands of surfers ready and able to make a rescue.

Today, ocean rescues by surfers are not unusual. What is unusual is to have a photographer on hand to record the event. John Cocozza went to the inlet to shoot the locals taking advantage of Gert, but kept shooting as the drama unfolded. His efforts produced pictures that should be required viewing by every mayor, councilperson and beach manager in every shore town. The pictures are a record of watermen exhibiting the abilities that make them an invaluable asset to every shore town.

We can argue that because surfers spend their life in the water they acquire a working knowledge of their local breaks that few others can claim. But these are mere words. The photos are proof of the competence of surfers and 2 boaters are alive today because of their competence. Rather than protecting us from ourselves, towns may realize, as Manasquan has done, that our place is in the ocean, ready to help, should the need arise.

Off the Lip

by George Browne

The Chapter, on short notice, hosted the East Coast Chapter Conference. It was an opportunity to greet old friends who have been working, on a local level to protect the world's oceans, waves and coastlines. It was also an opportunity to make new friends as we welcomed Surfrider's new executive director, Chris Evans, Environmental Programs Director, Chad Nelson and the Chapter Operations Director, Ed Mazzarella.

We were stoked because it was our opportunity to show off what we have been fighting for-our beaches and breaks. For many, the only thing they know about New Jersey is from a comedian's jokes about the NJ Turnpike. What really binds us together, however, is the Garden State Parkway. It opened the coast to development. The GSP reduced a drive to the shore that used to take the better part of a day to an hour. It was now possible to live at the shore day and commute to work. Land, housing and taxes were all cheaper at the shore. Pollution followed unplanned development.

The conference was held in Lavallette. Delegates who watched the sun set looked out over the Barnegat Bay which forms Lavallette's western border. Once full of fish and crabs, the bay died. Delegates who traveled Route 37 crossed Pelican Island., but pelican's hadn't been seen there in 50 years. In years past, a visitor to the beach would

have been likely to see tar balls and medical waste floating in the surf zone. Of course, the Bay and the ocean had been slowly dying from everything that was being dumped into it. Development only hastened the problem.

Still, from Sandy Hook in the north to Cape May in the South, there are many quality breaks. Some of those breaks were off limits to surfers until a Surfrider chapter was formed and began to press for increased beach access consistent with the state's Public Trust Doctrine.

High surf generated by hurricanes, in turn generated beach closings by municipal officials worried about liability suits. When a rogue court decision threatened to find municipalities liable for ocean injuries, Surfrider joined with the towns to oppose the decision and won.

Medical waste washing up on the beach and water pollution, including contaminated soil dumped within 6 miles of the beach and chemicals discharged into the ocean through a pipeline located near Lavallette's southern border, threatened to destroy tourism. The BWTF was activated and recently moved to Monmouth University where the work continues. The Chapter joined forces with Clean Ocean Action and worked to close the mud dump. In 1997, New Jersey became the only state with zero ocean dumping.

We hope that the delegates had an opportunity to see and enjoy some of the changes. Pelicans once again fly dawn patrol. Dolphins abound. While whale watching boats sail from NJ ports, we watch the whales from our boards. The Barnegat Bay and the ocean are once again full of fish and crabs.

Of course, new threats to the environment are always out there, which brings me back to the main theme of the conference. Whether you have been involved with this chapter or another, or if you want to become involved, avoiding burnout in the central core of volunteers by getting all of our membership involved is always a problem. You can help but you have to take the first step.

Chapter Notes

Running the Longboard Classic and the Diva's Paddle on the same day made for a great family day at the beach. Special thanks to Tom O'Neill, Paul Baymore and contest creator, Carl Danish for yet another great year. The Ocean Diva's deserve so much credit for organizing the paddle and many thanks to the paddle sponsors. They are too numerous to mention here - they cover the back of the Diva's tee.

Special thanks to the Main Street Gallery, Manasquan for its donation of a limited edition print won by the women's 3rd place finisher, Janet Pospisil. Also, thanks to Donna and Joe McGowan for donating photos of the paddle and the contest to Back Rush. More of Donna's photos can be seen in their photo gallery. Just go to our web site and click on their gallery.

Thanks to Marilyn and her Café La Playa staff who cut short a well deserved vacation in Hatteras to put on the East Coast Chapter Dinner. The food was a rave and a big part of the reason we will be hosting the conference next year.

Thanks to Ann and Al Ferguson for opening their home and hosting a reception for Surfrider's new director, Chris Evans and thanks to Billabong and Atlantic Surfing for helping to make the conference a success and to Crab's Claw owners, Sam and Louise Hammer and Lavallette Mayor and Bayberry Inn owner, Tom Walls, for making us feel at home in Lavallette. Finally, thanks to Taryn McKinnon and Jessica DeGeorge for doing the mailing.

Ocean Divas Paddle 2 Miles for Health





Ocean Divas

The Ocean Diva's 2 Mile Paddle for Health drew more than 50 paddlers of all ages and almost as many sponsors. This year the Diva's contributed \$2,500 to the Jacqueline M. Wilentz Comprehensive Breast Center at Monmouth Medical Center. Rell Sunn's death from breast cancer at age 47 served not only as a wakeup call to women surfers everywhere, it was the inspiration for the fundraiser which is designed to increase women's awareness of breast health and help support a medical facility committed to meeting the breast care needs of all women. Paddle photo by Donna McGowan and donated to the Chapter by JoeMac's Surf Info Page. For more paddle pictures and photos of the preliminary and final rounds of the 7th Annual Longboard Classic click on www.jomac.com

EAST COAST CHAPTER CONFERENCE

The Jersey Shore Chapter played host to the East Coast Chapter Conference which brought together Surfrider activists from Cape Hatteras to Cape Cod for two days of learning, fun and a chance to meet Surfrider's national staff including chapter coordinator Ed Mazarella, environmental programs manager, Chad Nelson and Surfrider's new executive director, Chris Evans.

Chris' visit began by doing an interview for The Edge magazine with Surfrider volunteer Jon Coen. Look for it in the next issue of The Edge. Friday night a pre conference cocktail party was held at National Board member Al Ferguson's home in Fairhaven. Several local ocean-friendly elected officials attended including Congressman Rush Holt who had more than a few good words for the B.E.A.C.H. bill.

Saturday was the real workday. National staff members Ed Mazzarella and Chad Nelsen did a great job teaching the fundamentals of direct action organizing. Their message: each issue we work on should win real victories in people's lives, build our chapter, and infuse our chapter with new active members. Ed and Chad gave us a road map to achieve this and took us through the process step by step. We also discussed what each Chapter felt their biggest challenges were and brainstormed on solving them.

After all that hard work we went to the beach to find a small, but glassy swell. We were quite a crowd but we had a lot of fun. That evening, NJ Board member and chef extraordinaire Marilyn Schlossbach put on an excellent dinner for us all. Café La Playa was filled with conference attendees and we were filled with great food. We took the time to honor past Co-Chair of the Jersey Shore Chapter, Regan Quail.

On Sunday morning Chad Nelsen introduced us to Surfrider's newest program, Beachscape. Beachscape uses volunteers to map out features of beaches and that information gets transferred onto maps and CD ROMs. For more on Beachscape and

Kristen Milligan at 681-7657 or email kamillig@bellatlantic.net.

7th Annual Longboard Contest

Inlet Showcases Classic Style

The Manasquan Inlet was the showcase for more than 100 classic longboards at the Chapter's 7th Annual Longboard Classic. Although the surf was sketchy in the early heats, it improved steadily giving the competitors an opportunity to show off some classic moves before a huge crowd that included many 2nd generation surf families.

Contest Results

Place	Name	Town	Board
Men			
1st	Scott Duerr	Brielle	Hansen
2nd	Scott Eddington	Ortley Beach	Weber
3rd	John Weber	Avon by the Sea	Midget Farrelly
5th	Paul Baymore	Manasquan	Peck Penetrator
5th	Phil Mylod	Toms River	Surfboard East
Women			
1st	Lorraine Aromando	Manasquan	Dusty Rhodes
2nd	Samantha DiLuchio	Manasquan	Weber
3rd	Janet Pospisil	Manasquan	Morey Pope
4th	Karen Sieber	Manhattan	Weber
5th	Carrie Jacobson	Manasquan	Bing
6th	Joan Sapienza	Manasquan	Blue Machine
Junior			
1st	Mike Borgati	Brielle	Rick
2nd	Caleb Fisher	Pt.Pl. Beach	
3rd	Chris Moore	Stone Harbor	Weber
4th	Rick Killeen	Dumont	G&S
5th	Pixie Rixon	Wall	Peck Penetrator
6th	Bill Bing	Avon	Hobie



Photos clockwise from top left: 1 3rd place finisher John Weber (Hallgreen photo). 2. Vito DiFranza goes fin first (McGowan photo) 3. Phil Mylod points to fellow 5th place finisher (Hallgreen photo) 4. Paul Baymore (McGowan photo)



Joan Sapienza (McGowan photo) ... and ... Scott Duerr (Hallgreen photo)

Activism

Municipal Environmental Boards Offer Opportunities

New Jersey municipalities can set up environmental commissions to advise the local government and inform residents on environmental issues, laws and programs. Environmental commissions inventory local natural resources and recommend protection techniques. The municipal governments to which they report appoint members of local environmental commissions.

Service on an environmental commission gives Chapter members a unique opportunity to educate other commission members about Surfrider's Mission to watch over and protect the world's oceans, waves and coastlines. Coastal zones are the most densely populated areas in the world. By the year 2025 an estimated 75% of Americans will live within 80 miles of the coast. Coastal areas support an extensive and unique set of ecological, commercial and recreational functions. Over-exploitation of living resources and physical destruction of habitats and pollution threaten the biodiversity and integrity of marine and coastal environments.

Surfrider has identified three main environmental issues as critical focal points for the Foundation's efforts over the next 3-5 years including the need for local involvement in coastal resources management, loss and degradation of waves and surfing sites and water quality degradation in the surf zone and near-shore environment.

The Chapter has been working hard to prevent the loss and degradation of surf sites. We have opened beaches to surfing and have helped stop the destruction of a classic break. The Chapter has also been working to monitor water quality. The association of the Chapter's BWTF with Monmouth University is a big step in the right direction.

help shape coastal resource management on such issues as the Mud Dump. Membership on a local environmental commission brings something new to the table. Members will work from within local government to help shape local planning and local responses to regional ideas such as the Mud Dump permit application. Chapter members will bring with them the resources of the EIT. The following coastal municipalities have commissions:

Atlantic	Brigantine	Buena Vista
	Galloway	Somers Point
Cape May	Avalon	Cape May City
	Sea Isle	Wildwood Crest
Monmouth	Asbury Park	Avon-by-the-Sea
	Brielle	Long Branch
	Sea Girt	South Belmar
	W Long Branch	
Ocean	Barnegat	Bay Head
	Long Beach	Pt. Pleasant
	Surf City	

Upcoming Events

Sunday, September 24, 2000 - Ocean Diva's 3rd Annual Paddle for Health at Manasquan Inlet. Helping the Divas raise money for breast cancer research can be like a day at the beach.

Sunday, September 24, 2000 - 8th Annual Longboard Classic at Manasquan - watch this website or visit your local surf shop for more details..

[[To Top of Newsletter](#)]

Join NJSF Now!!!

Surfrider MEMBERSHIP FORM

New Member Renewal

Jersey Shore Chapter

Name (please print)

Address

Committee on Resources

Subcommittee on Fisheries Conservation, Wildlife and Oceans

Statement

Statement by

Lillian Borrone

Director of Port Commerce

The Port Authority of New York and New Jersey

on

Ocean Disposal of Dredged Material

November 5, 1999

Good morning, Mr. Chairman, my name is Lillian Borrone. I am the Director of Port Commerce for The Port Authority of New York and New Jersey with responsibility for the operation of five marine terminal facilities in the largest port on the East Coast of North America, the third largest in the United States. We appreciate being included in your subcommittee consideration of this matter that pertains to vitally important port dredging activities.

Mr. Chairman, while I am not able to speak with expertise on living marine resources I can speak with confidence regarding the importance of channel dredging to the region's role as a major international gateway. I am also pleased to comment on how the Federal government implements pertinent law and regulation intended to protect our environment.

The Port Authority of New York and New Jersey is a bistate agency created in 1921 by the two states and consented to by the Congress to protect and promote the commerce of the New York-New Jersey region. The Port is a vital part of the region's commerce supporting over 165,000 jobs and contributing more than \$20 billion in economic activity. We partner with private companies to provide the marine terminal facilities and infrastructure that support the flow of approximately one and a half million containers of goods a year to the 17 million consumers that live in the New York- New Jersey metropolitan region and to those of many states beyond.

Significant components of the Port's infrastructure are the channels and berths that serve as the highways and driveways for the more than 4,500 commercial ships that call on the Port each year. Because our harbor is a river port, its depths are naturally shallow averaging about 18 feet throughout the harbor; however, today's commercial vessels need channel depths of as much as 50 feet. In order to ensure the safe navigation of modern ocean-going cargo vessels, it is essential that the Port be dredged to project depths on a routine basis. We estimate that there is a need to dredge about 3 to 4 million cubic yards of clay, silt and sand every year.

Once dredged, this material must be placed somewhere. Until the mid 1990s, the historic and only disposal site for dredged material was the ocean Mud Dump site located six miles off of Sandy Hook, New Jersey. However, in the mid-90s dredging in the Port virtually ground to a halt, as groups challenged the ocean disposal of dredged material that contained trace levels of certain contaminants and Federal regulatory agency decision making stalled. The result was called "Mud-Lock" and the port community had no means of predicting from one dredging project to the next whether or not the project could move

jeopardy and that, once again, our Port faces uncertainty regarding implementation of federal policy regarding the disposal of dredged material. Are we to return to "Mud-Lock"?

Mr. Chairman, as I noted earlier we are here before you today not to address the impacts of dredged material disposal on marine resources. We rely on Federal agencies to adequately protect our living marine resources in implementing federal law. Instead, I am here to address the impacts of an uncertain regulatory environment on the operation of a public port. And, again, we depend upon the agencies--to implement law and regulation fairly and efficiently.

Unpredictability in the Federal process serves neither economic interests nor environmental interests. The impact on the Port is significant in terms of cost, infrastructure planning and regional business. If there is doubt as to which federal policies will apply when, then we cannot adequately plan or budget for the projects that are critical to the safe navigation of vessels in our harbor. The immediate impact is diversion of cargo to other ports that are able to meet their dredging needs and the long-term implications of that can mean the relocation of companies and shipping lines to other ports. We saw cargo leave for Canada earlier this decade specifically because channel maintenance and improvement was in doubt. This year Maersk Lines and Sea-Land agreed to remain in the Port of New York and New Jersey for the next 30 years with a commitment by the Port Authority that the Port will have 45-foot channels and berths by 2004 and 50-foot channels in 2009. We must have certainty as to where material dredged from our channels for these projects will be placed if we have any hope of meeting this aggressive, cost-saving schedule.

Therefore, it is incumbent upon the Federal government to provide a predictable permit process instead of one that has been in varying stages of equivocation during this decade and under almost ceaseless attack from those who would stop ocean disposal, even the placement of Category 1 material at the HARS. Federal agencies must apply fairly, objectively and promptly the standards and criteria they themselves established, and then stand by their decisions. The criteria and standards must be scientifically based and supportable. Any alterations to them must be decided only after an exhaustive and public process.

Mr. Chairman, it is also important to note that the restrictive ocean disposal policies in place in our region apply nowhere else in the nation. We are concerned by the fact that dredging activities are more costly in our region than in most others and how it has become a competitive factor vis-a-vis other ports. We wonder why these very serious concerns in the port community are seemingly not shared by others. We fully appreciate the imperative that dredged material management must be done in an environmentally respectful way. We have worked with the states to identify other means of managing dredged materials including beneficial uses and are even excited by the possibilities. However, where there is a legitimate opportunity to use comparatively clean sediments as cap at the ocean site--and at a competitive cost to the Federal government and to local port interests--then the Federal government should allow that to happen within the framework of existing law and regulation.

Thank you, Mr. Chairman for this opportunity. I would be happy to answer any questions.

#####

Activity Update:

Old Firefighting Training Area

- *Off Shore:*
 - Final ERA submitted April 28, 2000
 - **Draft Final Remedial Investigation Report (RI) planned for July 2000**
- *On Shore:*
 - Draft Background Soil Investigation Report in May
 - Presentation tonight

Activity Update:

McAllister Point Landfill - Offshore

- Record of Decision -USEPA signed 3/1/00
- Notice of availability of ROD
- Deadlines for Remedial Design Documents
 - 35% Remedial Design Workplan 1May 00
 - 60% Remedial Design Workplan 20 July 00
 - 85% Remedial Design Workplan 10 Oct 00
 - Final Remedial Design Workplan 4 Jan 01
 - Project Closeout Report 30 Aug 02

Activity Update:

McAllister Point Landfill - Onshore

- Continue long term monitoring of landfill gas and groundwater
- Next event Summer 2000

Activity Update:

Tank Farm 5

- *Two additional bedrock wells installed at former Tanks 53 and 56*
- *Submitted Data Report April 21 2000*
- *sampling results comply with GA ground water standards*
- *No further investigation recommended*

Activity Update:

Derecktor Shipyard

- *On - Shore*
 - *Submit removal action report Summer 2000*
- *Off - Shore*
 - Funding for remediation planned for 2005/2006

Activity Update:

Melville North Landfill

– Daily Cover	64,698
– PCBs >10ppm	3,642
– PCBs <10ppm	10,651
– Lead	20,114
– Creosote Wood	48
– VOCs	182
– Scrap Steel	182

- SUBMIT CLOSURE REPORT JULY 2000

Activity Update:

- Gould Island

- Started Installation Restoration Field Work in April 2000
 - Soil gas survey
 - concrete sampling
 - surface soil samples
 - drain pits
- Analytical results presentation tonight
- Report July 2000

*Environmental Restoration,
Navy (ERN) Funded Project
Update*

ENCLOSURE (6)

DFSP and Tank Farms 1, 2, and 3

- Closure applications for selected tanks in Tank Farms 1, 2, and 3 were approved by RIDEM in May, 2000.*
- Defense Logistics Agency will be presenting a status report and closure strategy for DFSP Melville and Tank Farms 1, 2, and 3 later this evening.*

Tank Farm 4

No additional work has been performed since submission of the Final Supplemental Site Investigation (SSI) Report for Tanks 42, 45, and 48 to RIDEM on 5 November 1999

Waiting for a response from RIDEM

Tank Farm 5

- *Draft Bedrock Groundwater Investigation Report for Former Tanks 53 and 56 in Tank Farm 5*
 - *Completed April 2000*
 - *Currently drafting response to RIDEM comments*
- *Received Round 6 Corrective Action Groundwater Monitoring Report for Tanks 51, 52, 54, and 57*
 - *Will be submitted to RIDEM within the next week*

Former Building 70 Midway

*Work Plan for Former Building 70
Site Investigation submitted to Navy
May 24, 2000.*

*Work Plan will be submitted to
RIDEM after internal comments are
addressed.*

Midway Pier

- *Work plan with response to comments submitted to RIDEM on May 8, 2000*

- *Fieldwork began June 5, 2000*
 - *Removed contaminated soil and took four confirmatory samples from additional areas that appeared to be impacted*

 - *Currently in discussion with RIDEM to determine how to proceed based on the sample results*

Building 179, NUWC

*Remedial Investigation report
submitted to Navy December 1999*

*Internal comments were addressed,
waiting for Final Report to submit
to RIDEM*

Building 44, Gould Island

Remediation is currently underway.

Approximately 2000 cubic yards of soil has been removed and will be transported off the island beginning Monday June 26, 2000.



GOULD ISLAND BUILDING 32

PHASE 1 Investigations



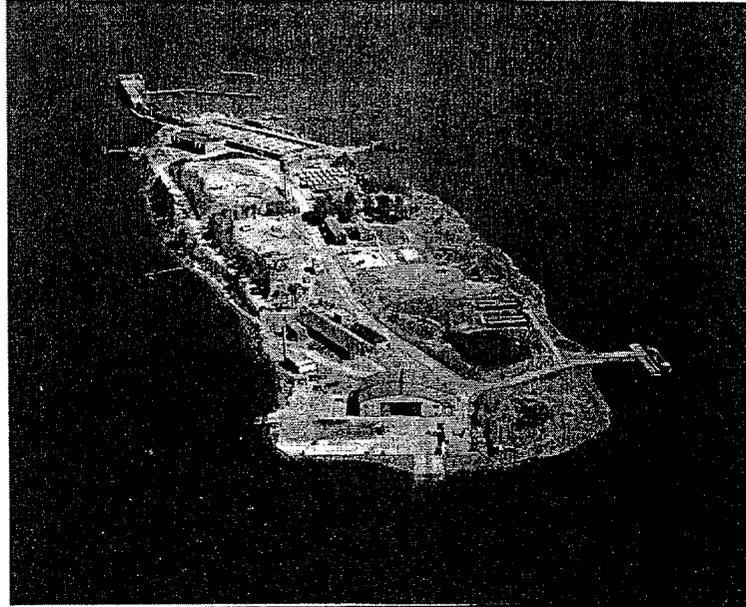
GOULD ISLAND BUILDING 32

Phase 1 Investigations

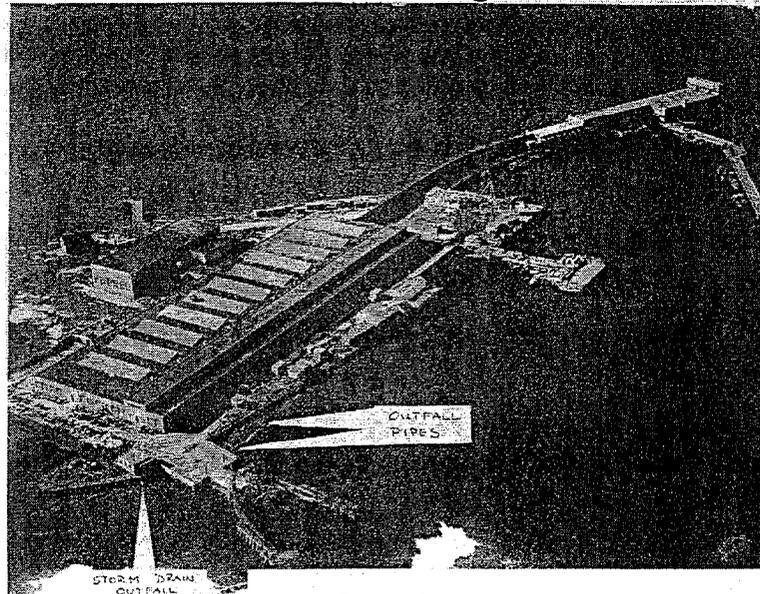
- Sample surface soils in suspect areas
- Sample concrete in trenches and sumps
- Sample residue or sludge from drains and sumps
- Analyze vapors in soils to indicate possible presence of subsurface contaminants



Gould Island ca 1943



Gould Island Building 32 ca 1943



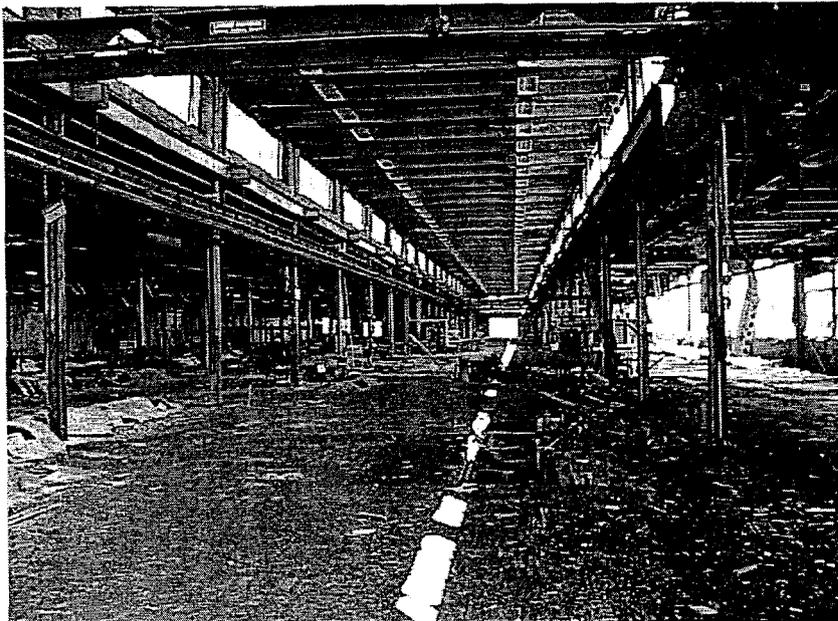
Site: Torpedo Overhaul Shop and Filling Pier, Gould Island
Date: February 9, 1943



Building Interior: Central Shop Area



Central Shop Area

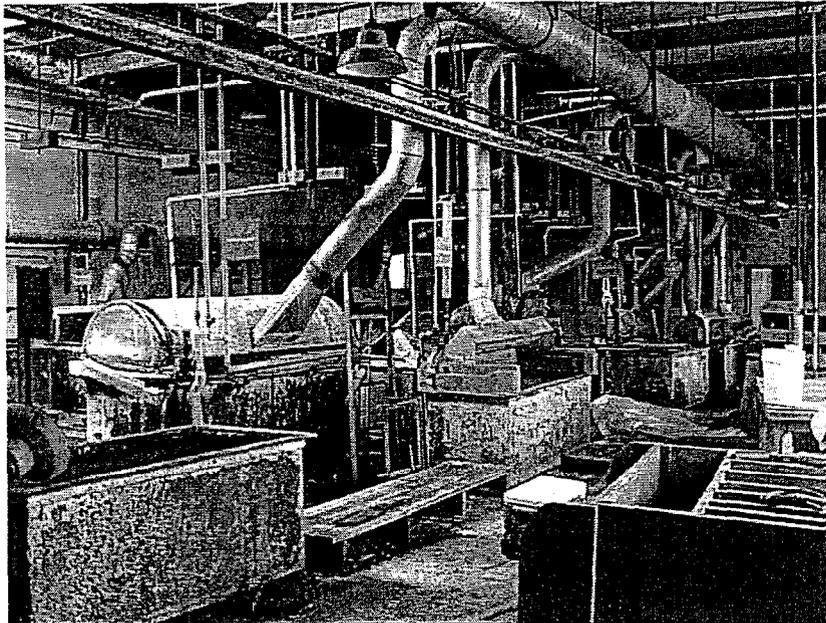




Building Interior Southern Portion

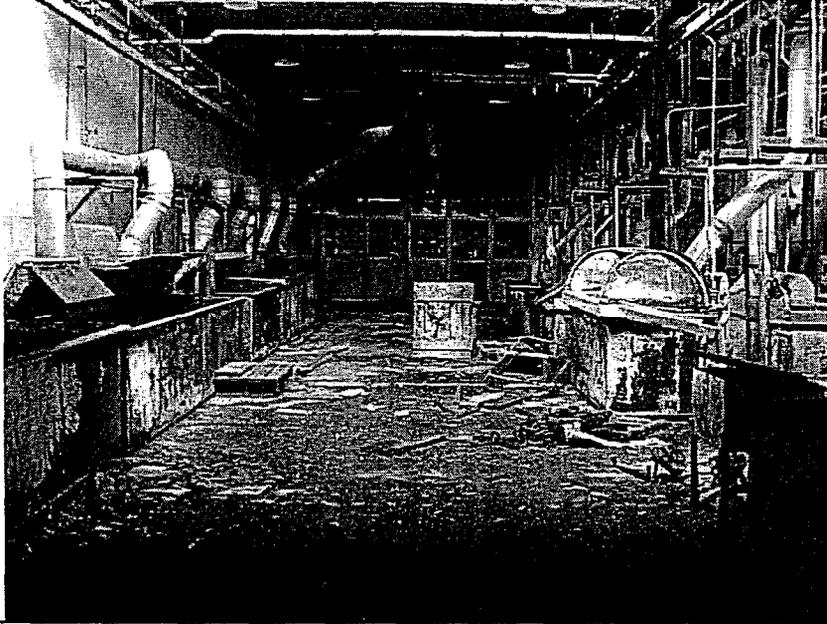


Electroplating Shop





Electroplating Shop



Concrete Sampling





Sump and Drain Sampling



Sump and Drain Sampling





Installation of Soil Gas Detectors



GOULD ISLAND BUILDING 32 Findings of The Investigation

- Residual chemicals from fuel found in sludge samples taken from pits* and in some surface soils*
- Cyanide found in concrete and drain residue in electroplating area*
- Soil gas results indicate presence of Petroleum, Trichloroethene, and Napthalene

**Results considered draft pending validation*



GOULD ISLAND BUILDING 32 Preliminary Results

Contaminant	Surface Soil	Concrete	Drain Residue
<i>Fuels</i>	Some elevated concentrations	Some Fuel Residue found	Fuel residue found in drains
<i>Volatile Chemicals (solvents)</i>	No notable occurrences	Traces found in some samples	Low concentrations found in drains
<i>PAHs and SVOCs</i>	Some elevated concentrations	Low conc. found	PAHs found in Drains
<i>PCBs</i>	PCBs detected at two locations	No Occurrences Noted	PCBs found at six locations
<i>Pesticides</i>	No Occurrences Noted	No Occurrences Noted	No Occurrences Noted
<i>Metals</i>	No notable findings	Cyanide at trace levels	Cyanide in drains of EPS

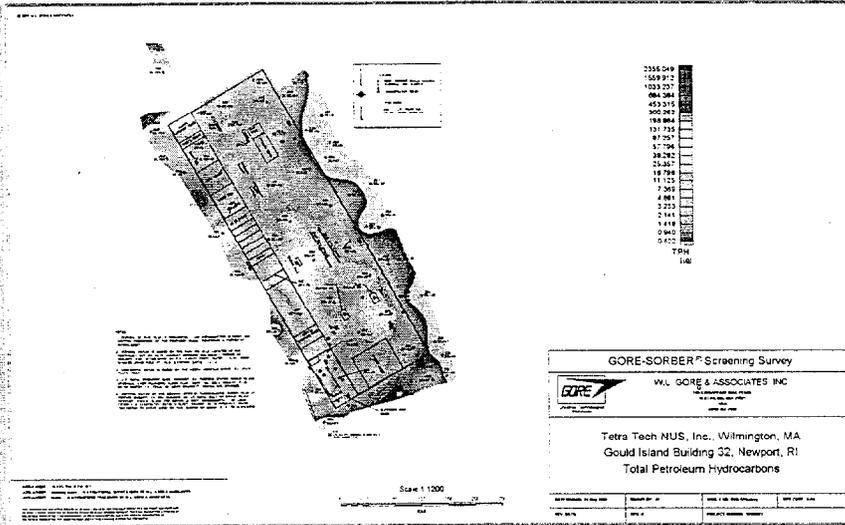
Preliminary information, data not validated.



GOULD ISLAND BUILDING 32 Total Petroleum Hydrocarbons (TPH)

- Combination of gasoline and other oil-based hydrocarbons
- Heavier oils bind with soils and decompose over time. Lighter fractions and gasoline passes through soils and is carried by groundwater,
- Possibly present as a result of building materials or past use of fuels at the site.

GOULD ISLAND BUILDING 32 TPH in Soil Gas



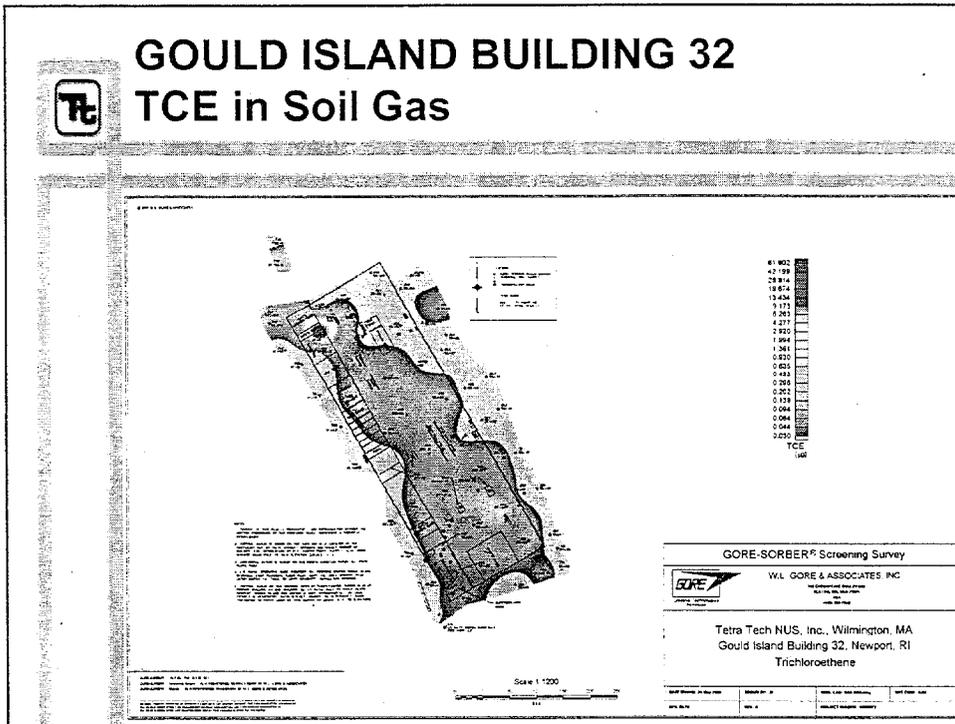
GOULD ISLAND BUILDING 32 Trichloroethene (TCE)



- Common degreaser or cleaning solvent
- Does not adsorb to soils and sinks through groundwater to confining layers in soil and rock
- Does not persist in the marine environment.



GOULD ISLAND BUILDING 32 TCE in Soil Gas



GOULD ISLAND BUILDING 32 Napthalene and PAHs

- Present in crude oil, coal tar distillates, combustion of fuels, and fuel oils.
- Moderately sorptive to soil, depending on the contaminant mix.
- Possibly present as a by product of materials or fuels used on site



OLD FIRE FIGHTING TRAINING AREA

BACKGROUND SOILS INVESTIGATION



PURPOSE OF INVESTIGATION

- Background Metals at Other NavSta Sites Greater than RIDEM Criteria
- Establish Background Metals Concentrations for OFFTA Site
- Use Background Values to Evaluate Site Data, Cleanup Requirements



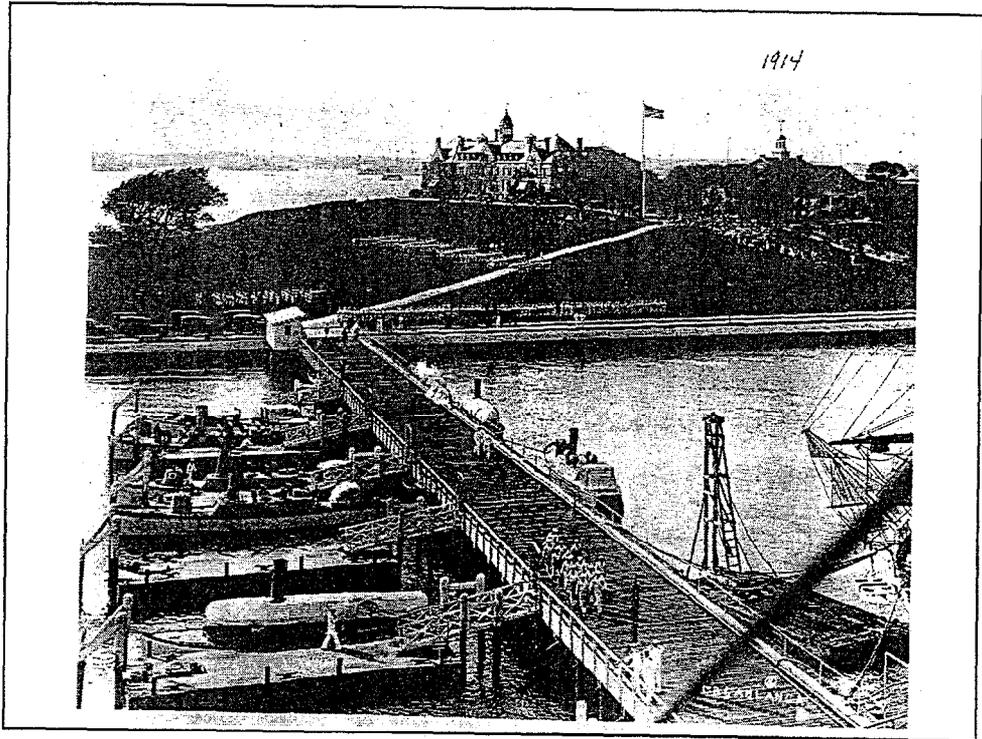
INVESTIGATION METHODS

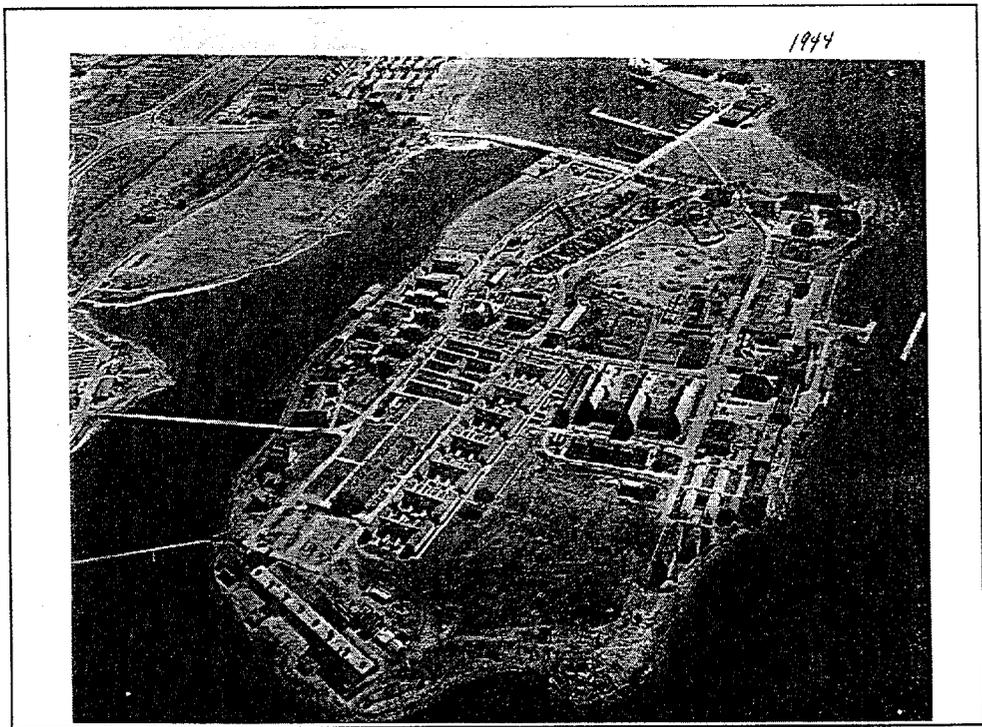
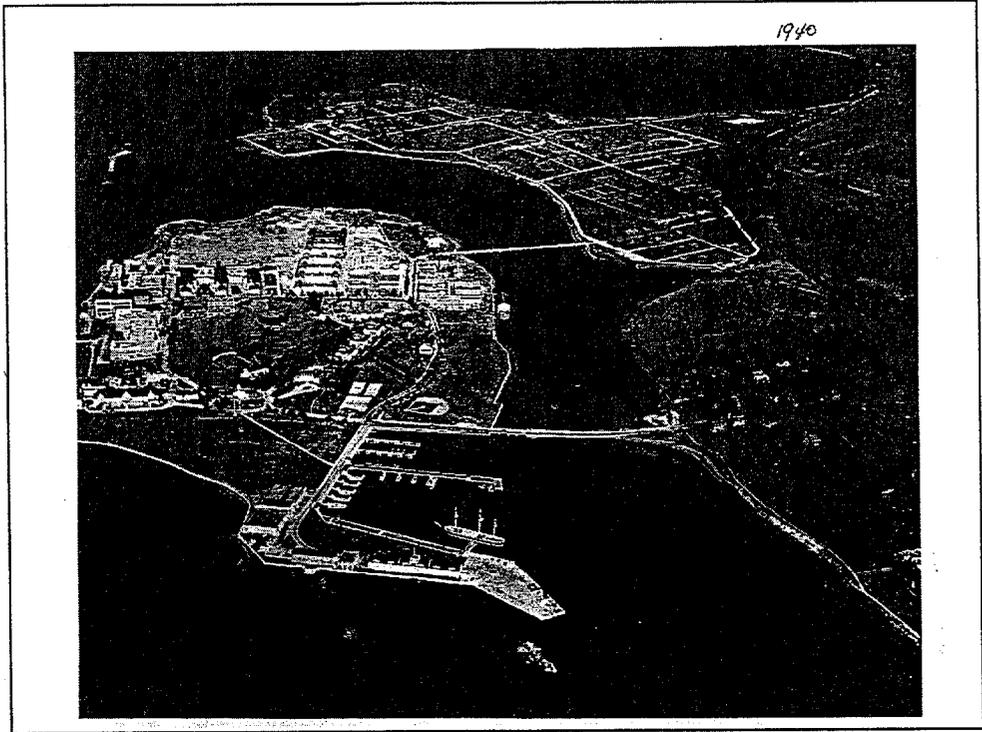
- Select Background Areas for Sampling
- Sample Surface and Subsurface Soils
- Conduct Statistical Evaluation



SELECT BACKGROUND AREAS

- Coasters Harbor Island
- Currently Accessible "Open" Areas
- Acceptable Historical Land Use
- ➔ 4 Potential Areas Chosen(C, D, H, I) -
Historically undeveloped or agricultural





**TABLE 3-1
COASTERS HARBOR ISLAND HISTORICAL LAND USE SUMMARY
OFFTA SITE BACKGROUND SOIL INVESTIGATION
NAVAL STATION NEWPORT, NEWPORT, RHODE ISLAND**

AREA*	1891/93	1912	1926	1940/44	1953	1975	1995/ CURRENT	SUMMARY HISTORICAL USE/ACTIVITIES	COMMENTS ON USE AS BACKGROUND LOCATION
A	undeveloped	hospital and contagious ward	area not shown	building occupies area	building occupies area	open area	grass covered open area	hospital site	rejected based on proximity to OFFTA site and former use
B	open water	¼ mile race track	open area	ball fields	ball fields	ball fields	ball fields	created by fill dredged from harbor	rejected based on potential bias introduced by dredged material
C	undeveloped	undeveloped	grass covered open area	grass covered open area	no significant activities documented	selected as proposed background sampling area based on current and past use			
D	undeveloped	parade ground area	parade ground area	parade ground area	parade ground area	parade ground area	parade ground area	no other significant activities documented	selected as proposed background sampling area based on current and past use
E	undeveloped	open area (firing range)	area not shown	open area	building occupies area	building occupies area	building site	orchard/agricultural use; firing range	rejected based on proximity of former firing range
F	undeveloped	open area (firing range)	area not shown	building occupies area	building occupies area	open area	parking lot	orchard/agricultural use; firing range	rejected based on proximity of former firing range
G	undeveloped	open area (firing range)	area not shown	building occupies area	building occupies area	open area	grass covered area	orchard/agricultural use; firing range	rejected based on proximity of former firing range
H	orchard	grass covered area (officer's quarters)	grass covered area (officer's quarters)	grass covered area (officer's quarters)	grass covered area (officer's quarters)	grass covered area (officer's quarters)	grass covered area (officer's quarters)	orchard/agricultural use	selected as proposed secondary background sampling area based on current and past use
I	farmer's house site	grass covered area (officer's quarters) tennis courts present	grass covered area (officer's quarters)	grass covered area (officer's quarters)	orchard/agricultural use; nearby tennis courts constructed over former graveyard site	selected as proposed secondary background sampling area based on current and past use			
J	target area	pistol firing ranges	area not shown	open area	building occupies area	area not shown	grass covered open area	pistol firing range	rejected based former use

NOTES:

* Areas shown on Figure 3-1. Bold type indicates area selected as proposed background sampling area.

Source: Historical maps and aerial photographs obtained from Naval War College Museum, Coasters Harbor Island



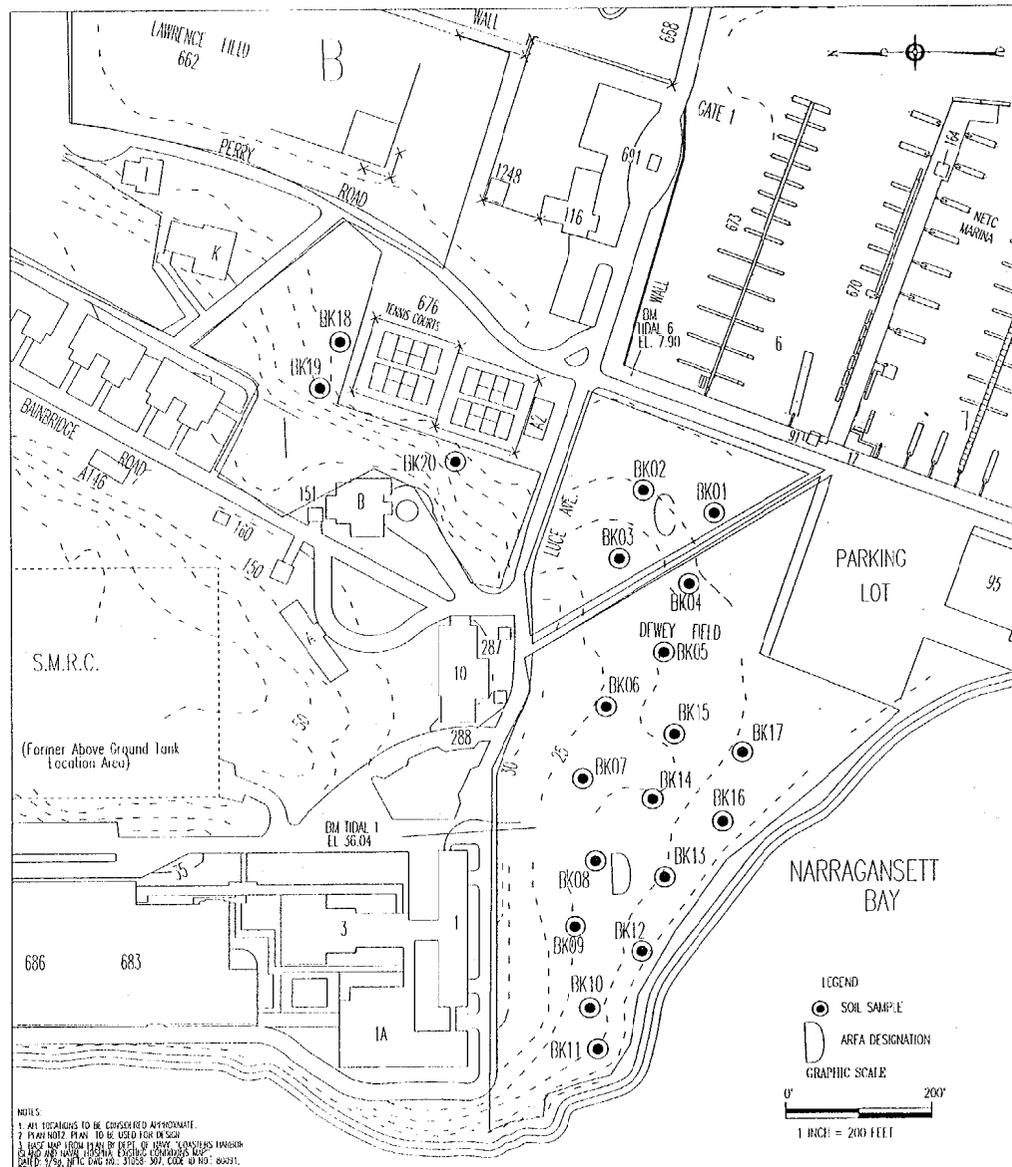
SAMPLE and ANALYZE SOILS

- Samples Collected from 20 Locations in Areas C, D, and I
- Surface Soils (0 to 2 ft bgs)
- Subsurface Soils (4 to 6 ft bgs)
- Use "Direct-Push" Drilling
- Lab Analysis for Metals



STATISTICAL EVALUATION

- Surface and Subsurface Concentrations Statistically Different
- Area I Data (3 locations) Statistically Different from Area C & D Data - Use Data from C & D only
- Representative Background Concentrations Determined for Surface and Subsurface Soil



SAMPLE LOCATIONS	
OFF-TRAFFIC BACKGROUND SOIL INVESTIGATION	
NAVAL STATION NEWPORT - NEWPORT, RI	
DRAWN BY:	D.W. MACDOUGALL
CHECKED BY:	T. DORGAN
SCALE:	1" = 200'
REV:	0
DATE:	APRIL 14, 2000
ACAD NAME:	DWG:5278/055-TSAMPLLOC.DWG

FIGURE 3-2

TT TETRA TECH NUS, INC.

55 Jonspin Road
Wilmington, MA 01887
(978)658-7899

TABLE 5-1
RECOMMENDED BACKGROUND VALUES¹
OFFTA SITE BACKGROUND SOIL INVESTIGATION
NAVAL STATION NEWPORT, NEWPORT, RHODE ISLAND

SUBSTANCE	SURFACE SOIL	SUBSURFACE SOIL	RIDEM CRITERIA ²
Aluminum	11900	15800	--
Antimony	** (0.67)	** (.42)	10
Arsenic	5.55	42.8	1.7
Barium	38.5	21.3	5500
Beryllium	0.439	** (1.1)	0.4
Cadmium	** (0.7)	ND	39
Calcium	1220	1080	--
Chromium	20.2	24.1	1400
Cobalt	9.01	20.3	--
Copper	23.8	30.9	3100
Iron	23200	46400	--
Lead	48.8	15.4	150
Magnesium	2240	5310	--
Manganese	372	808	390
Mercury	0.189	ND	23
Nickel	17.4	34.5	1000
Potassium	** (312)	** (539)	--
Silver	ND	12.7	200
Vanadium	22.6	26	550
Zinc	** (225)	** (175)	6000

Units are mg/kg.

- 1 - Recommended background values are the calculated 95% UTLs for each compound unless otherwise noted. See Appendix B, Tables B-12 and B-13 for parameters used in UTL calculations.
- 2 - State of Rhode Island Direct Exposure Criteria for Residential Soils. Source: RIDEM Remediation Regulations, DEM-DSR-01-93, March 31, 1993
- ** - UTL could not be determined for this analyte because the distribution did not match normal or lognormal distributional shape.
- (value) - Value in parenthesis is the maximum detected concentration. As an approximation, the maximum detected value could be used in lieu of a UTL for these metals; however, this value may not have the same confidence or may be less conservative than the UTL.
- ND - Analyte was not detected in samples from this depth range. No background value is recommended.
- Analytes and values in bold type exceed RIDEM soil criteria.



**Progress Update
Restoration Advisory Meeting
June 2000**

Hasan Dogrul - DESC
Larry Kahrs - Foster Wheeler



AGENDA

- **Introduction to DESC**
- **Background**
- **Work Performed**
- **Next Steps**

Defense Energy Support Center (DESC)



- **DLA is a Department of Defense Agency that supports the Armed Services.**
- **DESC is part of Defense Logistics Agency (DLA) and has leased Tank Farms 1, 2 and 3 and the Terminal Area since 1974. In July 1998, DESC ceased operations at all three sites.**

Defense Energy Support Center (DESC)



- **DLA is responsible for Underground Storage Tank (UST) Closures and petroleum-related cleanup at Tank Farms 1, 2 and 3 and the Terminal Area.**
- **DESC will implement the cleanup through their contractor - Foster Wheeler Environmental Corporation.**



DFSP Melville, RI Comprehensive Strategy

- **Remove all sources of free product**
- **Oil/water separator cleaning - Tanks 9 & 10 scheduled for July 2000.**
- **Pursuing closure of large USTs in each Tank Farm - RIDEM approval granted June 5, 2000. Field work to begin in Summer 2000.**
- **Focused removal actions and investigative work will be performed in conjunction with UST closures.**
- **Goal is to transfer control of all property to Navy by Fall 2002.**



DFSP Melville Work Performed

- **Product Removal**
 - **Removed over 18,000 gallons of fuel from terminal piping.**
 - **Completed cleaning and purging of gas-free certification of over 2 miles of piping.**
 - **Statement of Work Developed for Tanks 9 & 10 issued and bids received on June 2, 2000.**



DFSP Melville Work Performed

- **Small UST Closures**
 - **Met December 1998 deadline for all USTs**



DFSP Melville Work Performed

- **Baseline Groundwater Sampling**
 - **Achieved RIDEM GB criteria for soil at 3 of 4 locations, thus performing groundwater sampling.**
 - **Looks at entire site, not just individual point sources.**
 - **Gauging to evaluate whether any free-phase product is present.**



DFSP Melville Work Performed

- **Focused removal actions and investigation**
 - **Implemented Corrective Action Plan (CAP) to address Jet Fuel impacted soil from Tank Farm 3.**
 - **Removed 1850 tons of soil from Tank Farm 3 for off-site disposal.**
 - **Collected soil samples and groundwater samples in the Terminal area to evaluate TPH levels encountered during UST removals.**
 - **Report to be completed by middle of July.**



DFSP Melville Work Planned

- **Oil/Water Separators - Tanks 9 & 10**
 - **Bids received June 5, 2000**
 - **Scope involves removal of all product and sludge in the tanks**
 - **Work to begin in July 2000**



DFSP Melville Work Planned

- **Large UST Closures**
 - **Tanks were cleaned previously (1997-1998)**
 - **Work was not recognized by RIDEM since tanks were not cleaned to state standards**
 - **Numerous meetings and interface with Naval Station Newport to finalize method of closure**
 - **All Closure requests and associated Work Plan were forwarded to RIDEM in November 1999**
 - **RIDEM granted approvals for all closures on June 5, 2000**

DFSP Melville Work Planned



- **Tank Farm 3 UST Closures**
 - **Tanks 32 through 36, 69 and 70**
 - **Tank inspection and re-cleaning tentatively planned for August/September 2000**



DFSP Melville Work Planned

- **Tank Farm 2 UST Closures**
 - **Tanks 19 through 29**
 - **Tank inspection and re-cleaning tentatively planned for October/November 2000**

DFSP Melville Work Planned



- **Tank Farm 1 UST Closures**
 - **Tanks 13 through 18**
 - **Tank inspection and re-cleaning tentatively planned for April/May 2001**



NEXT STEPS TOWARD CLOSURE

- **Get input and obtain consensus from stakeholders.**
- **Complete closure of all Tank Farm USTs.**
- **Finalize sampling strategy and conduct field activities.**
- **Identify and apply any needed remedial actions.**