

Environmental Update

PORTSMOUTH NAVAL SHIPYARD

ENVIRONMENTAL AFFAIRS

DECEMBER 1992

Navy Initiates Storage Yard Action

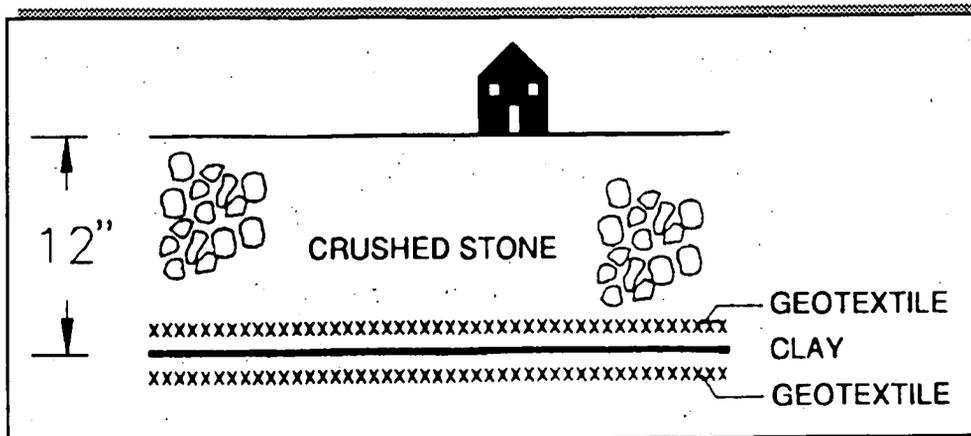
As discussed in an October 20, 1992 public workshop, the ongoing investigations at the Portsmouth Naval Shipyard reveal that contaminants resulting from past waste management practices are generally contained on the Shipyard and do not pose any immediate health concerns for Shipyard employees or nearby residents. One area at the Shipyard that is targeted for near-term, or "interim", corrective measures is the Defense Reutilization Marketing Office storage yard. Pending discussions with the Environmental Protection Agency and the Maine Department of Environmental Protection, the Navy intends to construct a "cap" at the storage yard which is one of the 13 areas included in the EPA Corrective Action Permit.

to enter the adjacent river through surface runoff, filter into the groundwater, or be dispersed by the wind. Implementation of the cap will not impact operations at the storage yard.

Possible designs for the cap at the storage yard were discussed at a recent Technical Review Committee meeting held November 17th at the Shipyard. Nine alternative designs for the cap have been developed with one of the options (shown below) being preferred at this point. All nine options involve the installation of a cap at the site, using different materials and construction methods. The range of materials under consideration include concrete, crushed stone, clay layers, and a synthetic fabric cover or geotextile.

With parts of the storage yard already covered by concrete and asphalt, the cap will limit the potential for heavy metals found in the soils

The Navy's preferred option consists of 12" of crushed stone and cement dust on top of a sandwich layer of fabric material above and below a bentonite clay layer. The fabric and clay layers provide a barrier which is considered impermeable to the downward flow of water. The layer of crushed stone placed on top of the clay and synthetic fabric serves to protect the cap during heavy equipment operations at the storage yard. This option is



Questions from the Community

How clean is "clean"? A TRC member commented that areas under investigation by the Shipyard are "clean", and that no cleanup is needed. Could you clarify this issue?

Cleanup decisions are based on standards established by State and Federal regulations. These standards are generally based on studies conducted to determine the levels of a substance that may cause detrimental effects. As further research is conducted and new knowledge becomes available, these standards are occasionally revised. In addition, new standards may be set for substances that are not currently covered.

In conducting the investigation and analyzing the results, we base our conclusions and cleanup recommendations on the most recent standards in force. As these standards are revised or new standards are set, we will continue to review our findings and activities to be sure that they are compatible with the standards.

designed to meet all current standards, which is important as the cap may become part of the final corrective measures for the site. If other long-term measures are required, this cap can be removed or upgraded.

In order to initiate the capping activities, a site plan is being developed. This plan defines the area to be capped, and will be the basis for the engineering design of the cap. All details of the capping activity will be described in detail in the engineering design plan, including grading, curbing, stormwater control, and installation of the cap itself. Current plans call for the cap design to be completed in January and for construction to be initiated in the summer of 1993.

Estuarine Study Update

Another topic discussed at the meeting was the off-shore study, which identifies important ecological resources in the lower estuary that are being monitored to determine any long term impacts resulting from past waste disposal practices at the Shipyard. Dr. Frederick Short of Jackson Estuarine Laboratory, UNH, stated "We are currently sampling the Piscataqua River, checking for many indicators of contamination in the water, sediment, and biota around the Portsmouth Naval Shipyard. Our preliminary findings have shown some elevated levels of metals, but no areas that are seriously contaminated."

Season's Greetings from the Portsmouth Naval Shipyard

The Phase I study, which summarizes the data collected to date, is anticipated to be completed in March 1993. Phase II of the off-shore study, currently in progress, will evaluate the data collected to characterize the health of the estuary and what, if any, risks may be posed by the contamination. A Phase II Interim Status Report should also be completed in March 1993. These documents will be presented in summary form at another public workshop in the spring of 1993.

The availability of the report entitled: The Ecology of the Great Bay Estuary, New Hampshire and Maine: An Estuarine Profile and Bibliography was also announced at the TRC meeting. The Estuarine Profile, which was developed as a background document for the off-shore study, contains detailed information on the history, ecology, natural resources pollution, and management issues of the Great Bay Estuary. The Estuarine Profile is available to the public

and copies can be obtained by sending \$10.00 to:

The Great Bay National
Estuarine Research Reserve
New Hampshire Fish & Game
37 Concord Road
Durham, NH 03824

NPL Scoring Continues

EPA continues to develop the Hazard Ranking System (HRS) scoring for the Shipyard, which may result in the Shipyard being added to the National Priorities List (NPL). This type of scoring is being conducted for all Federal facilities in the New England area on the Compliance Docket. The facilities on this list will be investigated under the EPA's "Superfund" program. Ongoing discussions with EPA should guarantee smooth coordination between the existing program and Superfund. An NPL listing would be advantageous in several areas, including opportunities for the public's role in the process to be expanded.

U.S. Navy . . .

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Profiles

The two primary project managers for the Navy are Debbie Carlson and Jim Tayon. The following profiles provide some brief information on their education, background, and involvement in the project.



Debbie Carlson

Ms. Carlson has recently joined the project team as the Portsmouth Naval Shipyard Remedial Project Manager for the Naval Facilities Engineering Command (NAVFAC), Northern Division located in Philadelphia, PA. NAVFAC provides technical guidance to the Shipyard, contractual and financial oversight for the investigation and coordination with regulatory agencies. Debbie has worked with NAVFAC as a project manager for environmental design and construction projects, and her experience will be well suited to the upcoming phases of the investigation.

Debbie received a Bachelor of Sci-

ence Degree in Industrial Engineering from Pennsylvania State University in 1986.



Jim Tayon

Jim has been involved with the investigation at the Shipyard for 3 1/2 years in the capacity of Project Engineer and Natural Resources Manager at the Portsmouth Shipyard. Jim has been very active not only in the technical aspects of the investigation, but also in the efforts to keep the public involved and informed. As a resident of South Berwick, Maine, Jim has taken a personal interest in the investigation and the health of the estuary. He is available to answer questions and respond to concerns from the public, and can be reached at 207/438-3832. If he's not in, leave a message and a time when he can best return your call.

Jim received both a Bachelor and Master of Science Degrees in Geologic Engineering from the University of Missouri-Rolla in 1984 and 1985 respectively.