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MEETING MINUTES REGARDING THE RESTORATION ADVISORY BOARD (RAB)
MEETING HELD ON 19 MARCH 2014 AT THE MARRIOTT COURTYARD NEWPORT
MIDDLETOWN NS NEWPORT RI
03/19/2014
DEPARTMENT OF THE NAVY

Meeting Minutes
Restoration Advisory Board (RAB)
Naval Station (NAVSTA) Newport, Rhode Island

March 19, 2014, 6:30 PM- 7:00 PM
Courtyard Marriot, Middletown, Rhode Island

Call to Order and Approval of Previous Minutes

David Dorocz (Navy RAB Co-Chair) called the meeting to order. The meeting minutes were accepted with one note: Thurston Gray was present at the last RAB meeting, but did not sign the attendance sheet.

Site Progress Update

Mark Kauffman (Resolution) presented the site status summary and progress milestone handouts. In the interest of time, RAB members were advised to review the handouts for discussion at the next RAB meeting as needed. Steve Parker (Tetra Tech) introduced a forthcoming Explanation of Significant Differences (ESD) for Site 9, Old Fire Training Area (OFFTA), as a forthcoming public review item. A brief description of the project status and planned ESD was provided by Steve, as noted below.

- Remedial construction at OFFTA is being finalized, and the long-term monitoring plan for groundwater is being implemented.
- The ESD is required to document a lower value for arsenic in groundwater based on a change in regulations.
- There will be a 15-day public comment period in the next month or two.

RAB members were also told there is still time to complete five-year review questionnaires. Courtesy copies of the questionnaire will again be included in this month's meeting minutes. The Navy will likely be prepared to present the findings of the five-year review this fall, possibly as part of the September 17th RAB meeting.

Presentations

A brief update was provided on the status of the wind turbine study at the Naval Station. The study is temporarily on a "strategic pause" to evaluate critical elements, funding, timing, and other items.

Maritza Montegross (Navy) provided the planned budget for FY 14 and out-years. This was a refined version of the budget presented during the last RAB meeting, with additional funding items entered by the Navy since that time. There will be subsequent updates provided to the RAB if significant changes are made.

Community Update

Margaret Kirschner provided an update on her outreach efforts to local libraries and town officials. Margaret developed a distribution list that includes town council members, administrators, and librarians. The most recent RAB meeting minutes from February 2014 were provided to all of these individuals.

The group noted that the Gould Island Proposed Plan public meeting notice wasn't clear and visible. It was in a legal column and difficult to interpret. The Navy noted that was a federal requirement, but it will include an additional informal notice of the forthcoming Derecktor Shipyard public meeting, as part of the typical RAB meeting notice for May. This will be in addition to the required legal column.

Regulatory Update

There were no regulatory updates. The USEPA confirmed they will give a presentation on the Technical Assistance Grant (TAG) at the next RAB meeting.

Next Meeting

The next RAB meeting will on May 21st and will begin at 6:00pm instead of 6:30pm to allow for a public meeting to follow at 7:00pm. The public meeting will be focused on the Derecktor Shipyard Proposed Plan. The agenda for the evening will include:

- General business (typical RAB agenda)
- TAG presentation
- Derecktor Shipyard Public Meeting and Hearing on the Proposed Remedial Action Plans for the onshore and offshore areas.

Adjournment

The RAB meeting adjourned at 7:03pm, followed by the Gould Island Proposed Plan public meeting.

/S/

D. D. Dorocz

Enclosures:

(1) Meeting Agenda
(2) Attendance Sheet
(3) Site Status Summary and Path Forward
(4) Site Progress Milestones
(5) NAVSTA Five-year Review Questionnaire
(6) History of Gould Island
(7) Navy Budget Update

MEETING AGENDA

RESTORATION ADVISORY BOARD (RAB)

Naval Station Newport, Rhode Island

Wednesday, March 19, 2014, 6:30 – 7:00 pm
Courtyard by Marriott - Newport Middletown
9 Commerce Drive, Middletown, RI 02842

- CALL TO ORDER
- APPROVAL OF PREVIOUS MINUTES – January 15, 2014
- SITE PROGRESS HANDOUTS - No Discussion
    - Site Progress Milestone Chart
    - Site Summary Status Table
- COMMUNITY UPDATE
    - RAB Co-Chair Update from Margaret Kirschner
- REGULATORY UPDATE
    - USEPA Update from Kymberlee Keckler
    - RIDEM Update from Pamela Crump
- NEXT MEETING
    - May 21, 2014
    - Upcoming topics and presentations
- ADJOURN
    - All are welcome to stay for the Gould Island public meeting immediately following tonight's RAB meeting

RESTORATION ADVISORY BOARD (RAB) MEETING
ATTENDANCE SHEET

Naval Station Newport, Rhode Island 3/19/2014

	Name (Printed)	Organization/Affiliation	E-Mail Address	Cell Phone Number
1.	Sandy Amborn	Resolution	Sandyamborn@aecom.com	(207) 252-9944
2.	Mark Kauffman	Resolution	mark.kauffman@aecom.com	978.905-2262
3.	DK Abbass	RIMAP	rhodeislandmap@yahoo.com	
4.	Manny Marques	RATS	manny@local271.org	401-486-8651
5.	Stephen Parker	Tetra Tech	stephen.parker@tetratech.com	978-474-843
6.	THURSTON GRAY	PORTSMOUTH		
7.	Deb Moore	NAVSTANPT	deborah.j.moore@navy.mil	401 841-7790
8.	Pamela Crump	RIDEM	pamela.crump@dem.ri.gov	401-524-0630
9.	Maritza Montegross	Navy	maritza.montegross@navy.mil	757-341-2013
10.	Margaret Kirshner	Newport County	makirschnercpa@gmail.com	857.472.9191
11.	Kymberlee Keckler	USEPA	Keckler.kymberlee@epa.gov	617.792.863
12.	Claudia Hessing	Ports Conservation Comm		
13.	Darlene Ward	Naval Station Newport	darlene.ward@navy.mil	401 841637
14.	Marco T Canach	Newport City Council	mcanach@cityofnewport.com	(401) 924-4077
15.	CHRIS TOMPSETT	NUWC DIVNPT	christopher.tompsett@navy.mil	401-832-5845
16.	David Dorocz	NSN	david.dorocz@navy.mil	401-841-7671
17.	David W. Brown	Newport	djbrown2@yahoo.com	401-848-9427
18.	PAUL R SIMONE	NUWC	PAUL.SIMONE@NAVY.MIL	401-832-5847
19.				
20.				
21.				

SITE STATUS SUMMARY AND PATH FORWARD

Environmental Restoration Program

Naval Station Newport, Rhode Island

Updated: 03/12/14

Site	Site Name		Operable Unit	Regulatory Phase	Path Forward
Site 1	McAllister Point Landfill	Source	OU 1	CERCLA Long-term Monitoring (LTM) Implementation	2011 and 2012 LTM reports were submitted in May/June 2013; 2013 LTM sampling is planned; data is to be provided to EPA/RIDEM within 90 days of data collection; next step is continued LTM
		Migration	OU 4		
Site 2	Melville North Landfill		NA	RIDEM Closure	Closed under RIDEM regulations; the Navy was not the owner during the time of site listing; construction was completed in January 2000; Final Closeout Report submitted in October 2010
Site 4	Coddington Cove Rubble Fill Area (CCRF)		NA	Pre-CERCLA Study Area Screening Evaluation (SASE) Appendix Work Plan (SAP)	Final Work Plan for additional groundwater sampling was submitted in November 2013; sampling was completed in early 2014; results will be included in SASE Appendix (Groundwater Tech Memo); final SASE will be used to determine whether further action is warranted
Site 8	NUSC Disposal Area		OU 7	CERCLA Remedial Design	Draft Design documents and pre-design investigation (PDI) Work Plans are being submitted and are under review by agencies; Final Design documents being completed; Remedial Construction started on 12/16/13 (FFA deadline for construction start was 12/24/13)
Site 9 & 20	Old Fire Fighting Training Area (OFTA)		OU 3	CERCLA Remedial Construction Completion	Construction completion close-out report is expected in 2014 after final site seeding. Plans for Long Term Monitoring have been drafted, reviewed, and are in revision. Next steps are construction completion, LUC implementation, and O&M and monitoring and 5-year reviews of the remedy
Site 7	Tank Farm 1	Cat 1	TBD	CERCLA Remedial Investigation (RI) Data Gaps Assessment Report	Data Gaps Report submitted to agencies in March 2013; regulatory comments were received and refinements are ongoing; discussion for preparing Draft Final Report in August 2013; next steps are to finalize RI (Data Gaps) Report and complete a focused FS, Proposed Plan, and ROD
		Cat 2	NA	RIDEM Investigation Planning	Sites are closed and/or in the process of being closed by DESC
		Cat 3	NA	NA	No Category 3 AOCs have been identified for further assessment at Tank Farm 1
Site 10	Tank Farm 2	Cat 1	TBD	CERCLA Remedial Investigation (RI) Work Plan (SAP)	Final RI Work Plan was submitted in July 2013; field investigation was completed in December 2013; next steps are RI completion, FS, Proposed Plan, and ROD
		Cat 2	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013 and a review was completed in June 2013; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 2 are expected to be addressed by DESC
		Cat 3	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013; review was completed in June 2013; meetings with RIDEM were conducted in September 2013; site walk will be scheduled after hunting season ends in February 2014 to inspect the areas and develop an appropriate path forward as warranted
Site 11	Tank Farm 3	Cat 1	TBD	CERCLA Remedial Investigation (RI) Work Plan (SAP)	Final SASE Report completed; Concurrence received from agencies on Final RI Work Plan in April 2013; RI field program was completed in December 2012; next steps are RI completion, FS, Proposed Plan, and ROD
		Cat 2	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013 and a review was completed in June 2013; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 3 are expected to be addressed by DESC
		Cat 3	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013; review was completed in June 2013; meetings with RIDEM were conducted in September 2013; site walk will be scheduled after hunting season ends in February 2014 to inspect the areas and develop an appropriate path forward as warranted
Site 12	Tank Farm 4	Cat 1	OU 11	CERCLA Feasibility Study (FS) Report; Proposed Plan	ROD was signed in September 2013; Draft pre-design investigation (PDI) work plan was provided to agencies for review; next step is to implement the PDI and refine the extent of remediation, and complete the remedial design (RD) package for remedy implementation
		Cat 2	NA	RIDEM Site Investigation (SI) and/or Closure	Corrective action plans were completed for specific AOCs in 2002 and implemented; LTM data was collected in 2010 with report ubmitted to RIDEM in 2011; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 4 are expected to be addressed by DESC
		Cat 2 Tanks 38, 42, 45, 48	NA	RIDEM Site Investigation (SI) and/or Closure	Corrective action plans were completed for specific AOCs in 2002 and implemented; LTM data was collected in 2010 with report ubmitted to RIDEM in 2011; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 4 are expected to be addressed by DESC
		Cat 3	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013; review was completed in June 2013; meetings with RIDEM were conducted in September 2013; site walk will be scheduled after hunting season ends in February 2014 to inspect the areas and develop an appropriate path forward as warranted
Site 13	Tank Farm 5	Cat 1	OU 2	CERCLA Feasibility Study (FS) Report; Proposed Plan	ROD was signed in January 2014; Draft pre-design investigation (PDI) work plan was provided to agencies for review; next step is to implement the PDI and refine the extent of remediation, and complete the remedial design (RD) package for remedy implementation
		Cat 1 Tanks 53, 56	OU 2	Interim ROD Closure	Groundwater treatment was conducted for two years; LTM was conducted accordingly; LTM was discontinued in 2006; the treatment plant and wells were decomissioned in 2008
		Cat 2	NA	RIDEM Site Investigation (SI) and/or Closure	Corrective action plans were completed for specific AOCs in 1999 and implemented; LTM data was collected in 2010 with report ubmitted to RIDEM in 2011; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 5 are expected to be addressed by DESC
		Cat 2 Tank 50	NA	RIDEM Site Investigation (SI) and/or Closure	A pilot study was conducted in 1997, during which it was determined that there is light non-aqueous phase liquid (LNAPL) that was not possible to recover; no Corrective Action Plan (CAP) was drafted
		Cat 2 Tanks 51, 52, 54, 57	NA	RIDEM Site Investigation (SI) and/or Closure	Corrective action plans were completed for specific AOCs in 1999 and implemented; LTM data was collected in 2010 with report ubmitted to RIDEM in 2011; further information is being requested from DESC; currently all Category 2 AOCs at Tank Farm 5 are expected to be addressed by DESC
		Cat 3	NA	RIDEM Site Investigation (SI) and/or Closure	Site information was compiled in April 2013; review was completed in June 2013; meetings with RIDEM were conducted in September 2013; site walk will be scheduled after hunting season ends in February 2014 to inspect the areas and develop an appropriate path forward as warranted
Site 17	Gould Island		OU 6	CERCLA Feasibility Study (FS) Report; Proposed Plan	Draft FS was completed in June 2012; Draft Final FS and Draft Proposed Plan are being refined; next steps are to finalize the FS and Proposed Plan and complete the ROD
Site 19	Derecktor Shipyard	Onshore	OU 12	CERCLA Feasibility Study (FS) Report	Draft FS was submitted in December 2012; discussion and revisions are ongoing; several issues require resolution prior to being able to finalize the FS and Proposed Plan; next steps are to finalize the FS and complete the Proposed Plan and ROD
		Offshore	OU 5	CERCLA Feasibility Study (FS) Report	Draft Final FS was submitted in March 2013; Revised Draft Final FS refinements are in process based on regulatory comments dated in June 2013; next steps are to finalize the FS and complete the Proposed Plan and ROD
IR Site 22	Carr Point Storage Area		OU 10	CERCLA Remedial Investigation (RI) Work Plan (SAP)	Draft RI Work Plan was completed in November 2012; Finalization of RI Work Plan is pending agreements with RIDEM on additional site characterization requests; next steps are to finalize the RI Work Plan, complete the RI, FS, Proposed Plan, and ROD
MRP Site 1	Carr Point Shooting Range		OU 9	CERCLA Interim Removal Action; Remedial Investigation (RI) Work Plan (SAP)	Interim Removal Action of soil excavation is completed; Final RI Work Plan was completed in September 2013; field investigation was initiated in late 2013; next steps are to complete the field program, and to complete the RI, FS, Proposed Plan, and ROD
Site 23	Coddington Point Buried Debris Sites (5)		TBD	CERCLA Focused Remedial Investigation (RI) Work Plan (SAP)	Revised Draft RI Work Plan submitted in August 2013; agency input has been incorporated into a Final RI Work Plan; next steps are to issue the Final RI Work Plan and complete the RI, FS, Proposed Plan, and ROD

SITE PROGRESS MILESTONES FOR RAB

Environmental Restoration Program

Naval Station Newport, Rhode Island

Updated: 03/12/14

								Preliminary Investigation		Work Plan		Full Investigation			Removal	Technology Evaluation		Site Response Decision				Remediation	
Site	Site Name		USEPA Operable Unit (OU) Designation	Navy RPM	Navy Newport Facility Contact	EPA RPM	RIDEM RPM	Final PA Report	Final SI or SASE Report	Draft SAP or WP	Final SAP or WP	Completion of Field Program	Draft RI Report or SIR	Final RI Report or SIR	Final CCR or RACR	Draft FS Report	Final FS Report	Draft PP	Final PP	Draft ROD or CAP	Final ROD or CAP	Completion of Design	Completion of Construction
Site 1	McAllister Point Landfill	Onshore	OU 1	MM	DW	WL	PC								NA								
		Offshore	OU 4												NA								
Site 2	Melville North Landfill		NA	MM	DW	--	PC			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Site 4	Coddington Cove Rubble Fill Area (CCRF)		NA	MM	DW	WL	PC		11/14/14	NA	NA	NA	NA	NA	NA	TBD	TBD	TBD	TBD	TBD	TBD		
Site 8	NUSC Disposal Area		OU 7	MM	DM	WL	PC								NA								11/17/15
Site 9 & 20	Old Fire Fighting Training Area (OFTA)		OU 3	WJ	DW	KK	PC								NA								
Site 7	Tank Farm 1	Cat 1	TBD	RP	DW	KK	PC		NA					06/03/14	TBD	10/1/14	4/14/15	7/13/15	12/10/15	4/11/16	9/8/16		
		Cat 3	NA					NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Site 10	Tank Farm 2	Cat 1	TBD	RP	DW	KK	PC						06/20/14	01/01/15	TBD	5/1/15	11/12/15	2/10/16	7/9/16	10/7/16	3/6/17		
		Cat 2	NA					NA	NA		TBD	TBD	TBD	TBD	NA	NA	NA	NA	NA	TBD	TBD		
		Cat 3	NA					NA	NA	08/28/14	03/11/15	05/10/15	11/21/15	06/18/16	NA	NA	NA	NA	NA	TBD	TBD		
Site 11	Tank Farm 3	Cat 1	TBD	RP	DM	KK	PC							01/01/15	TBD	5/1/15	11/12/15	2/10/16	7/9/16	10/7/16	3/6/17		
		Cat 2	NA					NA	NA	TBD	TBD	TBD	TBD	TBD	NA	NA	NA	NA	NA	TBD	TBD		
		Cat 3	NA					NA	NA	08/28/14	03/11/15	05/10/15	11/21/15	06/18/16	NA	NA	NA	NA	NA	TBD	TBD		
Site 12	Tank Farm 4	Cat 1	OU 11	RP	DM	KK	PC		NA						NA							11/5/14	5/10/16
		Cat 2	NA																	TBD	TBD		
		Cat 3	NA					NA	NA	03/27/14	05/10/14	06/28/14	09/15/14	11/05/14	NA	NA	NA	NA	NA	TBD	TBD	TBD	
Site 13	Tank Farm 5	Cat 1 T53, 56	OU 2	RP	DM	KK	PC								NA								
		Cat 1 Other													NA							2/11/15	5/10/16
		Cat 2 T50	NA					NA							NA			NA	NA	NA	NA	NA	NA
		Cat 2 Other	NA																	TBD	TBD		
		Cat 3	NA					NA	NA	08/28/14	03/11/15	05/10/15	11/21/15	06/18/16	NA	NA	NA	NA	NA	TBD	TBD		
Site 17	Gould Island		OU 6	MM	DM	KK	PC								NA					04/22/14	06/21/14	01/28/15	09/13/17
Site 19	Derecktor Shipyard	Onshore	OU 12	DOC	DW	KK	PC			NA	NA	NA	NA	NA	NA		04/15/14	04/07/14	06/27/14	06/17/14	09/19/14		
		Offshore	OU 5												NA		04/03/14		07/02/14	05/24/14	08/16/14		
IR Site 22	Carr Point Storage Area		OU 10	MM	DW	WL	PC				05/03/14	07/02/14	12/29/14	07/12/15	NA	11/09/15	05/22/16	08/20/16	01/17/17	04/17/17	09/14/17		
MRP Site 1	Carr Point Shooting Range		OU 9	MM	DW	WL	PC					04/01/14	09/28/14	04/11/15		08/09/15	02/20/16	05/20/16	10/17/16	01/15/17	06/14/17		
Site 23	Coddington Point Buried Debris Sites (5)		TBD	DOC	TS	WL	PC				01/27/13	04/20/14	10/17/14	04/30/15	NA	08/28/15	03/10/16	06/08/16	11/05/16	02/03/17	07/03/17		

Completed or not applicable
Resolution is contracted
Tetra Tech is contracted
Not yet contracted

Notes:

Category 1 - Includes non-petroleum impacts; managed under CERCLA; lead regulatory agency is USEPA

Category 2 - Includes only petroleum impacts; managed under RIDEM regulations; lead regulatory agency is RIDEM

Category 3 - Nature of site impacts is not yet defined; will be placed in either Category 1 or 2

Site investigation for Tank Farm 5 consisted of pilot study report for Cat 2 TF50, and characterization report for Cat 3

X = Completed, NA = Not applicable

RP = Roberto, MM = Maritza, DOC = Dominic, WJ = Winoma, DM = Deb, DW = Darlene, WL = Bill, KK = Kymberlee, PC = Pam

TS = Tom

PA = Preliminary Assessment

SI = Site Inspection

SASE = Study Area Screening Evaluation

SAP = Sampling and Analysis Plan

WP = Work Plan

CAP = Corrective Action Plan (RIDEM)

OU = Operable Unit

RI = Remedial Investigation

SIR = Site Investigation Report (RIDEM)

RACR = Remedial Action Completion Report

FS = Feasibility Study

PP = Proposed Plan

ROD = Record of Decision

T = Tank

Resolution Consultants
A Joint Venture of AECOM & EnSafe
1500 Wells Fargo Building
440 Monticello Avenue
Norfolk, Virginia 23510

January 7, 2014

RE: Questionnaire, Five-Year Review for NAVSTA Newport

Dear RAB Member,

Over the next several months, the U.S. Navy, in coordination with the U.S. Environmental Protection Agency (EPA) and the Rhode Island Department of Environmental Management (RIDEM), will be conducting the Fourth Five-Year Review for Environmental Restoration activities at Naval Station (NAVSTA) Newport. The review will be conducted as part of the Navy's Environmental Restoration Program following EPA guidelines under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This Fourth Five-Year Review will include sites where remedial activities have been ongoing or have recently begun and areas where site-related contaminants remain at levels above those that would allow for unrestricted use.

On behalf of the U.S. Naval Facilities Engineering Command Mid-Atlantic (NAVFAC MIDLANT), Resolution Consultants is preparing the Fourth Five-Year Review Report for NAVSTA Newport. The enclosed questionnaire is being provided to you and other Restoration Advisory Board members and community representatives in order to solicit input regarding environmental cleanup activities at Naval Station Newport. The responses received will be summarized in the Fourth Five-Year Review Report, which is to be completed in 2014.

Thank you in advance for your participation.

Sincerely,

Cindy Castleberry

Cindy Castleberry, PE
Task Order Manager
NAVSTA Newport Five-Year Review

RESOLUTION CONSULTANTS

QUESTIONAIRE
NAVSTA NEWPORT FOURTH FIVE-YEAR REVIEW

Please use other side for additional comments.

1. What is your overall impression of the remedial actions conducted or planned at the Base?

   _____
   _____
   _____

2. What effects have the Navy's environmental cleanup activities had on the surrounding communities?

   _____
   _____
   _____

3. Are you aware of any community concerns regarding the sites undergoing environmental cleanup? Please provide details.

   _____
   _____
   _____

4. Are you aware of any events, incidents, unusual activities (vandalism, trespassing), or emergency responses from local authorities at any of the active environmental sites?

   _____
   _____
   _____

5. Do you feel well informed about the environmental cleanup activities and progress?

   _____
   _____
   _____

6. Do you have any comments, suggestions, or recommendations regarding the management of the active environmental sites?

   _____
   _____
   _____

Name (optional): _____

Title (optional): _____

Organization/Community (optional): _____

Please return to:
Ms. Cindy Castleberry, Task Order Manager
Resolution Consultants
701 Edgewater Drive, Wakefield, MA 01880
e-mail: cindy.castleberry@aecom.com

A GOULD ISLAND CHRONOLOGY

And Some Associated Historical Notes

By

Captain Frank Snyder (USN Ret)

Gould Island, the small oblong island that lies off our eastern shore between Jamestown's North End and Middletown, is an unexplored and, because of its dedicated uses, essentially unexplorable part of Jamestown.

On August 9, 2003, during our Sunset History Cruise, Captain Frank Snyder, a retired Captain in the United States Navy and formerly a professor at the Naval War College, told us about the history of Gould Island, especially its use by the Navy. He provided the society with a detailed chronology of the island's history. The following pages are excerpted from his talk and accompanying notes.

Rosemary Enright

A chain-link fence divides Gould Island into north and south. The 17 acres north of the fence – administered by the U. S. Navy – is closed to visitors. The area south of the fence – administered by the State of Rhode Island – is a bird sanctuary and is also closed to the public except by special permit.

Statements of the island's area vary from 40 acres (in the Providence *Journal*) to 56 acres (in early Navy documents). In fact, since the shore line varies 5 to 6 feet with the tide, the area varies from 46.5 acres (at mean *high* water) to 52 acres (at mean *low* water). For most purposes, it seems safe to say that the area is about 50 acres.

The island is about 1,000 yards long, and between 200 to 250 yards wide. If the island were a perfect circle, it would be one mile around, but with its long and narrow shape, it has a shoreline of about a mile and a third.

March 28, 1657: Gould Island (then *Aquopimoquk*) is sold to Thomas Gould, for whom the island is now named, by Scuttape, a grandson of Conanicus. The same year Conanicut Island is purchased from the Indians by a group of Newporters.

May 20, 1673: Thomas Gould transfers one-half of Gould Island to John Cranston, and then, a year later, conveys the remaining half to Mr. Cranston.

April 20, 1674: John Cranston conveys on-half of Gould Island to Caleb Carr.

August 12, 1700: Samuel Cranston, Governor of the Colony under the Royal Charter, conveys one-half of Gould Island to Nicholas Carr, son of Caleb Carr.

June 8, 1761: The executors of the will of Nicholas Carr, Jr., transfer 144 acres in Jamestown, land on Dutch Island, and the south end of Gould Island to Colonel Joseph Wanton, Jr., for about £41,000. Edward and Sarah Carr then sell the other half of Gould Island to Colonel Wanton for £4,000.

1769-1775: Joseph Wanton, Sr., is annually elected seven times to be the Royal Governor of Rhode Island.

June 1775: After his reelection as Governor, Joseph Walton, Sr., is prevented by the Rhode Island General Assembly from taking the oath of office because he refuses to sign the commissions for officers to serve in George Washington's American army.

December 25, 1775: Colonel Joseph Walton, Jr., refuses a request made by Major General Charles Lee, in accordance with the Test Act of 1775, to renounce his Tory views, to assert faithfulness to the patriot cause, and to declare his willingness to bear arms when called upon to do so by Congress. After his refusal, Wanton is taken into custody for a few days.

July 8, 1776: Colonel Joseph Wanton, Jr., is ordered to his Jamestown farm. Following the British occupation of Aquidneck Island, he returns to Newport and, as an active Colonel, raises several companies of troops for the British.

1779: Colonel Joseph Wanton, Jr. leaves Newport with the evacuating British forces and moves to New York City, then occupied by the British, where he becomes the Superintendent of Police.

1779: The State of Rhode Island declares Colonel Joseph Wanton, Jr. – even though a previous Colonial Deputy Governor – to be an "alien" and confiscates his property, including Gould Island, parts of Conanicut and Prudence Islands, and the Hunter House, his Newport mansion.

1780: Colonel Joseph Wanton, Jr., dies in New York City.

1781: Colonel Wanton's widow, Sarah Brenton Wanton, petitions the state unsuccessfully for the return of the confiscated Wanton land in Jamestown.

August 3, 1803: Caleb Gardner of Newport purchases the confiscated Gould Island at auction from the State of Rhode Island for $1,050.

1803-1859: Gould Island has six successive local owners.

1859-1871: The island is summer home for the Maitland family of New York.

1861: The world's first self-propelled torpedo is produced by the English engineer, Robert Whitehead. The torpedo is propelled by the use of compressed air.

1869: The Naval Torpedo Station, Newport, is established at Goat Island to be a Navy experimental station for the development of torpedoes and torpedo equipment, explosives, and electrical equipment.

1871-1901: The island is summer home for the Homans family of New York.

1878: The first successful wartime use of self-propelled torpedoes occurs when a Russian navy torpedo sinks a Turkish ship during the Russo-Turkish War of 1877-78.

1887: The Fall River Steamship Line installs a navigation light on the east side of Gould Island.

1889: Gould Island Lighthouse, a conical tower made of brick, is established on the east side of Gould Island. The half-acre lot on which the Lighthouse and the light-keeper's cottage are built was sold to the U.S. Government by Frances E. Homans for $2,500. The lower half of the lighthouse was plain red brick, the upper half was painted white. The light itself was 28 feet above ground level, and 54 feet above high water. A white light flashed every 10 seconds. This light replaced the light 250 feet to its north that had been maintained privately for two years by the Fall River Line. Gould Island Light continues to function for 58 years.

1890: The U.S. Navy conducts its earliest test firing in Narragansett Bay of a propeller-driven torpedo.

1908: Construction of a Navy Torpedo Factory on Goat Island is completed.

August 23, 1909: Richard L. Howell purchases Gould Island as a summer home.

February 1910. Richard L. Howell dies. Soon after, his widow, Gwendolyn Howell, marries Percy D. Haughton.

June 18, 1911: The *Boston Morning Globe* reports that during the summer Harvard's football coach, Percy D. Haughton had routinely exercised the Harvard football team on Gould Island.

1912: Rear Admiral Bradley Fiske, USN, is issued a patent for a torpedo plane.

July 1914: Six days before the start of World War I, an airborne British plane launches a 14-inch (diameter) Whitehead torpedo weighing 810 pounds – the first recorded drop of a live torpedo from an aircraft.

August 1915: British Navy seaplanes conduct the world's first aerial attacks with torpedoes when they attempt to sink Turkish ships in the Dardanelles with mixed success.

November 1916: A German aircraft torpedoes and sinks a British ship in the estuary of the River Thames.

1917: With torpedoes a proven threat in World War I, the Navy Torpedo Factory on Goat Island is put on a three-shift basis, and the workforce is enlarged to 3200 employees.

January 26, 1918: An explosion occurs in one of the magazines at Goat Island, killing 12 employees and injuring 7, one of whom later died of his injuries. Three of the magazines are totally destroyed, and one partly so. The cause of the explosion is never determined.

May 24, 1918: A powder flare occurs in the primer room at Goat Island. Several men are injured, and two die. The two incidents during the year of 1918 underscored the need to relocate explosives at sites away from Goat Island.

July 1, 1918: The U.S. Congress authorizes the President to seize for the United States eight tracts of land, mainly in states along the Eastern Seaboard, and to make just compensation for them. One of the tracts to be seized is Gould Island, which is to be used to store torpedoes and explosives, as well as to provide a base for aircraft that test-fire aerial torpedoes

August 7, 1918: On behalf of the United States, the President takes title of the tracts authorized by Congress, and directs the Secretary of the Navy to take possession of them.

September 18, 1918: A letter to Mrs. Haughton notifies her of the United States government's requisition of Gould Island and of the expectation that all occupants would vacate the premises in approximately 30 days.

September 21, 1918: Mrs. Haughton acknowledges receipt of the September 18 letter, and states that all people and personal property will be gone from Gould Island by the middle of October 1918.

1919: New construction on Gould Island by the Navy includes Air Detail hangars for seaplanes and kite balloons, a water tower and underground distribution lines, a wooden pier for personnel at the north end of the island, and a concrete pier for torpedoes at the southeast point of the island. The former Haughton family residence is converted to a barracks for the Marines who guard the magazines.

1920: Construction begins on a torpedo storage building and on two warhead-storage buildings on the southern portion of the island. An industrial railroad connects the new concrete pier to the new buildings. The length of the rail line from the pier to the magazines is about 350 feet; the distance from the pier to the torpedo storage is about 800 feet. Later, a rail line is built from the torpedo storage building to the seaplane hangar at the south end of the island, a distance of about 500 feet. Models of the island that show this new construction also show a large pile of coal between the seaplane hangar and the warhead storage buildings. The power house, later called the South Power House, is erected west of the torpedo storage building.

1920: A Naval Air Detail is established under Lieutenant Thomas H. Murphy, USN.

May 12, 1920: A U.S. Treasury check is issued to for $80,000.00 in settlement of the claim of Mrs. Gwendolyn Howell Haughton, and of Bridgham Curtis and Mrs. Gwendolyn Howell Haughton (Trustees under the Will of Richard L. Howell) for land and improvements of Gould Island, taken over by the United States. At the time, the land,

buildings, and personal property were assessed for tax purposes by the town of Jamestown at $21,000.00 - $18,000, land; $2,000, buildings; $1,000 personal.

1921: The first torpedoes arrive on Gould Island.

August 20, 1921: Two naval torpedo planes – modified by the addition of pontoons – arrive at Gould Island, and are based at a newly built hangar of steel-frame and wood construction near the south end of the island. A concrete platform and ramp are constructed, oriented toward the west. The aircraft are to be employed to test-drop aerial torpedoes. They are subsequently used to track and locate torpedoes that have been test-fired from a large barge or, later, from the Firing Pier at the north end of Gould Island.

November 2, 1921: Lieutenant Murphy, Head of the Air Detail, makes the first successful U.S. air drop of a torpedo in the waters off Gould Island. Not long after, the first squadron of torpedo planes (VT-1) is formed.

March 20, 1922: Torpedo Squadron ONE reports for duty aboard USS *Langley* (CV-1), the Navy's first aircraft carrier.

1922: The U.S. fleet is reorganized into two main groups: a Battle Force (battleships and destroyers) stationed on the West Coast, and a Scouting Force (cruisers, destroyers, and seaplanes) stationed on the East Coast.

1920s. The Scouting Force comes to Narragansett Bay in summers. The seaplanes operate from Potter's Cove.

May 8, 1926: In the waters outside of Narragansett Bay, a live-warshot torpedo with a Mark 6 magnetic influence exploder that was developed at Newport is fired against a submarine hulk with resounding success. This is the last live test of the exploder for 16 years.

1930s: The Navy builds more substantial roads, and – at the seaplane hangar site – a new concrete ramp facing south.

August 18, 1930: The Navy directs the development of a new torpedo for aircraft, capable of being launched at 100 knots from a 50-foot altitude, with a range of 7,000 yards, a speed of 30 knots, and weighing 1700 pounds with a 400-pound warhead. The result will be the Mark 13 torpedo.

1931: The National Organization of Masters, Mates, and Pilots petitions the Lighthouse Service to correct a problem caused by trees that obscure the Gould Island Light when viewed from the south.

1932: The Lighthouse Board erects an acetylene green-flashing light on a tower at the center of the south end of the island near the Naval Air facility. It functions for 56 years.

August 13, 1937: A torpedo fired from the submarine *Cachalot* off Gould Island passes between Vincent Astor's yacht *Nourmahal* and Frederick H. Prince's yacht *Lone Star*, strikes a ledge, leaps into the air, and plows through an iron fence at *Pen Craig*, the residence of Mr. and Mrs. Hamilton Fish Webster, not far from *Harbour Court*, then the residence of John Nicholas Brown and now a clubhouse of the New York Yacht Club. A similar incident occurs 14 months later, when a torpedo fired by the test-firing barge off Gould Island comes to rest in Brenton's Cove near *Beacon Rock*.

September 21, 1938: The 1938 hurricane brings an estimated $17,900 of damage to the Navy installation on Gould Island. As the winds build, two seaplanes are made fast outside, and all other planes are placed in the hangar. The hangar doors are closed. The tide rises around the hangar, and the area is swept by violent seas that break in the east door of the hangar. The hangar's south windows are covered with water. Shortly after 6 o'clock in the evening, the seaplanes secured outside break loose and drift northward. One plane is badly damaged and sinks about one mile north of Gould Island. Several days later, pieces of a seaplane's main float and a small section of its fuselage are recovered near Beavertail Lighthouse about seven miles south of the point that the plane was last observed afloat. The main doors of the hangar have been carried away. Nine planes are damaged to the extent that they require major overhauls.

1939: Test drops begin from Gould Island aircraft of a turbine-powered torpedo, originally of British design, that will become the Mark 13 torpedo used by aircraft in World War II. From 1941 to 1945, a total of 4,300 test drops of the Mark 13 torpedo are conducted in the waters east of Gould Island.

1939: Douglas Aircraft begins production of its torpedo plane, TBD-1 *Devastator*. The first production TBD-1 is fitted with a pair of floats, and then sent to Gould Island for drop tests of the Mark 13 torpedo. The addition of the floats makes the TBD-1 (designated TBD-1A) 20 knots slower than the standard TBD-1.

1940: YW-5, a water barge, sinks off the Naval Hospital, while taking water to Gould Island.

1940: Barracks for Navy enlisted personnel are constructed at a site adjacent to the Marine barracks.

1941: The newly constructed Naval Air Station at Quonset becomes the operational base for four squadrons of seaplanes. The Gould Island air facility is designated an auxiliary landing area.

December 1941: The United States enters World War II. The U.S. Navy brings to the battlefront three new types of torpedoes: Mark 13 for aircraft, Mark 14 for submarines, and Mark 15 for ships. The earlier Marks 7, 9, 11, and 12 torpedoes are used from storage, and the older Marks 8 and 10 continue to be manufactured.

February 7, 1942: Dredging and around-the-clock construction work begin on a number of new buildings in the northern portion of Gould Island. The new firing pier is designed for proof-firing of 100 torpedoes per day under favorable conditions. The west side of the new firing pier is 500 feet long and dredged to depths of from 30 to 65 feet, so that destroyers and submarines can moor alongside while loading torpedoes.

1942: A new building is constructed at Coddington Cove, and a major portion of the Research, Design, and Torpedo Equipment Department is transferred there from Goat Island. The principal means of transportation to Gould Island is now by boats from Coddington Cove.

Torpedo Testing

The purpose of the test firings, or proof firings as the Navy preferred to call them, of torpedoes in Narragansett Bay was essentially to determine whether or not a torpedo's propulsion systems functioned satisfactorily, and whether or not its guidance systems correctly controlled the torpedo's course. The torpedo's "exercise head," which replaced the warhead during test runs, contained water that would be blown out at the end of a run so that the torpedo would surface and be retrieved.

The course was tracked using hydrophones on the bottom of the bay. A torpedo's depth was established not by external observations, but by reference to recorders inside the torpedo itself. About seven percent of the torpedoes that were fired were lost; that is, they left the range, although most were later recovered.

Test firings, therefore, could not determine whether or not firing mechanisms in torpedo warheads would have caused the torpedoes to explode, an on-going problem with the Mark 14 torpedoes used by submarines in the Pacific during World War II.

During firings, a red signal flag flew at the firing pier, and before each firing a whistle was blown. Because the whistle could not always be heard at the YWCA camp on Jamestown, a cable was run under water from the firing pier to the camp. Whenever the whistle blew, a light turned at the camp pier, alerting lifeguards to warn swimmers to get out of the water.

Pairs of Torpedo Range Markers were placed along Jamestown's eastern shore at thousand-yard intervals, starting at a position 1000 yards north of the firing pier and continuing to the southern tip of Prudence Island. The markers facilitated the realignment of hydrophones on the bottom of the bay along the course of the firing range.

Over 50 range boats, including 35 torpedo-retriever boats, were moored on the northeast side of Gould Island in an area protected to its north by a breakwater.

1942: A new barracks for Marines is built next to the Ferry Slip and Marine Guard House on the east side of Gould Island. The former Haughton home, used until then as the Marine barracks, is razed.

April 9, 1942: The Navy anti-aircraft gun crews who had manned four 1.1" quadruple-gun mounts on Gould Island are relieved by the Army's Battery A, 207th Coast Artillery (Anti-aircraft), Eastern Defense Command.

1942: Construction begins for a new hangar and a larger, south-facing ramp for the air facility at the south end of Gould Island. The new ramp is 50 feet wide and 350 feet long, with a slope of 6 degrees. It extends 10 feet below the low-tide level.

October 23, 1942: First torpedo test firing from the new Firing Pier. Torpedo Testing Barge #4, previously used for test firings, is unmoored from its position off Gould Island and shifted to Goat Island, pending its transfer to the Torpedo Testing Range at Montauk, Long Island.

Spring 1943: The new buildings – including the torpedo-overhaul building and power station – are occupied and operative. A second coal pile is established near the new power station at the north end of the island. The construction of these new buildings at the north end required the leveling of some of the hills that previously existed in the northwest corner. The excavated land is not removed from the island, but stands above the streets that had been built at a lower level.

1943: Quonset huts are installed to augment the Navy barracks built in 1940.

April 1943: The Army's Battery A, 207th Coast Artillery (Anti-aircraft), is relieved by the 701st Coast Artillery Regiment (Anti-aircraft).

April 1943: Construction of the aircraft hangar at the south end of the island is completed. At the peak of aviation activity in 1944, the Air Detail included 11 officers, 119 men, and 26 planes.

August 2, 1943: An Electric-Torpedo School and the Torpedo School Annex for training in the overhaul and firing of steam torpedoes are relocated from Goat Island to Gould Island

October 1943: Construction of the Firing Pier and the adjacent overhaul shop at the northern tip of Gould Island is completed. The Firing Pier has four torpedo tubes for firing torpedoes, two for test-firing surface-ship torpedoes, and two, on elevators that lowered into the water, for test-firing submarine-launched torpedoes. The six-mile firing range extends for 10,000 yards and is oriented in a northerly direction to pass between Prudence and Hope Islands. The Firing Pier becomes the primary site for test-firing torpedoes. By the end of World War II, over 65,000 torpedo test-firings have been made from its launchers.

March 13, 1944: A K-Type Navy Blimp based at Naval Air Station, South Weymouth, Massachusetts, is assigned to hover over the north range for observations of proof-firings. The hovering blimp proves very effective for overhead observation and is employed daily, weather permitting, until at least May 1945.

October 1944: During the month, 2,575 test-firings are conducted from the Test Firing Facility, the highest monthly total ever, though fewer than the 100 a day for which the facility was designed.

1944: A degaussing station is constructed on the southwest shore of Gould Island to measure the magnetic signatures of ships and to assess the effectiveness of their degaussing cables. A "gauss" is a measure of magnetic inductance, named for the 19th Century German mathematician Karl Friedrich Gauss. The purpose of degaussing is to reduce the likelihood that a ship's magnetic signature will set off magnetic mines that are triggered by the disturbance in the earth's normal magnetic field when a ship with a strong magnetic field of its own approaches or passes near the mines. Near the degaussing station, three ranges are established for ships to pass through so that their magnetic signatures can be measured: two west of Gould Island measure medium and deep draft ships, and one off the air facility on the south end of Gould Island is for shallow ships.

1945: The Air Detail is renamed the "Naval Air Facility."

1947: Gould Island Light is discontinued and the lighthouse is replaced by a white steel tower.

1951: The Torpedo Test Facility on Gould Island becomes part of the Naval Ordnance Station at Coddington Cove, which had succeeded the former Naval Torpedo Station on Goat Island. The Naval Torpedo Station in Keyport, Washington, is designated as the depot activity responsible for proofing, storing, maintaining, and issuing fleet torpedoes. Newport's mission changes from torpedo production to research and development of specialized instrumentation for acoustic homing torpedoes to be used for anti-submarine purposes.

1960: Gould Island Lighthouse is torn down, but the automated green flashing light continues to operate from a steel tower at the south end of Gould Island.

1975: The Navy begins transferring the southern 70 percent (about 39 acres) of Gould Island to the State of Rhode Island. The State gains ownership of 16.9 acres in 1975 and 22.25 acres in 1989. Within the northern area administered by the U. S. Navy, four buildings are declared "historic" by the Department of the Navy and the Rhode Island Historical Preservation and Heritage Commission.

October 24, 1988: The green flashing navigation light at the southern end of the island ceases to operate temporarily when the base that supported the tower crumbles, and the tower supporting the light falls over. A new tower was built, and the flashing green light has resumed operation.

November 21, 1989: The U.S. Environmental Protection Agency includes the following statement about Gould Island in its "National Priorities List:"

> "On Gould Island is a disposal area on a steep embankment along 200 yards of the west shoreline. Wastes disposed of included domestic trash, scrap metal, wood, pipes, rusted drums, two diesel fuel tanks, and concrete blocks, and possibly electroplating and degreasing wastes. In 1982, 10 drums, contents unknown, were removed from a bunker which was later demolished. The disposal area is in the southwest portion of the island within 100 feet of Narragansett Bay. This portion of the island is now under State control and is accessible to the public by boat. The Gould Island Electroplating Shop produced wastes similar to those deposited at the disposal area. The wastes probably were dumped into the bay. The shop is not accessible to the public."

Gould Island during World War II

June 1999: Although the Department of the Navy and the Rhode Island Historical Preservation and Heritage Commission had previously designated four of the remaining Navy buildings to be historic, the Navy decides to demolish these four buildings. It intermittently continues to test-fire torpedoes from the firing pier.

2000 and 2001: The four Navy structures within the roughly 17 acres that are still Navy property are torn down. These buildings are the overhaul shop, the power plant, the acetylene building, and the upper two floors of the firing pier. The rest of the firing pier is retained.

2003: As part of the agreement to demolish the four historic structures, the Navy agrees to develop a display that depicts the history of the Gould Island Facility in order to provide the public with a knowledge of the significance of the facility and its importance to the war effort during World War II. That display is on exhibit at the Naval War College Museum in 2003.

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NAVFAC
Naval Facilities Engineering Command

NAVFAC MID-ATLANTIC

NAVAL STATION NEWPORT INSTALLATION RESTORATION PROGRAM

BUDGET UPDATE

FY 2013 ACTUAL COSTS AND

FY 2014 EXECUTION PLAN

January 15, 2014 (Revised 3/11/2014)

FY13 ACTUAL EXECUTION

PROJECT	COST
Site 1 – McAllister Pt Landfill: O&M for CY2013 (includes Sediment Sampling)	$210,037
Site 8 – NUSC Disposal Area: Remedial Action (Soil Remedy)	$2,094,964
Site 9 – OFFTA: LTM & Asbestos Removal	$509,287
Sites 7, 10, 11, 12 & 13 – Tank Farms 1-5: Additional Sampling & Reports	$979,862
Site 19 – Derecktor Shipyard: Remedial Design	$667,362
Five Year Review	$60,649
Basewide IR Support	$189,172
TOTAL	$4,711,334

FY13 & FY14

FY13 PLANNED	FY13 ACTUAL	FY14 PLAN
$7,925,246	$4,711,334	$6,714,206

FY14 PLANNED EXECUTION

PROJECT	REMARKS
McAllister Landfill (Site 1) – O&M	Annual Cost
CCRFA (Site 4) – RI/FS, PP, ROD & RD	Ongoing work previously funded
NUSCDA (Site 8) – RA Part 2 (GW Remedy)	RA phased; 2nd Part of RA planned this year
OFFTA (Site 9) – LTM	Annual Cost
Tank Farms 1 through 5 – RI/FSs, EE/CAs, NTCRAs & RDs	Ongoing IR work
Gould Island (Site 17) – FS, PP, ROD & RD	Additional FS work, ROD postponed
Derecktor (Site 19) – FS, PP & ROD	Additional FS work; ROD postponed
Carr Point Skeet Range (MRP site) – RI/FS	Ongoing work previously funded
Carr Point Storage Area (Site 22) – RI/FS	Ongoing work previously funded
Coddington Point (Site 23)	Continued RI work, work previously funded
Basewide IR Support	Annual Cost
TOTAL PLANNED REQUIREMENT	$6,562,607

PLANNED BUDGET FOR FY14-FY23+

FISCAL YEAR	BUDGET
2014	6,714,206
2015	14,281,527
2016	16,430,971
2017	1,565,325
2018	1,131,290
2019	785,370
2020	737,500
2021	737,500
2022	727,124
2023+	15,534,957