

# BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

Summer 1998

## The Aircraft Carrier Hornet finds a home in Alameda



The aircraft carrier Hornet has found a permanent home at the former Alameda Naval Air Station (BRAC 1993). The Navy is donating the ship to the Aircraft Carrier Hornet Foundation, a non-profit organization founded in 1995 for the express purpose of bringing the Hornet home to Alameda for use as a Naval Air, Sea and Space Museum.

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In a letter dated October 24, 1997, Secretary of the Navy John Dalton informed Newt Gingrich, Speaker of the House of Representatives that the Navy plans to finalize requirements to transfer the aircraft carrier Hornet (CV12) to the Aircraft Carrier Hornet Foundation. The foundation, located in Alameda, has completed the donation application for use of the Hornet as a naval museum.

The Hornet is now berthed at a pier leased from the Navy at the former Alameda Naval Air Station (BRAC 1993). Gerald Lutz, Chairman of the Foundation, states that "Our mission is to restore this National Historic Landmark and operate it as a world class Naval Air, Sea and Space Museum; a focal point for maintaining the tradition, legacy and presence of the U.S. Navy and naval aviation in the Pacific."

An independent survey of visitation and income by Economic Research Associates concluded that the unique combination of a ship like the Hornet, home berthed in the largest tourist destination in the country, could result in an estimated visitor base of 800,00 the first year. This exceeds the Foundation's "break-even" visitor base of 275,000. The Foundation has raised in excess of \$2 million to date in private contributions for the project.

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Environmental Base Realignment  
and Closure News

Published By  
**NFESC**



Using Appropriated Funds

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## *"Hornet finds a home"* *continued from page 1*

The Hornet occupies Pier 3 at the former naval air station, leased from the Navy for \$325,000 a year (excluding utilities). The Hornet berth is adjacent to Piers 1 and 2, currently sub-leased to the Maritime Administration (MARAD) by the Alameda Reuse and Redevelopment Authority. MARAD berths eleven ships in its Ready Reserve Fleet at the former navy base.

The Hornet (the 8<sup>th</sup> USS Hornet in the Navy since 1775) was commissioned in

1943. It saw action in World War II, in Korea, in Vietnam and in the Apollo 11 and 12 recoveries. A contract to scrap the Hornet was cancelled in 1995 after the Aircraft Carrier Hornet Foundation expressed an interest in acquiring the ship. For further information, call Bob Rogers with the Aircraft Carrier Hornet Foundation at (510) 521-8448.

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## An Ugly Surprise

By Jeff Morris

So, your facility is being closed under BRAC and you are in the process of determining the environmental condition of the property. Your Engineering Field Division/Engineering Field Activity has arranged for an Environmental Assessment (EA), funding has been budgeted, and a BRAC Cleanup Team and RAB have been established. Everything is on cruise-control.

### **WRONG!**

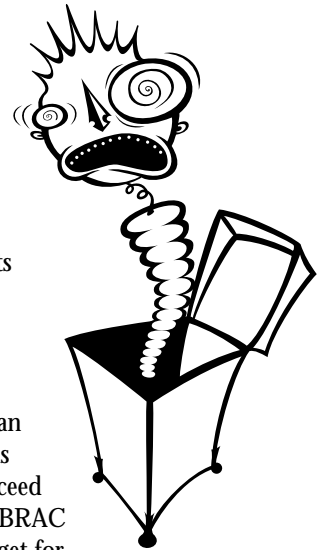
A potentially ugly surprise may be waiting for your activity in the form of a required Radiological Decommissioning. If there have ever been radioactive materials on your site, even if no permits or licenses were involved, you will probably have to go through a decommissioning as part of the certification that the site is clean and ready for transfer. Unfortunately, the EA process typically doesn't address this, possibly because radioactive issues are handled under the safety program at most activities and they tend to be indoor rather than "environmental" activities.

While radioactive materials and their use were and are strictly controlled under licenses and permits, the effort involved in verifying that all current permits are properly closed out and that all past license/

permit close-outs can meet the new, stricter requirements (necessary if the property will leave government hands) is time consuming and expensive. It can be so costly that this effort alone may exceed the activity's entire BRAC environmental budget for all other non-EA-related actions.

The solution is an awareness of this requirement and a budget that will support the effort involved in a Historical Radiological Site Assessment, development of a Work Plan, performance of a Radiological Survey, preparation of a Final Report, and possible disposal of radioactive wastes, not to mention any cleanups required by the survey findings. Add the usual delays and it's apparent why this could be considered an ugly surprise unless one recognizes the need up front and plans for it.

*Jeff Morris is the BRAC Environmental Coordinator (BEC) at NSWC Annapolis, MD, 410 293-9513, DSN 281.*



# Old shipyard turns out new houses

By Terry Falvey

In one of the more socially meaningful re-uses of a closed Navy facility, homes for low income Americans are being built at the former Brooklyn Naval Shipyard (BRAC 1988). In the shipyard's old foundry, modular units are being constructed on an assembly line by Capsys Corporation. The company's name, Capsys, comes from the Latin word "capsis", meaning boxes.

Capsys ships units by trucks that are 18' wide, 10.5' high and 37' long. These trucks run in the middle of the night, when there is little traffic.

With 50 people at work in a unionized shop, Capsys is building three houses each week and will be reaching a pace of five homes per week shortly.

At the site in the East New York section of Brooklyn, the upstairs and downstairs segments are fitted together. The second floor is lowered onto waiting columns protruding from the walls of the first floor, and the two are snapped in place. Factory assemblage at the shipyard's foundry makes for a uniform and high-quality product. Eventually, 700 homes are planned for this area. These homes are targeted at households earning \$25,000 to \$35,000 annually.

This effort, dubbed the Nehemiah housing program – named for the Biblical figure in the Old Testament who rebuilt the walls of Jerusalem – is being carried forward by the East Brooklyn Churches and the Chicago-based Industrial Areas Foundation, which provides organizers who work in housing, voter registration, health care and education.

Production at the former shipyard takes three to four months to make a factory-built house ready for occupancy. When closings do begin, they occur at a rate of eight to ten per day. All 700 houses are expected to be built and occupied in three to four years.

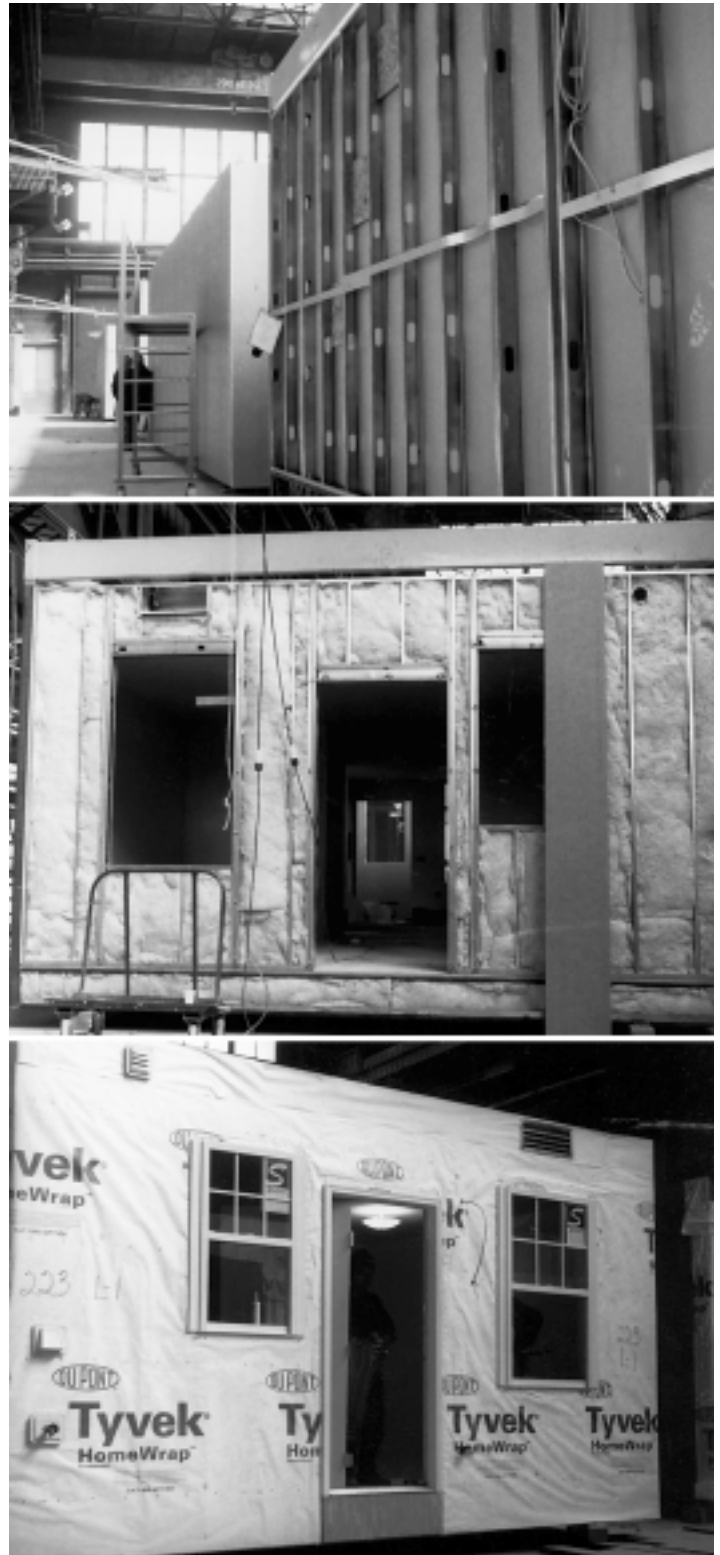
The Brooklyn Naval Shipyard still serves the nation, as more Americans realize the dream of a home of their own. A shipyard-built home!

Capsys is leasing the old foundry from the Navy pending final disposal decision by New York City. This example is but one of many innovative re-uses of BRAC sites in the Northeast.

*Reprinted from The Observer Winter 1998, Naval Facilities Engineering Command, Atlantic Division*

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These pictures show work in progress as new homes are assembled at the former Brooklyn Naval Shipyard.



# Fast-track environmental efforts pave way for shipyard revitalization

By Joe Roche

On December 16, 1997, Pennsylvania Governor Tom Ridge, Philadelphia Mayor Ed Rendell and Kvaerner ASA Executive Vice President Martin Saarikangas signed a huge deal expected to revitalize the former Philadelphia Naval Shipyard and the economy of Philadelphia.

Kvaerner ASA, one of the world's largest shipbuilders, is bringing its modern shipbuilding operation to the former Philadelphia Naval Shipyard in the spring of 1998. The deal is expected to create 1,000 new jobs at the yard (many for former naval shipyard employees) and within five years at least 2,000 additional positions in related, supply-side enterprises such as in the region's steel industry.

Nearly \$400 million in state, city and regional subsidies helped attract Kvaerner to Philadelphia. Two huge dry-docks (included in the lease of 114 acres) will be modernized. Construction of three ships is planned.

In order to ready the property for this kind of reuse, the BRAC Cleanup Project Team was formed back in November 1993. The Team is comprised of representatives from:

- Northern Division
- Caretaker Site Office
- Resident Officer in Charge of Construction (ROICC)
- Navy Public Works Center Detachment
- Naval Ships Systems Engineering Station
- Naval Station
- Naval Shipyard
- Naval Hospital
- Environmental Consultants
- Environmental Protection Agency (EPA)
- Pennsylvania Department of Environmental Protection
- City of Philadelphia

The team has aggressively executed a fast-track cleanup at the Philadelphia Naval Complex, which includes the former Philadelphia Naval Shipyard.

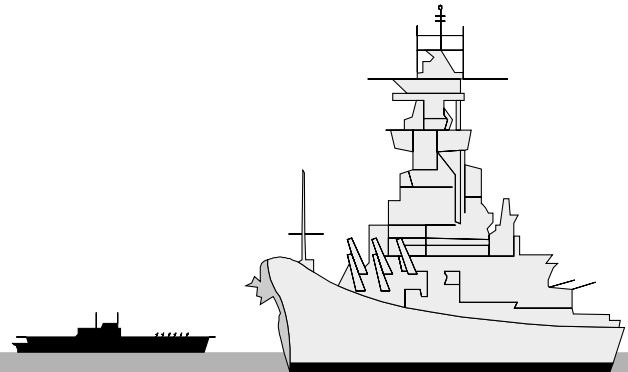
Cleanup actions for the parcel involving Kvaerner have included completing the Environmental Baseline Survey (EBS) and developing a BRAC Cleanup Plan. The Plan addresses two Installation Restoration sites, 16 RCRA Solid Waste Management Units/Areas of Concern, seven EBS Areas of Concern, two PCB remediation areas, and asbestos abatement in buildings and on utility lines.

This extensive effort entailed completion of various environmental studies, designs and cleanup actions. The team is completing the Finding of Suitability to Lease documentation critical for completing the Kvaerner lease. They are also assisting Kvaerner's consultants in completing their environmental assessment of the property and redevelopment planning.

Design and engineering for the redevelopment of the former Naval Shipyard is underway as of 1999, with completion scheduled in late 2000 or early 2001.

*Joe Roche is the BRAC Environmental Coordinator (BEC) for Philadelphia, (610) 595-0567 x112, DSN 443.*

*Reprinted from Environmental News, Winter 1997/98 Northern Division, Naval Facilities Engineering Command*



# Positive results for new cleanup technology demonstrated at Mare Island



Laboratory results from the application of a new heat treatment technology demonstrated at the former Mare Island Naval Shipyard (BRAC 1993) have shown that levels of polychlorinated biphenyls (PCBs) as high as 2,300 parts per million (ppm) have been reduced after treatment to non-detectable levels (less than 0.033 ppm). The electrical heating technology called "In-Situ Thermal Desorption" was developed by Houston-based TerraTherm Environmental Services, a subsidiary of Shell Technology Ventures, Inc.

The innovative process involves placement of thermal blankets (where contamination is no deeper than 18 inches) or thermal wells (for deeper contamination). Both the blankets and wells use electricity to heat the soil to boiling temperatures for contaminants, then process the vapors through a flameless thermal oxidizer and activated

charcoal filter. Effectively, only water and carbon dioxide are released to the atmosphere.

TerraTherm expects to submit these test results and other documentation to the California Environmental Protection Agency (CalEPA) for certification under its environmental technology certification program. Certification is voluntary and companies pay the cost of evaluating their technologies. CalEPA conducts an independent scientific and engineering evaluation of the technologies, and certifies only those for which performance claims are proven. To date, more than 40 technologies have been certified under the program.

While the TerraTherm demonstration at Mare Island was underwritten by the company, the project was sponsored by the Bay Area Defense Conversion Action Team/

Environmental Technology Partnership (BADCAT/ETP). Members of this public-private partnership include the Bay Area Economic Forum, Bay Area Regional Technology Alliance, CalEPA, U.S. EPA, U.S. Navy, Chevron Research and Technology, San Francisco State University and other technical experts working to expedite the cleanup and conversion of closing bases in the San Francisco Bay Area through the application of innovative environmental technologies.

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## Federal legislative update

On February 2, President Clinton released his proposed budget for Fiscal Year 1999. Several items are of interest to base closure communities:

BRAC Funding: Actual and proposed funding for BRAC activities and the portion devoted to environmental purposes are as follows:

Year	Total BRAC	Environmental
1997 (actual)	\$2,568 million	\$672 million
1998 (estimated)	\$2,045 million	\$833 million
1999 (proposed)	\$1,731 million	\$672 million

Although the overall BRAC funding will decline for the second straight year, the effect on BRAC environmental cleanup funding is not immediately apparent. Traditionally, most BRAC funding has been used for construction at receiving bases, with the balance being allocated to environmental restoration. Construction costs, however, have been declining in recent years as more unit relocations are completed, freeing up a larger share of BRAC funds for environmental purposes. The President's proposal does not "fence" environ-

mental funding as Congress has done in recent years by establishing a cap for environmental spending with the overall BRAC appropriation. Rather, the budget proposal would grant discretion to the Department of Defense to allocate funds between construction at receiving bases and cleanup of closing bases.

Speaking for the Administration, Defense Secretary Cohen has stated that the President will request legislation to approve two additional rounds of base closings, in 2001 and 2005. He couches this proposal in terms of the "budgetary drain" caused by excess infrastructure and the threat that this poses to long-term readiness and weapons modernization. Congress, however, has been cool to the idea of additional base closings. In response, Acting Air Force Secretary F. Whitten Peters threatened to begin closing bases without specific authorization. Under existing (non-BRAC) law, any proposed major base closure is subject to individual review by Congress, which has generally resulted in rejection.

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# Naval Air Station Cecil Field: Strong Partnership Moves Cleanup Forward

*This story was produced by the U.S. Environmental Protection Agency Federal Facilities Restoration and Reuse Office in collaboration with the Department of Defense.*

The ambitious reuse plan for Naval Air Station Cecil Field in Jacksonville, Florida will help meet the transportation needs of the growing north Florida region, bring thousands of jobs to the area, and provide new recreational opportunities to the community. Under the plan developed by the local redevelopment authority (LRA), the airfield and other base facilities will be transferred to commercial entities or local government agencies after the Navy has completed all necessary environmental activities. This planned redevelopment of the base is supported by a cleanup plan prepared by the Base Realignment and Closure (BRAC) cleanup team (BCT). The members of the BCT include the Navy's BRAC environmental coordinator, a representative of the U.S. Environmental Protection Agency Region 4, and a representative of the state regulatory agency. Local citizens express their views on the cleanup plan through the restoration advisory board (RAB). The success of the reuse plan is based on the BCT's ability to quickly take actions that provide for early reuse of the base and on the team's partnership with the RAB. The BCT already has avoided more than \$17 million in costs and cut at least five years from the original cleanup schedule.

Aircraft operations, maintenance, and other support activities that conformed to established operating and disposal practices at the time they were performed nevertheless generated a number of waste materials that contaminated the local environment. Until the remedial actions for the waste materials (including oils, solvents, paints, and fuels) have been set in place and are operating properly and successfully, reuse plans for the base cannot go forward.

The BCT at Cecil Field had encountered a number of delays that hampered the cleanup effort. To meet the challenge, the BCT,

building on teamwork skills, adopted new approaches to instituting the cleanup plan to meet the goal of protecting human health and the environment. The BCT established a team charter and extended the spirit of trust and honest partnership to the community by involving themselves as a team in meetings of the facility's RAB, which serves as a forum for the community to become involved in the cleanup.

The cooperation and trust the BCT nurtured allowed it to take innovative approaches to cleanup problems at the base. For example, the BCT learned that natural processes were reducing contamination at one site. Consequently, the BCT decided to rely on natural attenuation to remediate the site. With the full support of the community, the BCT chose that method over the conventional groundwater pump-and-treat system that originally had been selected for the site. By doing so, the BCT avoided almost \$2 million in costs. Such successful efforts earned members of the Cecil Field BCT the Navy's Civilian Meritorious Medal, and Cecil Field won the annual Department of Defense Environmental Cleanup Award.

## Environmental Background

Since World War II, Cecil Field has provided support and maintenance facilities and services for naval weapons and aircraft. Its mission required a wide variety of operations, including the use, handling, storage, and disposal of hazardous materials. Further, methods of waste disposal that were conventional at the time, but no longer are considered acceptable, allowed hazardous material to come into contact with the environment. For example, until the 1970s, most wastes were buried or burned in pits.

Over the years, operations at the base generated a variety of waste materials that were disposed of on site. Those wastes included construction and demolition debris, household wastes, and sludge from the water treatment plant at the base. Operations at the base also produced a number of industrial wastes, including waste oils and solvents,

paints, and spilled fuels. Contamination from such wastes has been found in both ground-water and soils at the base. Currently, the BCT is reducing such threats to the almost 6,000 people who live on or near the base. Major cleanups are underway at seven areas contaminated with petroleum wastes. The BCT also has removed as many as 100 underground storage tanks that were not in compliance with environmental regulations.

## Using Technologies that Save Money

Cecil Field's BCT learned that contaminants from two landfills at the base had been detected in samples collected from a drainage area near the site. The BCT could have corrected the problem by capping the landfills and treating surface water and sediment in the drainage area. That approach would have cost more than \$6.5 million. Instead, the BCT confirmed that the landfills posed no threat to human health or the environment. It also verified that the site was not to be reused. The BCT concluded that the cost of capping could not be justified. Instead, all members of the BCT agreed to close and monitor the two landfills and mitigate the loss of habitat in the drainage area. The decision to use the most cost-effective cleanup technique that met environmental requirements avoided almost \$6 million in costs.

During the cleanup efforts, the BCT also gave high priority to one oil and sludge disposal area because it posed a threat to groundwater that might be used for drinking water. Originally, the groundwater was to be treated in the traditional manner by a pump-and-treat system. Again, that cleanup method would have cost more than \$1.3 million and taken six years to complete. However, the BCT learned that contamination at the site was not as widespread as had been expected and that natural processes actually were reducing the contamination. The BCT decided that natural attenuation could be used to clean up the site effectively and economically—in fact, at a cost that was considerably less than 10 percent of the cost of the traditional method.



**Taking a new Look at Site Assessment**  
 Previous studies had identified more than 270 sites the BCT called "gray" sites—sites for which historical records or current use indicates potential for contamination and a need for further evaluation. Under the standard approach established by environmental laws, each site would require an individual six-step investigation. The time consumed under those studies and their cost simply were not practical. By taking advantage of the Fast-Track Cleanup Program established by President Clinton, the BCT was able to substitute its own approach, which it called the gray site investigation program. Under that approach, the BCT determined the status of the site easily and quickly by taking one sample within the area of suspected contamination and another outside that area. Comparison of the results indicated whether sites could be cleaned up easily or should undergo the lengthy standard assessment process. By taking that new approach, the BCT could determine quickly whether further investigation would be needed at the gray site. The gray site approach has proven successful, with the BCT applying the same strategy at 10 other sites. Cost avoidances to date are estimated at more than \$2 million.

**Encouraging Community Involvement**  
 Cecil Field's RAB gives citizens an opportunity to express their views on cleanup efforts at the base. All members of the BCT are also members of the RAB. Their service on the RAB brings the members of the BCT into direct contact with the citizens who represent the community on the RAB. Members of the RAB recognized early that the knowledge of all its members would have a strong effect on the base's cleanup partnership; they therefore chose to focus on training for RAB members. The RAB devoted part of each meeting to educational presentations. Training sessions covered environmental laws, risk assessment, basic chemistry, the Navy's budgeting process, and other areas of concern to the RAB. Members of the RAB reported that the training gave them the technical knowledge they needed to perform their advisory role effectively. For example, it was the members of the RAB who questioned the decision to perform certain work at one site at which, they pointed out, there was no threat of exposure to humans or the environment. The RAB's open communication of the community's viewpoint, as well as its support for the cleanup process, has enabled the BCT to stay abreast of the community concerns and to keep Cecil Field on the "fast track."

**Building Partnerships and Cooperation**  
 Under traditional regulatory approaches to cleanup, review of work plans can require months or even years. When the various agencies reviewing a plan ask for more information at different times and for different uses, crews might be required to conduct additional field work to meet those needs. Delay is almost unavoidable in such cases, and expenses can rise rapidly. To avoid this problem, the Cecil Field BCT developed an approach under which data were reviewed as they were collected in the field. As soon as the BCT had determined that the data were complete, they convened to choose their next step. The BCT found that it was able to approve work plans in a matter of hours, instead of days, and field crews could move directly to the next phase of the work, with little interruption. The BCT's approach not only eliminated lengthy delays in reviewing and approving documents, but also moved the field work forward faster. This new approach, combined with the use of the new direct-push technology for installing wells, avoided at least \$1 million in costs.

Taking the same dynamic approach in another situation, the BCT verified that the extent of soil contamination at another site had been defined completely by reviewing all data, discussing the findings, and determining the best way to document the soil contamination. The BCT then was able to verify soil contamination data at their first submittal—an accomplishment almost unheard of in the past. Having experienced that success, and being mindful of the time and money they had saved, the members of the BCT began to use the same approach in developing all documents. The efforts of the BCT at Cecil Field show clearly how effective partnerships can solve environmental problems, while saving time and money. The BCT's cooperative efforts to pursue innovative solutions have reaped impressive benefits—more than \$17 million in costs avoided and five years cut from the cleanup schedule, as well as new jobs, transportation, and recreation opportunities for the Jacksonville community.

For further information, contact Deborah Leblang at EPA, 202 260-8302.

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## BRAC Talking

By Joyce Patterson



This is the 8<sup>th</sup> issue of *BRAC Talk*. All previous issues included an insert of contacts for BRAC Environmental Coordinators (BECs) and Department of Defense Base Transition Coordinators (BTCs). We did not include the insert of contacts in this issue, but will provide them in the next issue, and every other issue thereafter.

Surfing for BRAC Web Sites? Try these.

[www.n4.hq.navy.mil/n44/n444main.htm](http://www.n4.hq.navy.mil/n44/n444main.htm)  
 Base Closure Implementation, Chief  
 of Naval Operations OPNAV N444

[www.hqda.armymil/acsimweb/brac/braco.htm](http://www.hqda.armymil/acsimweb/brac/braco.htm)  
 U.S. Army BRAC Web Site

[www.dtic.mil/environdod/brac/index.html](http://www.dtic.mil/environdod/brac/index.html)  
 Department of Defense Environmental  
 BRAC Program

Article submission deadline for the next issue of *BRAC Talk* is July 21, 1998.

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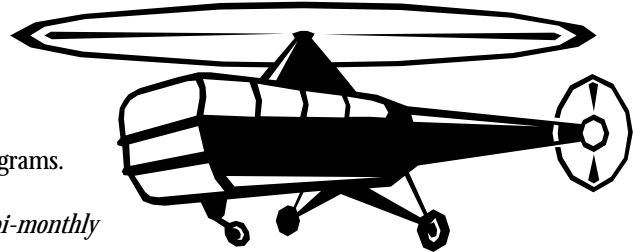
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# Point Molate helicopter pad leased to Pixar

The City of Richmond, as the designated local reuse authority for Point Molate Naval Fuel Depot (BRAC 1995) has sub-leased a helicopter pad at the base to Pixar Animation Studio, which produced the film "Toy Story." Pixar executives, including CEO Steve Jobs, will use the helicopter pad 2-3 times a week for commuting between Pixar headquarters located less than two miles from the base and the Silicon Valley headquarters of Apple Computer, where Mr. Jobs is interim CEO.

The city's one-year lease with the Navy has four 1-year options and costs \$1,300 per year. The city has sub-leased the property to Pixar for \$5,000 a year. Pixar will assume all costs necessary to upgrade the road and helicopter landing area, estimated to be \$40,000. Pixar has also agreed to donate 20 late model Apple computers to the City for use in computer skills training programs.

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## BRAC Talk on the World Wide Web

Don't forget! All *BRAC Talk* issues are posted on the Internet in an Adobe Acrobat PDF (Portable Document Format) file at:

[www.navy.mil/homepages/navfac/env/](http://www.navy.mil/homepages/navfac/env/)

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