

Date: 11/5/24

Activity: Weekly

TEAM: [REDACTED]

Location: KHBFSF

PPE: Level D

REF: E2 HSP/WP, NAVY PPM, E385-1

Weather: Heavy Rain/Cloudy

- 830: E2 Arrive, Calibrate PID
- 851: E2 Arrive @ SUMP-2
- 901: Arrive @ SUMP - 3/4
- 924: Arrive @ SUMP - 5/6
- 943: Arrive @ SUMP - 7/8
- 1002: Arrive @ SUMP - 9/10
- 1018: CALIBRATE PID
- 1022: Arrive @ SUMP - 11/12
- 1042: Arrive @ SUMP - 13/14
- 1105: Arrive @ SUMP - 15/16
- 1123: Arrive @ SUMP - 17/18
- 1145: Arrive @ SUMP - 20
- 1200: Calibrate PID
- 1205: Demob
- 1215: E2 off-site



DAILY INSTRUMENT CALIBRATION LOG

Date: 11/5/2024

E2 Team: [REDACTED]

Instrument Type, Model/Serial No.: PID, ppbRAE 3000 (PGM-7340) / 594-906662

INITIAL CALIBRATION: * All calibration is conducted with moisture filter attached.

Zero Calibration			Notes
Zeroing Tube (Make/P /N /Batch No.) OR Zeroing Gas (Manufacturer/Lot No./Exp.)	Calibration Reading (ppbv)	Pass? (Y/N)	
GA56 6/20/2027 304-402761969-1	0		
Span Calibration			
Calibration Gas – 10 ppm, Isobutylene (Manufacturer/Lot No./Exp.)	Calibration Reading (ppbv)	Pass? (Y/N)	
GA56 6/20/2027 304-402772576-1	10.02	Y	
Calibration Pass Criteria*: (1) Zero calibration = ± 100 ppb, (2) Span Calibration = ± 3% (300 ppb)			

Temperature (°F) (measured from PID): 75°

Background Reading (ppbv) (moisture filter attached): 0

CALIBRATION CHECK: *Calibration checks are conducted with moisture filter on. At minimum, one check at midpoint and one check at the end of monitoring. Additional checks conducted, as needed, to verify initial consecutive zero readings or suspected drift in PID readings.

Time	Calibration Gas – Concentration as indicated on initial span calibration (specify if other)			Calibration Reading (ppbv)	Pass? (Y/N)	Notes (e.g., Location)
	Manufacturer/Lot No./Exp.					
1018	11	11	11	9975	Y	
1200	11	11	11	10.02	Y	
Calibration Check Pass Criteria*: Span Calibration Gas = ± 10% (1,000 ppb)						

Date: 11/5/2024

*Note: If any parameter fails to meet the acceptable range, perform maintenance as needed and re-calibrate PID.

Soil Vapor Monitoring Log

Contract No.: <u>N62742-17-D-1802 CTO N6274221F0148</u>	Date: <u>11/5/2024</u>
E2 Job No.: <u>210045</u>	
Project Title: <u>Long-Term Monitoring, Red Hill Bulk Fuel Storage Facility (RHBFSF)</u>	Location: <u>RHBFSF, JBPHH, Hawaii</u>
Personnel: [REDACTED]	
Instrument Model: <u>ppbRAE 3000 (PGM-7340)</u>	Serial No.: <u>594-906662</u>
Calibration: <u>per SOP (see Instrument Calibration Log)</u>	

SVMP No. (Material)	Purge Start Time	Sample Start Time	PID Reading ²			Reading Time	Background PID Reading	Notes
			1	2	3			
SV02 S _(C)	853	855	0	0	0	856	Ø	
SV02 M _(C)	853	855	0	0	0	856		
SV02 D _(C)	853	854	0	0	0	858		
SV03 S _(S)	902	903	0	0	0	906	Ø	
SV03 M _(S)	902	903	0	0	0	907		
SV03 D _(S)	902	905	0	0	0	909		
SV04 S _(S)	912	913	0	0	0	914	Ø	
SV04 M _(S)	912	913	0	0	0	915		
SV04 D _(S)	912	914	0	0	0	920		
SV05 S _(S)	925	920	0	0	0	928	Ø	
SV05 M _(S)	925	926	0	0	0	929		
SV05 D _(S)	926	928	0	0	0	930		
SV06 S _(C)	933	935	1796	1925	2052	938	1781	
SV06 M _(C)	933	935	485	201	196	939		
SV07 S _(S)	945	946	0	0	0	947	Ø	
SV07 M _(S)	945	946	0	0	0	948		
SV07 D _(S)	945	947	0	0	0	949		
SV08 S _(S)	953	954	0	0	0	956	Ø	
SV08 M _(S)	953	954	0	0	0	957		
SV08 D _(S)	953	956	0	0	0	959		
SV09 S _(S)	1003	1004	0	0	0	1007	Ø	
SV09 M _(S)	1003	1004	0	0	0	1008		
SV09 D _(S)	1003	1007	0	0	0	1009		
SV10 S _(C)	1012	1014	0	0	0	1016	Ø	
SV10 M/D _(C)	1012	1014	0	0	0	1017		

1. S - Shallow/Front (Yellow); M - Middle (Blue); M/D - Middle to Deep (Blue & White); D - Deep/Back (White); MD - Marine diesel (F-76); C - Copper tubing (O.D. ~1/4-in.); S - Stainless Steel Tubing (O.D. ~3/16 in.)

2. Readings are measured in part per billion by volume (ppbv) unless otherwise noted. Threshold for summa cannister sampling for jet fuels (JP-5, F-24) is 50,000 ppbv and for marine diesel (F-76) is 8,000 ppbv.

Comments:

Date: _____

Soil Vapor Monitoring Log

SVMP No.	Purge Start Time	Sample Start Time	PID Reading ²			Reading Time	Background PID Reading	Notes
			1	2	3			
SV11 S _(C)	1023	1025	0	0	0	1026	∅	
SV11 M/D _(C)	1023	1025	0	0	0	1029		
SV12 S _(C)	1034	1036	0	0	0	1037	∅	
SV12 M _(C)	1034	1036	0	0	0	1038		
SV12 D _(C)	1034	1037	0	0	0	1039		
SV13 S _(S)	1044	1045	0	0	0	1047	∅	
SV13 M _(S)	1044	1045	0	0	0	1048		
SV13 D _(S)	1044	1047	0	0	0	1051		
SV14 S _(C)	1055	1057	0	0	0	1059	∅	
SV14 M _(C)	1055	1057	0	0	0	1100		
SV14 D _(C)	1055	1059	0	0	0	1101		
^{MD} SV15 S _(S)	1108	1109	0	0	0	1110	∅	
^{MD} SV15 M _(S)								
^{MD} SV15 D _(S)	1108	1109	0	0	0	1111		
^{MD} SV16 S _(C)	1112	1116	0	0	0	1120	0	
^{MD} SV16 M _(C)	1114	1116	0	0	0	1120		
^{MD} SV16 D _(C)	1114	1116	0	0	0	1119		
SV17 S _(S)	1126	1127	0	0	0	1129	∅	
SV17 M _(S)	1126	1127	0	0	0	1130		
SV17 D _(S)	1126	1129	0	0	0	1132		
SV18 S _(S)	1136	1137	0	0	0	1141	∅	
SV18 D _(S)	1136	1137	247	372	461	1142		
SV20 S _(S)	1146	1147	0	0	0	1149	∅	
SV20 M _(S)	1146	1147	50	87	112	1150		
SV20 D _(S)	1146	1149	0	0	0	1152		

1. S - Shallow/Front (Yellow); M - Middle (Blue); M/D - Middle to Deep (Blue & White); D - Deep/Back (White); MD - Marine diesel (F-76); C - Copper tubing (O.D. ~1/4-in.); S - Stainless Steel Tubing (O.D. ~3/16 in.)

2. Readings are measured in part per billion by volume (ppbv) unless otherwise noted. Threshold for summa cannister sampling for both jet fuels (JP-5, F-24) is 50,000 ppbv and for marine diesel (F-76) is 8,000 ppbv.

Comments:

11/05/2024 Red Hill SVMP Photographs



Photo 1. SVMP-02



Photo 2. SVMP-3



Photo 3. SVMP-04



Photo 4. SVMP-05



Photo 5. SVMP-06



Photo 6. SVMP-07



Photo 7. SVMP-08

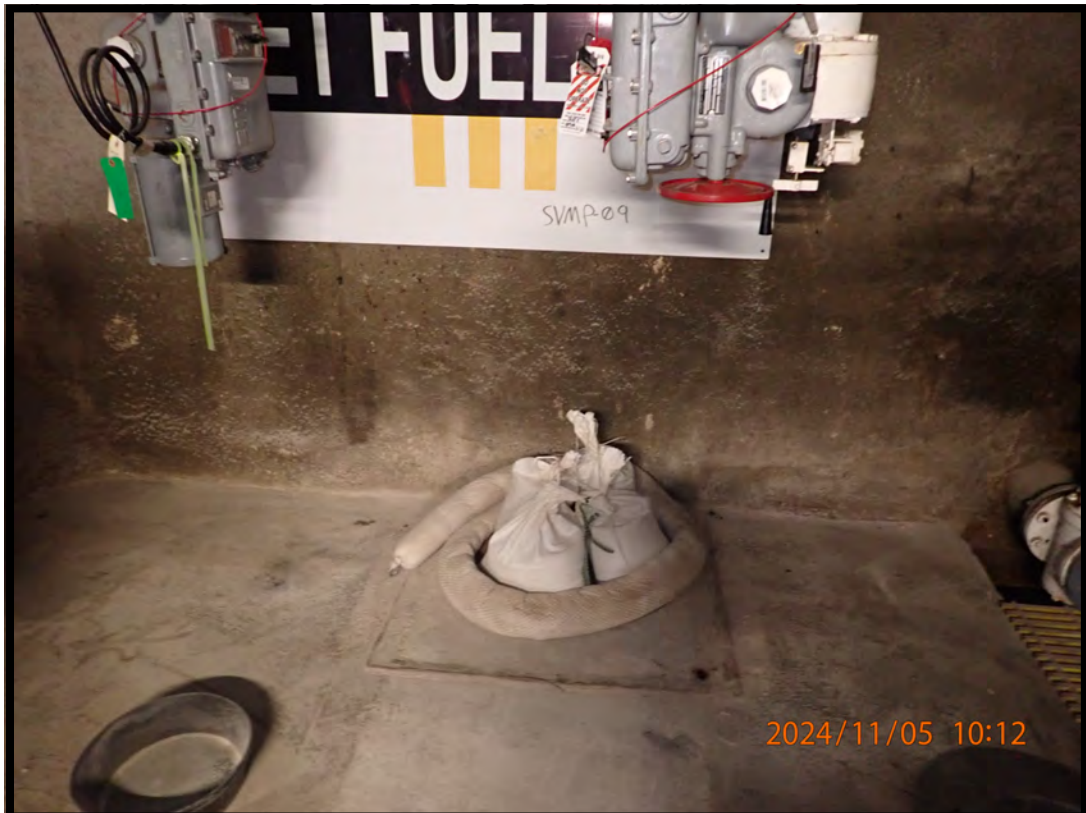


Photo 8. SVMP-09



Photo 9. SVMP-10



Photo 10. SVMP-11



Photo 11. SVMP-12



Photo 12. SVMP-13



Photo 13. SVMP-14



Photo 14. SVMP-15



Photo 15. SVMP-16

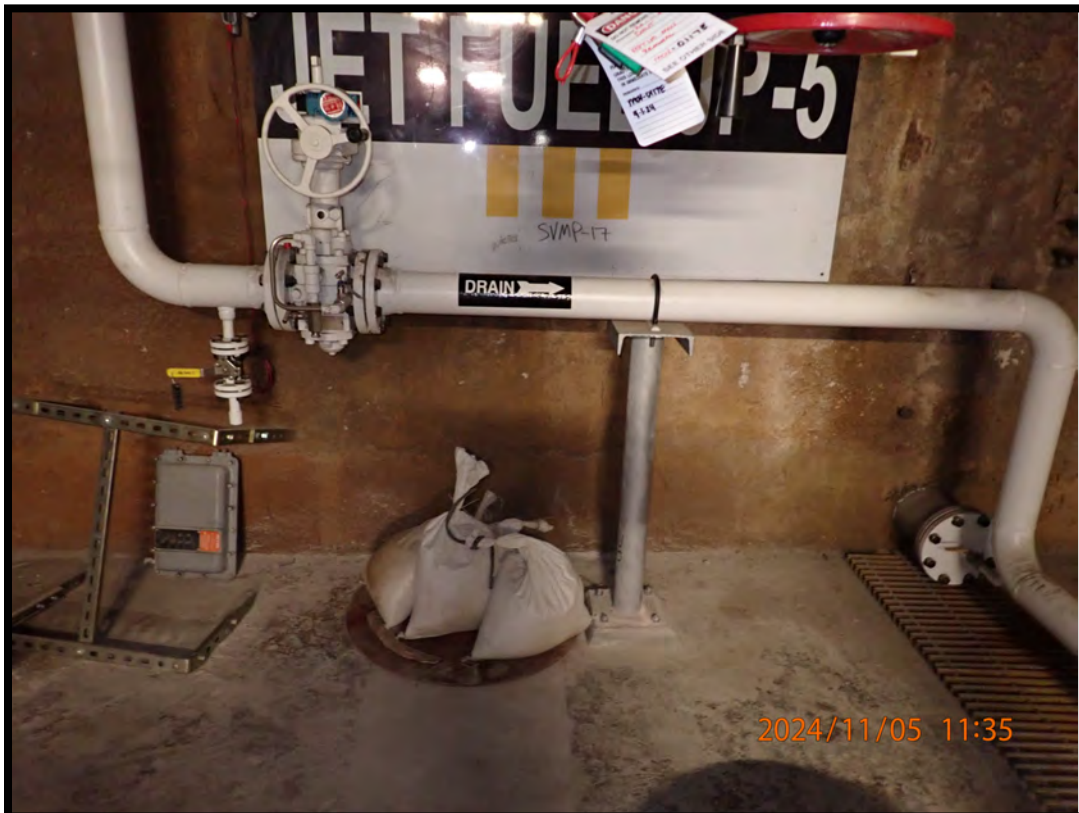


Photo 16. SVMP-17



Photo 17. SVMP-18



Photo 18. SVMP-20