

12 5/12/26 - Tuesday

Activity: Weekly

Team: [REDACTED]

Location: RMBPSF

PPE: Level D

Ref: E2 WP/HSP, Navy PPM, EM 385-1-1

Weather: Cloudy

- 0935 E2 onsite, safety meeting, cal PID
- 0955 Arrive @ SVMP 02
- 1005 Arrive @ SVMP 03 + 04
- 1030 Arrive @ SVMP 05 + 06
- 1045 Arrive @ SVMP 07 + 08
- 1100 Arrive @ SVMP 09 + 10, cal ch PID
- 1120 Arrive @ SVMP 11 + 12
- 1135 Arrive @ SVMP 13 + 14
- 1155 Arrive @ SVMP 15 + 16
- 12:10 Arrive @ SVMP 17 + 18
- 1235 Arrive @ SVMP 20
- 1245 Cal check PID
- 1250 E2 return equipment
- 1310 E2 demo

* All mats & Sandbags replaced after sampling *

MTHW
5/12/26



DAILY INSTRUMENT CALIBRATION LOG

Date: 5/12/26 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)	
GASCO/304-402549118-1 / 10-3-26	Ø	Y	
Span Calibration			
Calibration Gas – 10 ppm, Isobutylene (Manufacturer/Lot No./Exp.)	Calibration Reading (ppbv)	Pass? (Y/N)	
geotech /24-1736 /6-4-24	10.01 ppm	Y	

Calibration Pass Criteria*: (1) Zero calibration = ± 100 ppb, (2) Span Calibration = ± 3% (300 ppb)

Temperature (°F) (measured from PID): 78°

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

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)			Notes (e.g., Location)
	Manufacturer/Lot No./Exp.	Calibration Reading (ppbv)	Pass? (Y/N)	
1115	geotech /24-1736 /6-4-24	9286	Y	@ SVMP 10
1245	↓	9021	Y	@ SVMP 20

Calibration Check Pass Criteria*: Span Calibration Gas = ± 10% (1,000 ppb)

Date: 5/12/26

*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>5/12/26</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: XXXXXXXXXX	
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)	0956	0958	Ø	Ø	Ø	1003	Ø	
SV02 M _(C)	0956	0958	Ø	Ø	Ø	1003		
SV02 D _(C)	0956	0958	Ø	Ø	Ø	1004		
SV03 S _(S)	1008	1009	Ø	Ø	Ø	1015	671	Fuel smell present
SV03 M _(S)	1008	1009	Ø	Ø	Ø	1015		
SV03 D _(S)	1008	1009	Ø	Ø	Ø	1016		
SV04 S _(S)	1017	1018	Ø	Ø	Ø	1023	156	
SV04 M _(S)	1017	1018	54	3	1	1023		
SV04 D _(S)	1017	1018	Ø	Ø	Ø	1024		
SV05 S _(S)	1032	1033	230	215	201	1034	464	
SV05 M _(S)	1032	1033	159	201	283	1035		
SV05 D _(S)	1032	1033	301	313	324	1035		
SV06 S _(C)	1037	1039	1215	1426	1560	1040	330	
SV06 M _(C)	1037	1039	538	318	237	1040		
SV07 S _(S)	1046	1047	Ø	Ø	Ø	1048	169	
SV07 M _(S)	1046	1047	Ø	Ø	Ø	1049		
SV07 D _(S)	1046	1047	Ø	Ø	Ø	1049		
SV08 S _(S)	1050	1051	Ø	Ø	Ø	1052	140	
SV08 M _(S)	1050	1051	Ø	Ø	Ø	1052		
SV08 D _(S)	1050	1051	Ø	Ø	Ø	1053		
SV09 S _(S)	1103	1104	Ø	Ø	Ø	1105	Ø	
SV09 M _(S)	1103	1104	Ø	Ø	Ø	1105		
SV09 D _(S)	1103	1104	Ø	Ø	Ø	1105		
SV10 S _(C)	1111	1113	Ø	Ø	Ø	1114	111	
SV10 M/D _(C)	1111	1113	Ø	Ø	Ø	1114		

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 canister sampling for jet fuels (JP-5, F-24) is 50,000 ppbv and for marine diesel (F-76) is 8,000 ppbv.

Comments:

Date: 5/12/26

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)	11 20	11 22	0	0	0	11 23	16	
SV11 M/D(C)	11 20	11 22	0	0	0	11 24	16	
SV12 S(C)	11 26	11 28	0	0	0	11 30	16	
SV12 M(C)	11 26	11 28	0	0	0	11 30	16	
SV12 D(C)	11 26	11 28	0	0	0	11 30	28	
SV13 S(S)	11 35	11 36	0	0	0	11 37		
SV13 M(S)	11 35	11 36	0	0	0	11 37	104	
SV13 D(S)	11 35	11 36	0	0	0	11 38		
SV14 S(C)	11 40	11 42	0	0	0	11 48		
SV14 M(C)	11 40	11 42	0	0	0	11 48	100	
SV14 D(C)	11 40	11 42	0	0	0	11 48		
^{MD} SV15 S(S)	11 57	11 58	504	373	312	11 59		
^{MD} SV15 M(S)							1564	
^{MD} SV15 D(S)	11 57	11 58	275	195	142	11 59		
^{MD} SV16 S(C)								
^{MD} SV16 M(C)	12 02	12 04	87	79	75	12 05	508	
^{MD} SV16 D(C)	12 02	12 04	51	47	44	12 05		
SV17 S(S)	12 10	12 11	44	53	51	12 18		
SV17 M(S)	12 10	12 11	55	46	44	12 18	87	
SV17 D(S)	12 10	12 11	20	15	14	12 18		
SV18 S(S)	12 26	12 27	221	219	213	12 28		
SV18 D(S)	12 26	12 27	180	212	245	12 28	155	
SV20 S(S)	12 37	12 39	0	0	0	12 40		
SV20 M(S)	12 37	12 39	9	11	31	12 40	118	
SV20 D(S)	12 37	12 39	17	18	16	12 41		

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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:

05/12/2026 Red Hill SVMP Photographs



Photo 1. SVMP-02



Photo 2. SVMP-03



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