

Yes ___ No ___

Notes: For any of the items circled above (except PCB sampling) :

- 1) provide below (and on additional sheet if necessary) written details of your observations and any photos taken;
- 2) identify whether there is/was a need for MassDEP to require GCC to change the observed activity;
- 3) summarize discussions with facility contact person on the required action;
- 4) describe any corrective action(s) instituted by the facility; and
- 5) discuss the effectiveness of required corrective action(s)

SEE THE ATTACHMENT FOR DETAILS.

Provide a summary of any changes in GCC's work plan or schedule (i.e., change in work hours for the day or next day; or in type of activity).

TANK 13 WHICH CONTAINED THE DIESEL/FUEL OIL FOR THE FACILITY WAS ALSO WASHED & CLEANED BUT TANK 15 CONTAINING FUEL FOR VEHICLES WOULD BE REMAINING AS PLANNED.

List all photos taken including short description/title for each (add additional lines/sheets as necessary).

Photo 1

ALL PHOTOS (15) TAKEN WERE LOGGED

Photo 2

IN THE FIELD NOTE BOOK

Photo 3

Photo 4

Air Monitoring/all Inspectors

1. Check to ensure that required air monitoring devices are in place (Y/N): Weather station:

Down-wind Fence-line PID: Mobile PID: Three dust meters:

see attachment regarding wind direction

For Air Monitoring Staff Inspectors:

1. Check readings on General Chemical and MassDEP PIDs on hourly basis and record below
2. Were any readings on General Chemical PIDs above 10 ppbv/v? Y (Y/N) *explained in attachment*
3. Were any readings on MassDEP PID above 0.1 ppmv/v? N (Y/N)
4. On dates where SUMMA canisters are in place (expected to be 3 days only):
 - a. Check that one canister is upwind, and one canister is downwind: Y (Y/N)
 - b. Check pressure in each canister on an hourly basis to monitor pressure drop and record below

SEE ATTACHMENT FOR DETAILS,

GCC Down-wind Fence-line PID Time Measurement

GCC Mobile PID Time Measurement

MassDEP PID

Time

Measurement

Downwind SUMMA Canister

Time

Pressure Measurement

Downwind SUMMA Canister

Time

Pressure measurement

Inspector signature:

Sda Babroni Date 7/30/12

ATTACHMENT

GENERAL CHEMICAL FACILITY (GCC) CLOSURE

The power washing and cleaning of tank interiors started around 9AM on July 30, 2012. The following lists the tank numbers and approximate time of operation:

<u>Tank#</u>	<u>Approximate Time of Washing and Cleaning</u>
10	9AM
9	10AM
14	10:40AM
8	11:30AM
11	11:50AM
12	1:30PM
13	2:00PM
7	2:40PM

The weather station was set up at the west side gate on Leland St. near where the north side dust monitor (N1) and Summa canister were set up. The south side dust monitor and PID (S1) were set up near the school border. The southwest dust monitor and PID (SW1) were set up closest to the tank farm near the railroad tracks. According to Prime Engineering Personnel (Prime) at 10:30 AM, the SW1 PID read 41ppbv. The airing of the tanks prior to washing, which had started at 8:30AM, was suspected to be the reason for this reading. GCC discontinued the airing operations after that. Prime was instructed by MassDEP to reprogram their PIDs to alter the time weighted average (TWA) of 60 seconds to 15, in accordance with the revised air monitoring document, which had established a sustained (approximately 15 seconds) reading of greater than 10PPB to be the action level.

Two Summa canisters were set up, one on south at the school boundary and the second one on the north near the railroad tracks and Leland St. boundary. The pressure gauges were being monitored by Prime. The initial pressure readings for both canisters were at -30 psi at 8:30 AM. The canisters were turned off at 12:10PM and restarted at 1:30PM after tank washing operations resumed post lunch break. The pressure readings at this time were -16 and -18 psi.

The wind direction was shifting from time to time and was being monitored by Prime. After they download the information to their computer, they should have a better idea of what would have constituted downwind versus upwind direction at various time intervals during the day. The wind velocity on Prime's weather station was apparently not very accurate since there was a loose wire connection. They will replace this unit as soon as possible.

Upon MassDEP's FAST truck arrival at approximately 10AM, the more sensitive PIDs were used for monitoring the perimeter and the tank area; therefore, the writer discontinued the use of her less sensitive PID, which read 0 at all times sampled. At 12:15 PM, the writer compared Prime's weather monitor's wind direction with that of the FAST truck's, and they were the same (northwesterly).

The dust monitors were checked by the writer occasionally and on average the readings were below the 60 ug/m³ action level. The dust monitoring operation will be more critical during the scarification processes.

