

**STORMWATER POLLUTION PREVENTION PLAN  
GREAT BAY MARINE  
61 BEANE LANE  
NEWINGTON, NEW HAMPSHIRE**

Prepared for:

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61 Beane Lane  
Newington, New Hampshire 03801

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**APPENDICES**

- Appendix A: NPDES Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (MSGP), Effective Date: June 4, 2015 (Applicable Portions)
- Appendix B: Notice of Intent (NOI) and U.S. EPA Acknowledgement Letter
- Appendix C: Spills/Corrective Action Documentation
- Appendix D: Employee SWPPP Training Record and Program Outline
- Appendix E: Routine Facility Inspection Report
- Appendix F: Quarterly Visual Assessment Form
- Appendix G: Stormwater Chemical Analysis Results
- Appendix H: Annual Reports
- Appendix I: Documentation Regarding Endangered Species – Criterion C Form

## 1.0 FACILITY DESCRIPTION AND CONTACT INFORMATION

### 1.1 Facility Information

#### Facility Information

Name of Facility: Great Bay Marine

Street: 61 Beane Lane

City: Newington

State: NH ZIP Code: 03801

County or Similar Subdivision: Rockingham County

National Pollutant Discharge Elimination System (NPDES) ID: NHR053063

Primary Industrial Activity: SIC: 3732 Boat Building and Repairing; Sector: R; Subsector: R1

Co-located Industrial Activity(s): SIC: 4493 Marinas; Sector: Q; Subsector: Q1

#### Latitude/Longitude

Latitude: 43.1131 (north)

Longitude: 70.8353 (west)

Method for determining latitude/longitude (check one): Google Earth

Horizontal Reference Datum (check one): WGS 84

Is the facility located in Indian Country?  Yes  No

Is this facility considered a Federal Facility?  Yes  No

Estimated area of industrial activity at site exposed to stormwater: 22 acres of total 37.64 acre site

#### Discharge Information

Does this facility discharge stormwater into an MS4? Yes  No

Name(s) of water(s) that receive stormwater from your facility: Lower Little Bay and the Piscataqua River

Are any of your discharges directly into any segment of an "impaired" water?  Yes  No

If Yes, identify name of the impaired water(s) (and segment(s), if applicable): Lower Little Bay

Identify the pollutant(s) causing the impairment(s): mercury, polychlorinated biphenyls, dioxin, estuarine bioassessments, light attenuation coefficient

Which of the identified pollutants may be present in industrial stormwater discharges from this facility? None

Has a Total Maximum Daily Load (TMDL) been completed for any of the identified pollutants? No

Do you discharge into a receiving water designated as a Tier 2 (or Tier 2.5) water?  Yes  No

Are any of your stormwater discharges subject to effluent guidelines?  Yes  No

1.2 Contact Information/Responsible Parties

**Facility Owner/Operator(s):**

Name: Great Bay Marine, Inc.  
Address: 61 Beane Lane  
City, State, Zip Code: Newington, New Hampshire 03801  
Telephone Number: (603) 436-5299

**Stormwater Pollution Prevention Plan (SWPPP) Contact(s):**

SWPPP Contact Name (Primary): Sean McKenna, Chief Executive Officer  
Telephone number: (603) 436-5299  
Email address: sean@greatbaymarine.com

SWPPP Contact Name (Secondary): Mike Bunyar, General Manager  
Telephone number: (603) 436-5299  
Email address: mike@greatbaymarine.com

1.3 Stormwater Pollution Prevention Team

The Stormwater Pollution Prevention (SWPP) team is responsible for implementing, maintaining, and revising the SWPPP to ensure compliance with Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity (MSGP), effective on June 4, 2015. The SWPP team members and their individual responsibilities are provided below. A complete copy of the MSGP can be obtained from the internet at <http://water.epa.gov/polwaste/npdes/stormwater/EPA-Multi-Sector-General-Permit-MSGP.cfm>, and applicable portions of the MSGP are provided in Appendix A. Copies of the submitted Notice of Intent and United States Environmental Protection Agency's (U.S. EPA's) authorization letter will be maintained in Appendix B.

<b>Staff Names</b>	<b>Individual Responsibilities</b>
Sean McKenna, Chief Executive Officer (603) 436-5299	<ol style="list-style-type: none"> <li>1. Overall authority for the program;</li> <li>2. Review and approval of capital expenditures;</li> <li>3. Creation of a SWPP team to aid in the implementation of the SWPPP; and</li> <li>4. Implementation and periodic review of the SWPPP and stormwater management program.</li> </ol>
Mike Bunyar, General Manager (603) 436-5299	<ol style="list-style-type: none"> <li>1. Implementation and oversight of employee training;</li> <li>2. Conducting or providing for inspection or monitoring activities;</li> <li>3. Identification of other potential pollutant sources and noting SWPPP amendments as needed;</li> <li>4. Identification of deficiencies in the SWPPP and making sure they are corrected;</li> <li>5. Preparation and submittal of reports; and</li> <li>6. Ensuring that changes in Facility operation are addressed in the SWPPP.</li> </ol>

Bob Swasey  
Service Manager  
(603) 436-5299

1. Ensuring implementation of housekeeping and monitoring procedures; and
2. Ensuring the integrity of the structural best management practices (BMPs).

#### 1.4 General Location Map

Great Bay Marine, a private marine operation, is located at 61 Beane Lane in Newington, New Hampshire in the Lower Little Bay portion of the Piscataqua River. The property location is indicated on an excerpt from the U.S. Geological Survey 7.5 minute series topographic map of Portsmouth, New Hampshire-1956, Revised 1983 (United States Geological Survey (USGS) map), included as Figure 1. The Facility consists of two parcels identified as Lots 9 and 5 of Newington Tax Map Number 6, which encompass approximately 37.64 acres.

The Facility is abutted by the Lower Little Bay and the Piscataqua River to the north; residential property to the east and south; and undeveloped, wooded land to the west. Figure 2 is a Site Plan which shows the site topography and major site features, including the physical structures, operations areas, direction of stormwater flow, stormwater control structures, and stormwater discharge points. The Site Plan was based on a survey plan prepared by James Verra & Associates, Inc. of Portsmouth, New Hampshire in October 2004 and engineering plans prepared by Altus Engineering in 2010 and 2014, and updated by Ransom based on a site visit conducted in October and November, 2015.

#### 1.5 Facility Description/Activities

The Facility encompasses approximately 37.64 acres of land, and off-shore structures including docks, boat slips, and on-water fueling and pump out facilities. The on-shore operations include boat maintenance, repair, and storage; a marine retail store; and a restaurant. The boat maintenance operations include pressure washing of boat bottoms; pressure washing discharges are not permitted by the MSGP and the Facility has installed a closed-loop wash water recycling system to prevent the discharge of the industrial wastewater.

Several permanent and temporary buildings are present, including the marina complex (offices, shop, restaurant, and maintenance garage), boat storage buildings, equipment and maintenance storage buildings, and an oil storage shed. Approximately 22 acres of the total 37.64 acres are developed, with the majority of the developed area used as outdoor boat storage areas. The ground cover in the boat storage areas varies but includes grass, gravel, and stone. The Facility also includes an asphalt-paved access road which terminates at a parking lot at the north end of the Facility, and a boat ramp in the northeast corner. A concrete pad covers a 10,000-gallon underground storage tank (UST) located west of the maintenance shop in the marina complex. Approximately 3.21 acres of the total 37 acres are impervious. The activities at the Facility are described in more detail in Section 2 of this SWPPP.

#### 1.6 Site Drainage

Stormwater leaves the Facility from four primary drainage areas at four outfalls (DSN-01 through DSN-04). In addition, the asphalt-paved area at the north end of the Facility is divided into three smaller drainage areas where stormwater flows over the pavement and discharges through three

“channels” and a pipe. The drainage areas and stormwater discharge points are summarized in Table 1, shown on Figure 2, and briefly described as follows:

### Drainage Area 1

Drainage Area (DA)-1 encompasses approximately 22.32 acres including all of the undeveloped area east of the access road, the southern portion of the access road, most of the boat storage areas in Russell Park, and boat storage areas located along the east and west sides of the access road. The flow from two developed subareas (DA-1A and DA-1B) converges and joins with flow from the remaining area within DA-1 prior to flowing into Little Bay via Outfall DSN-01.

1. Discharge point DSN-01 is a 30-inch corrugated plastic pipe (CPP) which discharges to Little Bay east of the boat launch ramp and near the high water line of Little Bay.
2. Discharge point DSN-1A is a 12-inch Reinforced Concrete Pipe (RCP) which discharges to a creek bed/intermittent stream in the undeveloped area east of the access road. Flow from DSN-1A travels approximately 900 feet to Outfall DSN-01.
3. Discharge point DSN-1B is a 12-inch RCP which discharges north of the entrance road to the undeveloped area north and east of the access road. Flow from DSN-1B travels in a grass swale approximately 200 feet to wetlands and continues to converge with DSN-1A. Flow enters DSN-1B from a grass-lined detention basin in Russell Park. The detention basin has an approximate capacity of 9,300 gallons.

### Drainage Area 2

Drainage Area (DA)-2 encompasses 1.16 acres including the northern portion of the access road and adjacent boat storage areas, and pavement leading to the boat launch ramp. DSN-02 is an approximately 8-inch corrugated metal pipe which receives flow from three catch basins located around the northern ends of the paved roads and at the southern end of the paved parking lot and discharges to Little Bay west of the boat launch ramp by the high water line. This outfall will also receive stormwater flow from the wash pad when boat washing is not occurring and stormwater is bypassing the recycling system.

### Drainage Area 3

Drainage Area (DA)-3 encompasses an approximately 0.86- acre area west and south of the marina complex at the northwestern end of the Facility. This area contains the area around the maintenance shop (including roof drains), the Facility’s petroleum UST fueling area, and aboveground oil storage (the oil shed and a skid tank). DSN-03 is an approximately 6-inch PVC pipe which discharges to Little Bay near the high water line at the northwest end of the Facility from a catch basin located by the southwest corner of the mechanical shop. A drainage swale (DSN-3A) is included in DA-3. Outfall-08 is the discharge point for the roof drains from a portion of the northern end of the marina complex building. Because there are no industrial discharges to the roof, this outfall is not considered to be an industrial discharger.



#### Drainage Area 4

Drainage Area 4 encompasses an approximately 7.97 area along the western property line known as the Boat Storage Area Pit (Pit). This area includes two boat storage buildings (#s and #3), the spray painting building (#5), and three catch basins which discharge via DSN-04 to a wetland pond. Flow from the pond travels approximately 400 feet through a natural, vegetated swale to Little Bay.

#### Drainage Areas 5-7

Stormwater also discharges over and approximately 1.33-acres impermeable area at the northern end of the Facility as sheet flow and at four point sources to Little Bay.

1. DSN-05: Stormwater flow from the northwest portion of the parking lot will enter Little Bay as overland flow from the northwest corner of the Facility;
2. DSN-06: Stormwater flow from the majority of the parking lot will flow through a paved approximately 4-foot wide sluiceway located along the north-central portion of the parking lot; and
3. DSN-07 and 7A: Stormwater flow from the pavement east of the maintenance shop to the travel lift pier currently flows to the east to the boat ramp through a break in the eastern berm (DSN-07) and a 6-inch iron pipe (DSN-7A).

#### 1.7 Receiving Waters

The Facility discharges stormwater directly to Lower Little Bay which opens into the Piscataqua River, both of which are impacted by tides from the Atlantic Ocean. According to the Draft 2014 305(b)/303(d) Water Quality Report dated October 2015, the receiving water is impaired for estuarine bioassessments, light attenuation coefficient, mercury, polychlorinated biphenyls, and dioxin; no TMDLs have been developed for these impairments.

## 2.0 POTENTIAL POLLUTANT SOURCES

Great Bay conducts much of its boat maintenance and repair operations indoors in temporary and permanent buildings located at the Facility, thereby reducing the potential for stormwater to come in contact with potential pollutant source materials. However, industrial activities associated with the marina operations are also conducted in the open. The industrial activities and potential pollutant sources located at the Facility are described in the following sections. BMPs in use for each of the activities are described in a subsequent section.

### 3.1 Industrial Activities and Associated Pollutants

The industrial activities conducted at the Facility vary by season. During the winter months, boats are wrapped for storage and the majority of the industrial activities are conducted indoors. During the spring and fall months, boats are readied for the season or winter storage, and more outdoor maintenance activities are conducted in the boat storage areas and around the marina complex. During the summer months when most boats are in the water, maintenance activities are conducted as needed in the travel lift area, indoors, or in the maintenance areas near the northern end of the Facility. The potential pollutants that could be released into stormwater from the industrial activities are summarized below and described in the following paragraphs.

<b>Potential Pollutant Source</b>	<b>Associated Pollutants</b>
Boat Maintenance	Spent abrasives, spent solvents, paint solids, metals (copper, lead, zinc), solvents, ethylene glycol, detergents, and dust
Boat Bottom Pressure Washing	Paint particles, dyes, metals (e.g., copper, lead, and zinc), and biocides
Outboard Motor Testing	Oil & grease, and solids
Fuel Storage Area	Petroleum hydrocarbons, benzene, ethyl benzene, toluene, xylenes, and methyl-tertiary-butyl-ether (MTBE)
Patron Parking	Fuel, oil, antifreeze, or other automotive fluids leaking onto the paved surface, and de-icing salts
Disposal of solid waste	Miscellaneous trash and debris
Pump Outs	Biochemical oxygen demand, bacteria, and suspended solids

#### 3.1.1 Outdoor Boat Storage and Maintenance

The majority of the developed area at the Facility is used for boat storage. The boat storage areas are unpaved and are described as follows:

1. Russell Park: The largest of the boat storage areas, Russell Park is located at the southern end of the Facility and consists of two storage buildings and six rows of boat storage;
2. Upper Areas: Boat storage areas are located along the west (left side) and east (right side) sides of the entrance road; and

3. **Boat Storage Pit:** The Pit is a low-lying boat storage area located on the west side of the Facility. The Pit contains two permanent storage buildings and one temporary building used for spray painting.

Activities conducted in the boat storage areas include:

1. **Surface Preparation / Painting / Polishing:** Surface preparation activities typically consist of paint removal by sanding by both marina personnel and boat owners in the boat storage areas. Sanding is conducted in dry weather using vacuum sanders. Painting or polishing is done by hand with a brush, roller, or cloth. Plastic sheeting is placed on the ground of the work area prior to initiating the work so that any debris or drips are captured on the plastic sheeting. At the end of the work day, the debris and sheeting are placed in the dumpsters.
2. **Vessel Maintenance and Repairs:** Vessel maintenance and repairs are performed by GBM personnel and, occasionally, by individual boat owners. Routine repairs that do not include the use of hazardous materials include battery charging, replacing zinc anodes, and canvas work. GBM personnel perform repairs indoors whenever possible during the marina season and exclusively in the off-season months to control and contain potential discharges to the ground surface. Customers working on their own vessels must follow our general yard policies which prohibit the discharge of hazardous materials to the ground surface. Any outside contractors are required to check in with GBM before working on a customer's vessel so we can make sure they are insured and understand the nature of their task.
3. **Paint Removal:** Paint removal using blasting (e.g., with walnut shells, etc.) is done rarely at the Facility (i.e., less than once per year) by a subcontractor if a customer wants the paint removed from the vessel. This process is done inside a boat storage building whenever possible. If the activity must be conducted outdoors, it is done in dry weather and the vessel and the ground are surrounded by a tent with plastic on the ground to capture the debris generated during the process. The paint residue and plastic are disposed of in the dumpster.

### 3.1.2 Engine Maintenance and Repairs

Engine maintenance and repairs are typically conducted inside the maintenance shop in the marina complex. Whenever possible, Great Bay personnel decommission outboard motors in a test tank inside the marina shop. The majority of the engines are small enough to fit inside the test tank, such that water used during testing of smaller engines is contained within test tank. Decommissioning of engines for larger vessels occurs in front of the marina shop entrance. For decommissioning of the larger engines that is done outdoors, potable water from a hose is connected to the intake port to circulate around the exterior of the engine and provide cooling. Prior to beginning the decommissioning, Great Bay personnel inspect the engine for evidence of fuel or grease on the exterior surfaces that will come into contact with the water and clean the surfaces, if needed. The water circulated around the engine does not come in contact with engine oil or fluids and is discharged to the pavement in front of the shop entrance.

### 3.1.3 Boat Bottom Pressure Washing

Boat pressure washing is conducted in the travel lift area located at the north end of the Facility. In October 2015, GBM finished installation of a closed-loop *Next Generation* wash water recycling system with a large concrete pad and sump system that directs the washwater to two-300-gallon treatment tanks (with filters and UV light) for reuse in the pressure washer. When washing is occurring, the washwater flows to a central manhole and then to the pump chamber, from which it is pumped to the recycling system. At the end of work day, the contents of the sump are pumped to the wastewater tank on the trailer. When washing is not occurring, a valve is closed to isolate the pump chamber from the stormwater discharge, and stormwater falling on the wash pad is diverted to the catch basin by Outfall DSN-02.

At the end of each season, the process water in the portable recycling trailer system is stored indoors and allowed to settle for one week. At that time, the process water is to be hauled away by a contractor for appropriate disposal. The water may be tested to see if it is allowable as sewer waste water or not. The remaining sludge at the tank bottom is to be stored in a covered drum and once full it is to be disposed of using Safety Clean.

### 3.1.4 Fuel Storage Area

One 10,000-gallon split UST is located west of the marina complex for storage of gasoline and diesel fuel. The UST contains a 7,000-gallon compartment for gasoline and a 3,000-gallon compartment for diesel fuel. The UST is refueled periodically using a tanker truck. The area above the UST is covered by concrete; however, most of the surrounding area is covered by gravel or grass. Minor drips or releases of petroleum during the fueling activities would fall to the concrete. Stormwater encountering the concrete pad and surface soil would discharge overland in the vicinity of DSN-03.

### 3.1.5 Spray Painting/Preparation

Grinding, stripping with solvents, vacuum sanding and spray painting occur in Building #5. All of this work is done by a subcontractor. A trench drain located in the center portion of the floor discharges to a 30-gallon sump located outside of the building. The drain is kept plugged during painting and bottom preparation work. Upon completing, the cleanup is first done using dry methods (sweeping and vacuuming). If water is to be used in the building, the recycling trailer system is connected to the sump to collect any discharge from operations in the building, and the floor plug is reinstalled upon completion.

### 3.1.6 Entrance Drive/Parking Lot

Stormwater from the paved surfaces can potentially be contaminated by fuel, oil, or other fluids leaking on the paved surface from parked vehicles or from de-icing salts used in the winter. Stormwater impacted by contaminants on the entrance drive would flow towards the three catch basins located at the southern end of the parking lot. These catch basins discharge at DSN-02. Stormwater impacted by contaminants in the parking area would flow towards the sluiceway (DSN-06).

A catch basin at the front of the Shop was previously piped to the catch basin to the rear of the shop which discharges to Outfall DSN-03. The connecting pipe has collapsed so the front catch

basin no longer drains and currently behaves as a sump for stormwater flowing towards this low spot. When the catch basin becomes full, a GBM supervisor first inspects the standing water to ensure that it is free of obvious contamination, If contamination is evident, the water will be pumped to a drum for off-site disposal by a licensed hauler. If no contamination is evident, the water will be pumped around the building to the rear catch basin. The pump is to be connected via plug to the outlet that has a GFI inside the shop door to the right. When finished, the grate is to be reinstalled over the manhole to prevent a tripping hazard.

### 3.1.7 Solid Waste Collection.

The Facility maintains covered dumpsters and recycling bins at the east and west ends of the dock area for use by patrons entering or exiting the area. A standard dumpster is also located within Russell Park. Open-topped roll-off containers are temporarily located in the Pit and in the northwestern maintenance area during the springtime active maintenance period. The dumpster and roll-off are located on the northeast side of the parking lot.

### 3.1.8 Pump-Outs

Great Bay offers a free pump-out service for boat septage with most of the pump-out activity occurring on the water at the fuel dock. The septage is pumped from docked boats directly to a holding tank located in front of the Marina office, and from there to an on-site leach field located at the southern end of the facility. This operation is supervised by GBM staff. GBM also has a small portable pump-out cart that is used by only GBM staff a few times a year to remove septage from a boat after it has been removed from the water. The septage is pumped from the pump-out cart to the septage tank by the office and the unit is then cleaned and stored indoors.

### 3.1.9 Snow Removal Procedures

During the winter months snow removal is accomplished by GBM staff. While plowing, no snow is to be pushed into the waters of Little Bay. Snow removal in the ramp area is to be pushed to the wood line to the south, not down the ramp. Across the front of the property near the water, snow is to be pushed around the side towards the back of the restroom building away from the water

## 3.2 Spills and Leaks

### 3.2.1 Areas of Site Where Potential Spills/Leaks Could Occur

Hazardous materials used at GBM include fuel oil, engine oils, paints, and solvents. GBM has prepared an Oil Spill Prevention, Control, and Countermeasure (SPCC) Plan to address oil storage at the Facility. Oil is stored outdoors in a split 7,000-gallon gasoline/3,000 gallon diesel fuel underground storage tank (UST) located west of the shop; in a 275-gallon fuel oil aboveground storage tank (AST) for Building #5; and in a 265-gallon portable skid tank. GBM has procured a rubber spill mat for use over the nearby catch basin when refilling the UST. Seasonally, the restaurant may store used cooking oil in an AST located behind the kitchen.

The areas where potential spills and/or leaks could occur and their potential impact areas are presented below.

<b>Potential Spill/Leak Location</b>	<b>Potential Contaminant Source</b>	<b>Potential Impacted Area</b>
Boat Maintenance Areas	Small containers of paints and solvents	Lower Little Bay via DSN-01, DSN-02, DSN-04
Outboard Motor Test Tanks	Oily water from test tanks	Lower Little Bay via (DSN-03, 07/7A)
Fuel Storage Area	Release during transfer of fuel from the delivery truck to the UST	Lower Little Bay via DSN-03, (DSN-05)
Paved Areas	Drips of automotive fluids from parked or moving vehicles	Lower Little Bay via DSN-01, DSN-02, DSN-05/06/07/7A
Pump-Outs	Hose failure during pump out from boat at pump-out dock	Lower Little Bay via direct discharge from a release at the pump-out dock—No stormwater impacts

Building #2 has a floor drainage system that connects to a catch basin which discharges to Outfall DSN-03. The floor drain is equipped with a plug that remains in place during all operations. Floor cleaning in Building #2 is accomplished by sweeping the floor space and vacuuming the drain area and disposing of the bagged materials in a waste receptacle. In the rare occasion that water is used to wash the floor area, the drain water is to be inspected by a supervisor and cleaned with oil absorbent material if necessary. The plug can then be removed from the floor drain and the floor cleaned with water only. Once finished, the plug is to be reinstalled in the floor drain.

Building #5 has a floor drain which discharges to a 30-gallon enclosed sump at the rear of the building. When cleaning the floor or the floor drain in Building #5, first sweep and vacuum the floor and drain space before using any water. Inspect the floor and drain area for any sheen or discoloration and use oil absorbent materials if necessary to clean. The portable recycling trailer system is to be hooked to the sump pump behind the building before any water is turned on or the drain plug removed from the floor drain. Once hooked up, water is used to clean the floor can flow into the sump and is then pumped into the recycling trailer. When finished, the drain plug is to be reinstalled in the floor drain and the sump in the rear of the building is to be empty of any process water.

### 3.2.2 Description of Past Spills/Leaks

No significant spills and leaks of oil or toxic or hazardous pollutants have occurred in the past three years at the Facility. Significant spills and leaks, as defined herein, include but are not limited to releases of oil or hazardous material (OHM) in excess of quantities that are reportable under CWA Section 311 (see 40 CFR 110.6 and 40 CFR 117.21) or Section 102 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), 42 USC §9602.

According to Facility records and confirmed during a review of the NH DES's OneStop lookup database, available online, there have not been documented surface spills of OHM in uncovered areas of the Facility in the past three years.

### 3.3 Unauthorized Non-Stormwater Discharges Documentation

#### 3.3.1 Non-Stormwater Discharges

The Facility does not hold other NPDES discharge permits. A closed-loop recycling system was installed in October 2015 to capture and reuse washwater from this operation, such that a discharge does not occur.

Water is also available in the boat storage areas for rinsing of the top sides of boats in storage. This routine non-pressurized rinse water does not contain detergents and is equivalent to pavement wash waters, an allowable non-stormwater discharge.

Water from a hose is also used to cool engines during decommissioning if the engine is too large to fit into the test tank. The engine is inspected for leaks or oily surfaces prior to circulating the cooling water. This routine non-pressurized rinse water does not contain detergents and is considered to be equivalent to pavement wash waters, an allowable non-stormwater discharge.

Floor drains are present in Building Nos. 2 and 5. An expansion plug is maintained in place in Building #2. The drain in Building #5 is typically plugged; however, if this plug is removed, the drain can discharge to a contained 30-gallon sump.

No other process water or other non-stormwater discharges occur at the Facility. This determination was made using knowledge of the on-site operations and by visual assessment during a dry weather period.

Date of evaluations: August 13, 2015 and November 30, 2015

Description of the evaluation criteria used: A site reconnaissance was performed during dry weather to look for discharges from the Facility.

List of the outfalls or onsite drainage points that were directly observed during the evaluation: Ransom observed outfalls DSN-01, -1A, -1B, -02, -03, -3A, -04, -05, -06, -07 and -7A. No discharge was observed at these locations.

#### 3.3.2 Salt Storage

No salt storage piles or piles containing salt are located at the Facility. Great Bay uses a mixture of sand and salt as needed in the winter. The sand/salt mixture is stored inside in drums and kept covered until use.

### 3.4 Sampling Data Summary

Stormwater sampling was not required under Sector R in the 2008 MSGP. However, stormwater samples were collected for Sector Q during 4<sup>th</sup> Quarter 2015. The results are provided in Appendix G.

## **4.0 STORMWATER CONTROL MEASURES**

This section describes measures and controls and descriptions of BMPs available to minimize impacts to stormwater by the potential sources of pollutants identified in the previous sections of the SWPPP. The areas for which the BMPs are in use are identified. For BMPs that are not in use at the Facility, an explanation is provided to demonstrate why the BMP is not appropriate for use. Required maintenance for all BMPs will be determined during periodic inspections at the Site, as described later in this SWPPP.

### **4.1 Non-Numeric Technology-based Effluent Limits**

#### **4.1.1 Eliminating and Minimizing Exposure**

The majority of the Facility is exposed to the elements. However, whenever possible, Great Bay conducts their maintenance activities inside permanent and temporary structures erected at the Facility. Storage of OHM (e.g., engine fluids, lubricants, paints, solvents, antifreeze, lacquers, varnishes, etc.) occurs at a central location in the main shop and in Building #5, and activities susceptible to the weather (e.g., painting, etc.) are conducted in dry weather or under cover. In addition to maintaining the materials storage indoors and performing maintenance activities under cover whenever possible, Great Bay will conduct the following activities to minimize exposure of stormwater to potential pollutants:

1. Inspect containers for leaks or damage prior to unloading and use drip pans when transferring liquids from containers;
2. Maintain the dumpster lids closed when not in use;
3. Utilize the open-topped roll-off containers only for heavy and inert debris that does not have the potential for being blown from the container or impacting stormwater;
4. Use vacuum sanding systems to collect sanding dust as it is created;
5. Use tarps under boats whenever liquid materials are being used outdoors; and
6. Clean the wash pad and manhole following pressure washing, and isolate the recycling system pump chamber from the wash pad manhole by closing the valve when not in use.

#### **4.1.2 Good Housekeeping**

Good housekeeping measures are implemented throughout the Facility to minimize potential impacts to stormwater. These measures include the following tasks:

1. Collect and dispose of waste debris and trash immediately if observed at the Facility;
2. Collect, label, and store waste oil and spent solvents in designated areas prior to off-site disposal by a licensed waste hauler;



3. Instruct staff to be cognizant of leaks and/drips from vehicles parked in the lot;
4. Use the available spill kit to immediately absorb and clean up leaks or spills;
5. Provide recycling bins by the docks for the convenience of the Facility patrons. Schedule pick up of recycled material as needed;
6. Cover outdoor work areas with a tarpaulin prior to conducting outdoor boat maintenance; and
7. Have absorbent and other cleanup items readily available for immediate cleanup of spills when working with materials subject to spills.

#### 4.1.3 Preventative Maintenance

Facility BMPs and systems are maintained and inspected in a timely fashion to ensure proper operation and allow for the discovery of conditions that could cause failures which could potentially result in discharges of pollutants to surface waters. Implementation of preventative maintenance procedures includes the following tasks:

1. Conduct inspections of the outdoor work areas prior to forecasted storm events or at least weekly;
2. Conduct facility inspections as described later in this SWPPP to evaluate BMP effectiveness;
3. Check equipment on a regular basis for signs of potential breakdown, malfunction, or deterioration;
4. Clean out catch basins as needed; and
5. Regularly evaluate the implementation of this SWPPP as part of the quarterly site inspections.

#### 4.1.4 Spill Prevention and Response

Small containers of OHM are labeled and stored indoors in designated areas with containment, as appropriate, until use. Therefore, spills from these containers have little to no potential to impact stormwater unless they occur during use in the boat storage/maintenance areas. Spill containment materials are stored in areas near OHM storage locations. Spill prevention and response procedures for storage of liquids and solvents include the following:

1. Ensure liquid storage containers, including 55-gallon drums and miscellaneous liquid containers, drums, or buckets are stored indoors to eliminate contact with stormwater;
2. Conduct cleanup operations immediately after discovery of leaks or spills;

3. Store liquids on containment pallets and maintain drip pans for liquid and solvent filling areas. Clean drip pans immediately after use;
4. Maintain labeling on liquid and solvent containers;
5. Locate spill cleanup materials immediately near liquid and solvent storage/use areas;
6. Use drip pans at loading areas where appropriate. Clean drip pans immediately after use; and
7. Train employees annually in spill prevention and response procedures.

Refueling operations for the underground tanks are supervised by GBM staff with a marine VHF radio in case of emergency. Fueling operations on the fuel dock are not conducted during storm events and during normal weather are supervised by GBM personnel. A spill kit is readily available in the fuel shack directly on the fuel dock.

#### 4.1.5 Erosion and Sediment Control

Approximately 3.21 acres (8.5 percent) of the Facility is impervious due to the presence of buildings and asphalt pavement; the majority of this area is located at the northern end of the Facility nearest to the outfalls. The main access road and parking area at the north end of the Facility adjacent to the docks are covered by asphalt pavement. The remaining developed areas, particularly the boat storage/maintenance areas, are unpaved and subject to erosion; however, in general, the unpaved surfaces have slopes on the order of 1 to 4 percent so that rainfall has a tendency to infiltrate into the ground surface. Stone pads are in place in the boat storage areas along the access road and in the Pit to minimize erosion and sedimentation. The undeveloped portions of the Facility, including the slopes surrounding the developed areas, are wooded and/or covered by vegetation. Great Bay will:

1. Monitor the stone pad area, and repair or replace as required;
2. Clean out catch basins as needed; and
3. Monitor the remaining vegetated areas for erosion and conduct the necessary repairs, if required.

#### 4.1.6 Management of Runoff

As noted above, approximately 8.5 percent of the Facility area is impervious so the majority of stormwater falling on the Facility area can infiltrate the ground surface. Where stormwater flows into catch basins located near the entrance road by Russell Park or in the Pit, the stormwater is discharged into open channels with grass or a creek bed where it can infiltrate the ground surface prior to discharge to the tidal flats at DSN-01 or to the pond/wetland area at DSN-04, respectively. Where stormwater falls on impervious surfaces (i.e., pavement or buildings) or where the stormwater flow rate exceeds the infiltration rate, stormwater runoff flows to the tidal flats of the Lower Little Bay either through the discharge points noted in Section 2.6 or directly as sheet flow.

#### 4.1.7 Salt Storage Piles

A mixture of salt and sand is stored indoors in drums for use as needed during the winter. No salt storage piles are maintained at the Facility.

#### 4.1.8 Dust Generation and Vehicle Tracking of Industrial Materials

The main travel ways at the Facility (i.e., the entrance road, parking area, and marina complex area) are covered by asphalt pavement. Dust can be generated by vehicular traffic in the unpaved boat storage/maintenance areas; however, traffic within these areas is generally limited to marina patrons accessing their boats or Great Bay employees traversing the area in motorized carts. Dust due to surface preparation of boats prior to painting is minimized with the use of dustless sanders.

#### 4.1.9 On-Site Infiltration of Stormwater

According to MSGP 9.1.4, permittees in New Hampshire must consider opportunities for on-site infiltration of stormwater; however, infiltration BMPs are not recommended at industrial sites except in areas where industrial activities do not occur. As noted earlier, the impervious surface area at the Facility is limited to approximately 8.5 percent, and the impervious areas (building and pavement) are generally located closest to the water and the industrial operations. It is Ransom's opinion that additional engineered on-site infiltration is not warranted for this Facility.

### 4.2 Sector-Specific Technology-Based Effluent Limits

Sector-specific technology-based effluent limits described in Sections 8.Q.3 and 8.R.3 of the MSGP have been incorporated into the stormwater control measures described in Section 3.1, where applicable, or are described below.

#### 4.2.1 Pressure Washing Area

Pressure washing is conducted at the Facility using a closed-loop system to prevent a discharge of process water from the site. Stormwater that becomes commingled with wash water if pressure washing is done in the rain will be diverted to the recycling system such that it is not discharged from the Facility.

#### 4.2.2 Blasting and Painting Area

Paint stripping/ sanding and painting by brush or roller are conducted by boat owners outdoors in dry weather as described in Section 2.1.1 above or inside by marina personnel inside a storage building. Sheeting is placed below and around the boat during these activities act to contain debris generated by these activities. Spray painting is only conducted inside Building #5 in the Pit by a contractor. The floor drain is closed at all time during spray painting or bottom preparation work.

#### 4.2.3 Material Storage and Handling Areas

With the exception of fuel storage in the UST and ASTs, materials subject to the potential for spilling and/or leaking are stored inside. Outside use would be limited to small containers of paint, polish, etc. applied by hand to boats in the storage areas. Fuel transfers are conducted by

trained personnel, and spill response materials are readily available to personnel to contain or remediate a small volume in the unlikely event of a release.

#### 4.2.4 Engine Maintenance and Repair Areas

When possible, engine repairs are conducted indoors. If outdoor maintenance is required, it will be performed within the wash pad so the wash water generated by this activity is captured by the recycling system and is not discharged from the Facility.

#### 4.3 Numeric Effluent Limitations Based on Effluent Limitations Guidelines

The industrial sectors applicable to the Facility are *Sector Q: Water Transportation*, and *Sector R: Ship and Boat Building and Repair Yards*. According to Table 2-1 in the 2015 MSGP, effluent limits are not required for Sector Q or R facilities; therefore, Effluent Limitation Guidelines do **not** apply to the Facility.

#### 4.4 Water Quality-based Effluent Limitations and Water Quality Standards

This SWPPP is intended to document the selection, design, and installation of stormwater control measures, and will be used to minimize discharges of impacted stormwater runoff to surface waters. Specifically, Great Bay Marine intends that this SWPPP will:

1. Identify potential sources of pollution which may reasonably be expected to affect the quality of stormwater discharges from the Facility;
2. Describe the BMPs which Great Bay Marine will implement to eliminate or reduce the pollutants in stormwater discharges from the Facility;
3. Ensure compliance with the terms and conditions of the MSGP; and
4. Include necessary measures to ensure that stormwater discharges comply with the water quality provision of Part 2.2 of the MSGP.

## **5.0 SCHEDULES AND PROCEDURES**

### **5.1 Best Management Practices**

Refer to Section 3.1 for descriptions of good housekeeping, maintenance, spill prevention and response procedures, and erosions and sediment control in use at the Facility. Table 1 provides a schedule for implementation of these stormwater control measures and the additional MSGP requirements.

### **5.2 Employee Training**

An employee training program has been developed and implemented to educate employees about the requirements of the SWPPP. Employees will receive at least awareness training relative to the MSGP and the Facility's SWPPP. Employees whose responsibilities could impact stormwater discharges from the Facility will receive additional training in areas directly applicable to them. Elements of the training program include:

1. Description of the MSGP;
2. Background on the components and goals of the SWPPP;
3. Identification of potential stormwater contaminants; and

Hands-on training in implementation of stormwater control measures (e.g., spill prevention and response, good housekeeping, proper material handling, disposal and control of waste, container filling, transfer, and storage), pressure washing, discharge monitoring, and inspection procedures.

Employees will be trained prior to commencing with relevant activities and will be required to participate in refresher training annually. The training program will be reviewed annually by the SWPPP coordinator to determine its effectiveness and to make any necessary changes to the program. A form for documenting the employee training sessions is provided in Appendix D.

### **5.3 Inspections and Assessments**

#### **5.3.1 Routine Facility Inspections**

At least quarterly, a member of the SWPPP team will inspect stormwater control measures, areas containing potential pollutant sources (e.g., the fuel storage and distribution areas, outdoor storage/maintenance areas, the pressure washing area, solid waste dumpster, etc.), and discharge points during normal business hours, with at least one inspection event per calendar year completed while stormwater is discharging from the Facility. Outdoor areas where industrial activities are performed sporadically, such as the boat wash pad and outdoor storage areas where boat owners are completing their own maintenance, will also be inspected at the end of each work day when these activities occur; these inspections are for the purpose of confirming that the area has been cleaned of debris from the activities and will not be routinely documented.

Specific areas to be inspected are listed on the Routine Facility Inspection Report provided in Appendix E. Completed quarterly inspection reports are to be filed on site with the SWPPP and summarized in the annual report submitted to U.S. EPA.

### 5.3.2 Quarterly Visual Assessment of Stormwater Discharges

A member of the SWPPP team will collect stormwater samples from each of the outfalls identified in Table 2 at least once each quarter during a qualifying storm event to conduct a visual assessment of each sample. At least one of the quarterly assessments will capture snow melt discharge. A qualifying event is a storm that creates a discharge and that occurs at least 72 hours after the previous discharge.

The samples will be collected in a clean, clear container within the first 30 minutes of a stormwater discharge or as soon as practicable thereafter. Because of the size of the Facility and the number of outfalls, it may require multiple storm events to obtain samples from each of the outfalls in each of the quarters. Samples collected after the first 30 minutes of discharge must include documentation regarding why sampling could not be completed within the first 30 minutes.

The inspection documentation will include:

1. Sample location, collection date, collection time, and nature of discharge (rain or snow);
2. Name and signature of person collecting the sample;
3. Results of visual observations (color, odor, clarity, floating solids, settled solids, suspended solids, foam, oil sheen, and other obvious indicators of stormwater pollution);
4. Probable sources of observed stormwater contamination, if any; and
5. If applicable, explanation of sample collection beyond the initial 30 minutes of discharge.

If adverse weather conditions prevent the collection of samples during the quarter, Great Bay Marine personnel will take a substitute sample during the next qualifying storm event and document the reason that a substitute sample was required. Records of the visual inspections of stormwater are provided and maintained in Appendix F.

## 6.0 STORMWATER DISCHARGE MONITORING

General monitoring requirements are specified in the 2015 MSGP, Part 6 and Appendix B, Subsections 10 through 12. Sector-specific and New Hampshire monitoring requirements and limitations required by the Facility's Standard Industrial Classification (SIC) Codes are specified in Parts 8.Q and 8.R, and Part 9.1.4, respectively, of the MSGP. Stormwater monitoring will be conducted by a member of the SWPPP Team or his designee and samples will be analyzed by a certified analytical laboratory.

### 6.1 Required Monitoring

The Facility is subject to the monitoring requirements described below.

#### 6.1.1 Benchmark Monitoring

Benchmark monitoring data are used to determine the overall effectiveness of the control measures and to assist in determining when additional corrective action(s) may be necessary to comply with the non-numeric effluent limitations. According to 2015 MSGP, Part 8.Q.6, benchmark monitoring is required for four total metals (aluminum, iron, lead, and zinc). No benchmark monitoring is required for Sector R.

The monitoring parameters required for discharges from the Facility are summarized in the table below, along with the MSGP Benchmark Value and the regulatory reference from the 2015 MSGP. Samples will be analyzed consistent with 40 CFR Part 136 analytical methods and with quantitation limits at or below Benchmark values. The monitoring will be done quarterly until all four of the quarterly monitoring samples meet the required Benchmark Limit.

<b>Monitored Parameters</b>	<b>Program</b>	<b>2015 Benchmark Limit (mg/L)</b>
Aluminum	Benchmark (8.Q.6)	0.75
Iron	Benchmark (8.Q.6)	1.0
Lead	Benchmark (8.Q.6)	0.21
Zinc	Benchmark (8.Q.6)	0.09

#### 6.1.2 Effluent Limitations Guidelines Monitoring

According to 2015 MSGP, Part 6.2.2, Table 6-1, monitoring for effluent limits is not required for Sectors Q or R.

#### 6.1.3 State and/or Tribal Specific Monitoring

According to 2015 MSGP, Part 9.1.4, no additional analytical monitoring parameters are required for Sector Q or R facilities.

#### 6.1.4 Impaired Waters Monitoring

Stormwater discharges from the Facility to the Lower Little Bay of the Piscataqua River. This water body has been identified as an “Impaired Water,” (State list ID: NHEST600030904-06-14), with the listed impairments on New Hampshire’s Watershed Report Card dated October 14, 2015 being dioxin, mercury, and polychlorinated biphenyls (PCBs), estuarine bio-assessments, and light attenuation coefficient. No Total Maximum Daily Load (TMDL) information was reported to the U.S. EPA by the State of New Hampshire.

According to email correspondence with U.S. EPA Region 1, no monitoring is required under the MSGP for estuarine bio-assessments, light attenuation coefficient, PCBs, and dioxin. Monitoring is required for mercury only if potentially present at the facility (based on materials used or stored or activities at the site). Based on the industrial activities at the marina, mercury is not expected to be a potential pollutant at the Facility. Therefore, no monitoring for parameters pertaining to impaired waters is currently required.

Note that nitrogen, which was included on the previous Watershed Report Card dated January 30, 2014, was removed from the impairment list with the issuance of the subsequent Report Card. The current listing for nitrogen is Parameter Category 3 with no TMDL priority. Because nitrogen was included on the impairment list at the time that the Notice of Intent was submitted for the 2015 MSGP, annual monitoring for total nitrogen was included for as a requirement in the August 2015 SWPPP and was included in the first quarterly round of stormwater samples collected by Great Bay Marine under the 2015 MSGP. The total nitrogen concentrations from October 9, 2015 sampling event are summarized below.

Discharge Sample (October 9, 2015):	DSN-001	DSN-002	DSN-003	DSN-004
Total Nitrogen (mg/l)	7.4	99	1.1	1.2

#### 6.1.5 U.S. EPA Specified Monitoring

U.S. EPA has not specified additional monitoring requirements for this Facility.

#### 6.2 Monitored Outfalls

Four location on the northern and northwestern sides of the Facility (DSN-01, DSN-02, DSN-03, and DSN-04), where stormwater discharges from a stormwater conveyance pipe to Little Bay, will be monitored routinely by Great Bay. Great Bay will also observe the discharge(s) at DSN-07, where stormwater is discharged overland as sheet flow, and at DSN-7A to determine if either of the discharge(s) at this location is amenable to sampling. Discharge locations (DSN-05) and (DSN-06) carry sheet flow from the parking lot along the waterfront. These locations are not significant relative to industrial activities at the Facility and will not be included in the sampling plan. The known stormwater discharge locations are indicated on Figure 2.



### 6.3 Commingled Discharges

Following installation of the washwater recycling system, boat bottom washing may be conducted during a storm event. In this instance, stormwater could commingle with the industrial wash water generated by pressure washing. The recycling system has been designed with adequate capacity such that stormwater commingling with wash water will be diverted to the wash water recycling tank and will not be discharged from the Facility.

### 6.4 Measurable Storm Events

Stormwater samples for the required monitoring will be collected from a measurable storm event (i.e., one that results in an actual discharge from the Facility) that occurs at least 72 hours from a previously measurable storm event. The storm event record will include the date and duration of the rainfall event and the rainfall total (in inches) as determined from an on-site rain gauge and/or locally available storm records. Rainfall events that occur during non-working hours will be estimated. In the case of snowmelt, the monitoring must be performed when a measurable discharge occurs at the Facility.

### 6.5 Sample Collection

A member of the SWPPP team will collect grab samples from the outfall pipes at DSN-01, DSN-02, DSN-03, DSN-04 during a qualifying storm event for each quarterly monitoring period. The SWPPP team member will also observe the flow at DSN-07/7A to determine if it is amenable to sampling, and will collect a sample if practicable.

The quarterly monitoring periods are as follows:

1. January 1–March 31;
2. April 1–June 30;
3. July 1–September 30; and
4. October 1–December 31.

The samples must be collected within the first 30 minutes of a measurable storm event (or as soon thereafter as practical when the runoff or snowmelt begins discharging from the Facility). Samples will be placed in laboratory-prepared glassware and placed on ice until delivery to the analytical laboratory. If the samples are not collected within the first 30 minutes, an explanation for the delay must be included with the sampling report.

### 6.6 Adverse Weather Conditions

If adverse weather conditions prevent the collection of stormwater samples according to the relevant monitoring schedule, sampling personnel will take a substitute sample during the next qualifying storm event. Adverse conditions include, but are not limited to, such conditions as flooding, high winds, electrical storms, drought, or extended frozen conditions. If adverse weather prevents the scheduled collection of a benchmark sample for a quarter, Great Bay Marine

will use NetDMR to report the failure to monitor using a “no data” or “NODI” code during the regular reporting period.

## **7.0 DATA EVALUATION, CORRECTIVE ACTIONS, AND REPORTING**

### **7.1 Evaluation of Monitoring Data**

Copies of the stormwater chemical analysis results are maintained in Appendix G.

#### **7.1.1 Data Not Exceeding Benchmarks**

After collection of four quarterly samples, if the average of the four monitoring values for a given parameter does not exceed the Benchmark, the monitoring requirement for that parameter has been fulfilled for the permit term, and additional monitoring for that parameter is not required.

#### **7.1.2 Data Exceeding Benchmarks**

If the average of the four monitoring values exceeds a Benchmark, Great Bay Marine will review the stormwater control measures in use at the Facility to determine whether modifications are needed. Quarterly monitoring will continue for each parameter until the average of four consecutive quarterly monitoring events do not exceed the Benchmark. If Great Bay Marine determines that no further pollutant reductions are technologically available and economically practicable, that determination will be documented and Great Bay will reduce the monitoring frequency for those parameters to annually.

### **7.2 Corrective Actions**

#### **7.2.1 Conditions Requiring SWPPP Review and Revision to Ensure Effluent Limits are Met**

If any of the following conditions occur or are observed during an inspection, Great Bay Marine will evaluate their control measures and take action to ensure that the MSGP effluent limits are met and pollutant discharges are minimized:

1. An unauthorized release or discharge to waters of the U.S. occurs at the Facility;
2. Great Bay discovers, or U.S. EPA determines, that the Facility control measures are not stringent enough for the stormwater discharges to meet applicable water quality standards or the non-numeric effluent limits in the MSGP, and modifications to the SWPPP are necessary;
3. Great Bay personnel determine, as a result of inspections, that control measures are not being properly operated and/or maintained;
4. A visual assessment shows evidence of stormwater pollution; or
5. Stormwater being infiltrated on site is being exposed to industrial pollutants and infiltration should be discontinued or registered under the Underground Injection Control (UIC) Program or permitted as a groundwater discharge.

### 7.2.2 Conditions Requiring Review to determine if Modifications are Necessary

If either of the following conditions occurs, Great Bay Marine will evaluate their control measures to determine if modifications are necessary:

6. Changes to the Facility operations or construction significantly change the nature of pollutants in stormwater, or significantly increases the quantity of pollutants discharged; or
7. The quarterly benchmark monitoring indicates an exceedance of a benchmark value.

### 7.3 Corrective Action Deadlines/Reporting

#### 7.3.1 Immediate Actions

After the discovery of any of the conditions listed in 6.2 above, Great Bay Marine will, before the end of the work day if possible but in all cases, within 24 hours of making such a discovery, take reasonable steps necessary to minimize or prevent the discharge of pollutants until a permanent solution is installed. The documentation will include:

1. Description of the condition triggering the need for corrective action review;
2. Discovery date;
3. Description of the immediate actions taken to minimize or prevent the discharge of pollutants; and
4. A certified statement from the owner or operator.

#### 7.3.2 Subsequent Actions

Within 14 calendar days of discovery of a condition requiring need for corrective action review, Great Bay Marine will implement the identified corrective action, if feasible, or provide a schedule for completing the work within 45 days of discovery of the need. U.S. EPA will be notified of corrective actions that will require more than 45 days to implement. The following information should be documented:

1. Summary of the corrective action taken or to be taken, or the reason why corrective action is not necessary;
2. Notice of whether changes to the SWPPP are required; and
3. Dates that the corrective action was initiated, completed, and or expected to be completed.

Documentation of the correction actions taken will be maintained in Appendix C and submitted as part of the Annual Report.

#### 7.4 Submission of Analytical Data

Required analytical monitoring data will be submitted to U.S. EPA using its online NeT e-reporting tool (<http://www.epa.gov/netdmr>) no later than 30 days after receiving the complete laboratory results for the quarterly sampling event.

#### 7.5 Submission of Annual Reports

Great Bay Marine will submit an Annual Report electronically to the U.S. EPA by January 30 for each year of permit coverage containing information generated from the past calendar year. Copies of submitted reports may be maintained in Appendix H of the SWPPP. The Annual Report will include the following information:

1. A summary of the past year's routine facility inspection documentation;
2. A summary of the past year's quarterly visual assessment documentation;
3. Modifications to control measures required by benchmark monitoring results, or the rationale of why no further pollutant reductions are believed to be technologically available and/or economically practicable and achievable; and
4. Documentation of corrective actions taken at the Facility during the previous year.

#### 7.6 Additional Reporting

As specified in 2015 MSGP Part 7.7 and Appendix B.12, Great Bay Marine will notify U.S. EPA Region 1, Office of Ecosystem Protection, Stormwater and Construction Permits Section, 5 Post Office Square, Suite 100 (OEP 06-1), Boston, MA 02109-3912 if any of the following events occur at the Facility:

1. Any noncompliance which may endanger health or the environment will be reported verbally to U.S. EPA within 24 hours and in writing within 5 days;
2. A release of a reportable quantity of OHM to surface water will be reported to the U.S. EPA as soon as Great Bay Marine has knowledge of the release;
3. Planned physical alterations that could significantly alter the stormwater discharge or qualify as a new source will be reported to U.S. EPA no fewer than 30 days in advance of the proposed change;
4. Anticipated noncompliance as a result of planned changes or activities when known in advance;
5. Alterations in scheduled compliance deadlines will be reported to U.S. EPA within 14 days of the scheduled date;
6. Other noncompliance not otherwise included in a scheduled report;

7. A transfer of ownership and/or operation would require submittal of a Notice of Termination from Great Bay Marine and a Notice of Intent from the new owner/operator; and
8. Other relevant information not previously submitted in the Notice of Intent (NOI).

#### 7.7 State-Specific Reporting

If the monitoring results indicate an exceedance of a Benchmark limit, the monitoring results and a description of the corrective action required and undertaken will be sent to the NH DES at the following address:

New Hampshire Department of Environmental Services  
Wastewater Engineering Bureau  
Permits & Compliance Section  
P.O. Box 95  
Concord, NH 03302-0095

#### 7.8 Record Retention

Records of the SWPPP, reports, monitoring data, inspections, personnel training, etc., are filed with the SWPPP at the Facility office and will be maintained for a period of at least 3 years from the date that the Facility's coverage under the MSGP expires or is terminated.

## **8.0 DOCUMENTATION TO SUPPORT ELIGIBILITY CONSIDERATIONS**

### **8.1 Documentation Regarding Endangered Species**

Great Bay Marine has determined that three threatened terrestrial species (two birds and one mammal) exist within our designated action area, but no critical habitats are present. In addition, the receiving ocean waters are within the range of species of protected fish, whales, and sea turtles, but no critical habitats are present. Therefore, Great Bay Marine has determined that Criterion C under MSGP Appendix E regarding eligibility pertaining to endangered species protection applies to the Facility. A Criterion C Form was submitted to the U.S. EPA on August 3, 2015. A copy of the Criterion C submittal is included in Appendix I.

### **8.2 Documentation Regarding Historic Properties**

The Facility is an existing facility permitted under the 2008 MSGP and is not proposing new stormwater control measures. Therefore, Great Bay Marine has determined that Criterion A under 2015 MSGP Appendix F regarding eligibility pertaining to historic properties applies to the Facility.

**9.0 SWPPP CERTIFICATION**

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

**OWNER/OPERATOR'S CERTIFICATION:**

Great Bay Marine, Inc.

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Signature

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Print Name

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Title

Note: If a modified to this SWPPP is needed in response to corrective actions required by Part 4.1 or 4.2 of the 2015 MSGP (as described in Section 6.2 of this SWPPP), the SWPPP will be modified and the certification statement will be re-signed within 14 days of the event requiring the corrective action, and a record of the modification(s) will be maintained in this SWPPP.



**IMPLEMENTATION SCHEDULE**

<b>Frequency</b>	<b>Requirement</b>	<b>Comments</b>	<b>SWPPP Section</b>	<b>Conducted by:</b>
Prior to NOI	Sign SWPPP Certification (MSGP 5.2.7)	Prior to Submittal of Notice of Intent and implementation of SWPPP	8.0	Management's representative
Daily	Comply with Best Management Practices in daily operations	Ongoing during completion of on-site industrial activities	3.0	Facility Personnel
Quarterly	Routine Facility Inspections (MSGP 3.1)	Visual inspection of Facility areas with the potential to impact stormwater from the Facility; Maintain records in SWPPP Appendix E.	4.3.1; App E	SWPP Team Member
	Visual Stormwater Inspection (MSGP 3.2)	Ongoing throughout the term of the General Permit; Maintain records in SWPPP Appendix F.	4.3.2; App F	SWPP Team Member
	Benchmark Monitoring (Al, Fe, Pb, Zn) and Reporting (MSGP 8.Q.6; MSGP 9.1.2.5; MSGP 7.0)	Minimum four events; Submit electronically to U.S. EPA within 30 days of receipt; Continue as needed based on the evaluation of the monitoring results	5.0; App G; 6.0	SWPP Team Member
Annually	Employee training (MSGP 2.1.2.8)	Awareness training applies to all employees; Additional training for those with responsibilities that could affect stormwater quality at the Facility	4.2, App D	SWPP Team member or other qualified person
	Impaired Waters Monitoring (MSGP 6.2.4.1)	Not currently required	5.1.4 (App G)	SWPP Team Member
	Electronic Submittal of Annual Report (MSGP 7.5)	Submittal to U.S. EPA required by January 30 of each calendar year.	6.5, App H	SWPP Team Member
As Needed	Address spills or leaks (MSGP 2.1.2.4)	All personnel should report observed spills/leaks to a member of the Stormwater Pollution Prevention Team upon discovery	3.1.4; 6.2; App C	SWPP Team Member
	Training of new employees within 1 week of their start date. (MSGP 2.1.2.8)	Applies to employees with responsibilities that could affect stormwater quality at the Facility	4.2, App D	SWPP Team member or other qualified person
	Implement Corrective Actions (MSGP 4.3, 4.4)	Immediately, if needed based on the inspection and monitoring results, or up to 14 calendar days after discovery. Report violation and corrective action verbally to U.S. EPA within 24 hours. Notify EPA if implementation will take longer than 45 days.	6.0; App C	SWPP Team Member or other qualified person
	Amendment and Recertification of SWPPP (MSGP 5.3; 4.3.2)	Within 14 days of becoming aware that a change and recertification is needed	6.3.2; 8.0	SWPP Team Member and Management representative

Note:

1. Documentation of activities required by the SWPPP are to be maintained for a period of at least 3 years.

**TABLE 2: SUMMARY OF STORMWATER DISCHARGE LOCATIONS AND DRAINAGE AREA CHARACTERISTICS**

**Great Bay Marine  
61 Beane Lane  
Newington, New Hampshire  
NPDES ID # NHR053063**

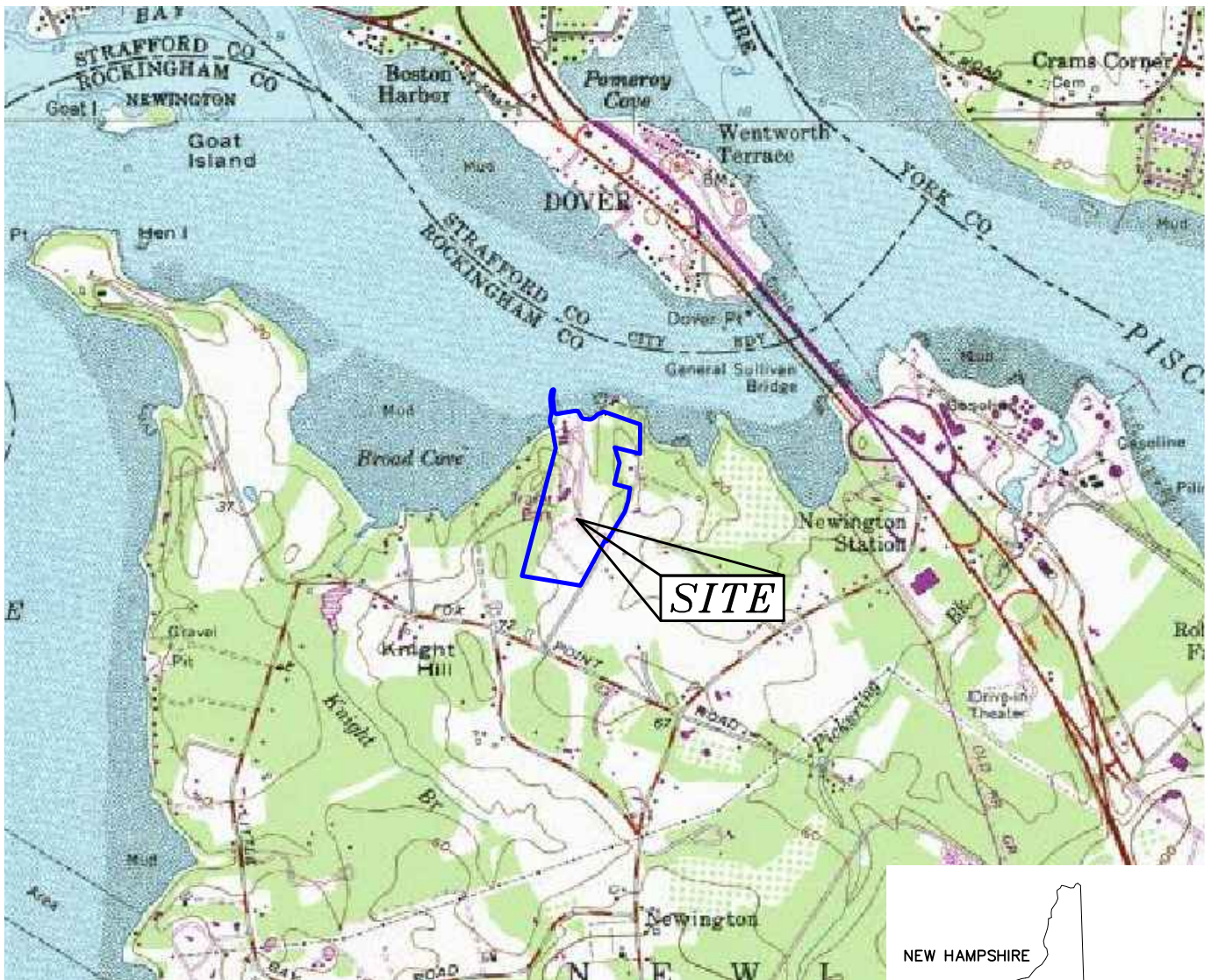
Outfall ID	Receiving Water and Outfall Description	On-Site Drainage Area (Acres)	Drainage Area Activities	Drainage Area Characteristics	Stormwater Management Structures
DSN-01	<b>Little Bay</b> , near the high water line and east of boat launch ramp. Outfall is a 30-inch corrugated plastic pipe (CPP).	22.32 (including DA-1A and DA-1B)	<ul style="list-style-type: none"> <li>Paved Facility access road.</li> <li>Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging).</li> <li>Includes discharges from DSN-1A and DSN-1B. Refer to descriptions below.</li> </ul>	<ul style="list-style-type: none"> <li>Stone strip along east and west sides of the paved access road.</li> <li>Grass, wetlands and undeveloped woods east of the eastern gravel strip.</li> <li>Elevations range between 4 and 38 feet mean sea level (MSL) over 1,400 feet (2.4% slope)</li> <li>Includes discharges from DSN-1A and DSN-1B. Refer to descriptions below.</li> </ul>	<ul style="list-style-type: none"> <li>~500-foot long grassed swale from DSN-1B to DSN-1A, to ~900-foot long creek bed to 20 foot long 30-inch CPP through berm to shore line of Little Bay.</li> <li>Rip rap and stone headwall at CPP inlet.</li> </ul>
DSN-1A	<b>Wetlands</b> , approximately 900 feet south of DSN-01 and <b>Little Bay</b> . Outfall is a 12-inch Reinforced Concrete Pipe (RCP).	(0.2)	<ul style="list-style-type: none"> <li>Paved Facility access road and gravel road in Russell Park storage area.</li> <li>Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging).</li> </ul>	<ul style="list-style-type: none"> <li>One-fourth of Building #14 roof drainage via downspout (no industrial activity).</li> <li>Stone strip along west side of a portion of the paved access road.</li> <li>Elevations range between 35 and 42 feet MSL over 400 feet (&lt; 2% slope) along roadway</li> <li>Relatively flat Russell Park area alternates between grass strips for boat storage and gravel-covered access roads.</li> </ul>	<ul style="list-style-type: none"> <li>Roof drain is connected via a 90-foot long 6-inch PVC pipe to a catch basin (CB) on the west side of the access road at the entrance to Russell Park.</li> <li>300-foot CPP from first CB to second CB on the west side of the access road.</li> <li>110-foot 12-inch RCP under access road to wetlands (&lt; 2% slope)</li> <li>Outlet to creek bed</li> </ul>
DSN-1B	<b>Grass swale</b> , approximately 200 feet south of <b>wetlands</b> and 1,380 feet south of DSN-01 and <b>Little Bay</b> . Outfall is a 12-inch RCP installed in 2012 with drainage improvements to the Russell Park Boat Storage Yard.	(6.43)	<ul style="list-style-type: none"> <li>Traffic on paved marina access road and gravel roads in Russell Park storage area.</li> <li>Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging) in open areas and inside Building Nos. 14 and 15.</li> </ul>	<ul style="list-style-type: none"> <li>Building #15 roof drainage via sheet flow (no industrial activity).</li> <li>Relatively flat Russell Park area alternates between grass strips for boat storage and gravel-covered access roads.</li> <li>Includes undeveloped wooded area around the southeast property boundary</li> </ul>	<ul style="list-style-type: none"> <li>Two CBs in front of Building #15 flow through 235 feet of drainage pipe to rip rap Outfall 1C in stormwater detention basin.</li> <li>Grass-lined detention basin capacity estimated at ~ 9,300 gallons.</li> <li>Standpipe inlet in sediment pond discharges via 20-foot 8-inch PVC pipe to CB at Beane Lane.</li> <li>CB discharges under road to DSN-1B via 90-foot long 12 CMP</li> <li>Overflow from western CB is via a 12-inch CPP to a rip rap apron (Outfall-1D) in a retention area on the west side of Building #15.</li> </ul>
DSN-02	<b>Little Bay</b> , near the high water line and west of the boat launch ramp. Outfall is an 8-inch corrugated metal pipe (CIP).	1.16	<ul style="list-style-type: none"> <li>Traffic on paved marina access road and gravel roads north of the Pit.</li> <li>Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging) in open areas.</li> <li>Prior to October 2015, boat bottom pressure washing area.</li> </ul>	<ul style="list-style-type: none"> <li>Asphalt pavement (access road, parking area, boat launch ramp; formerly, also boat washing area).</li> <li>Gravel boat storage areas by the northern end of the entrance road.</li> </ul>	<ul style="list-style-type: none"> <li>Two CBs at the north ends of the paved access roads, and one CB by the boat launch ramp/boat bottom washing area.</li> <li>Rip rap at outlet on tidal bank.</li> </ul>

**TABLE 2: SUMMARY OF STORMWATER DISCHARGE LOCATIONS AND DRAINAGE AREA CHARACTERISTICS**  
**Great Bay Marine**  
**61 Beane Lane**  
**Newington, New Hampshire**  
**NPDES ID # NHR053063**

Outfall ID	Receiving Water and Outfall Description	On-Site Drainage Area (Acres)	Drainage Area Activities	Drainage Area Characteristics	Stormwater Management Structures
DSN-03	<b>Little Bay</b> , near the high water line and west of the restaurant. Outfall is a 6-inch black polyvinyl chloride (PVC) pipe.	0.72	<ul style="list-style-type: none"> <li>• Deliveries to the petroleum UST.</li> <li>• Transfers/Storage of oil in Building #8 shed.</li> <li>• Outdoor storage of 265-gallon skid tank.</li> <li>• Outdoor storage of solid waste (30-cubic yard roll-off container).</li> <li>• Miscellaneous indoor storage in shipping containers, buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Grass and stone-covered areas sloping down towards tide line to north and west.</li> <li>• Roof drains from maintenance shop/office building.</li> <li>• Elevations range between 16 and 24 feet MSL.</li> </ul>	<ul style="list-style-type: none"> <li>• One CB by the southwest corner of the marina complex building receives roof drains from the building and some overland flow from the UST area and building storage areas.</li> <li>• Grass and stone surfaces promote infiltration.</li> <li>• The outlet from a second CB located by the southeast corner of the building has collapsed; water ponding in this area is pumped after inspection by GBM personnel to the CB by the southwest building corner.</li> </ul>
DSN-3A	<b>Little Bay</b> , near the high water line and west of the restaurant. Outfall is the end of a grassed drainage swale.	0.14	<ul style="list-style-type: none"> <li>• Deliveries to the petroleum UST.</li> <li>• Miscellaneous indoor storage in shipping containers, buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Grass and stone-covered areas sloping down towards tide line to north and west.</li> </ul>	<ul style="list-style-type: none"> <li>• Vegetated drainage swale.</li> </ul>
DSN-04	<b>Wetland pond</b> west of Building #5 and the Facility boundary. Outlet is a 12-inch green PVC pipe. Discharge from the pond flows ~400 feet to <b>Little Bay</b> .	7.97	<ul style="list-style-type: none"> <li>• Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging) in open areas and inside Building Nos. 2 and 3.</li> <li>• Traffic on gravel roads within the Pit area.</li> <li>• Scrap metal stockpile.</li> <li>• Outdoor fuel oil AST (in closed containment structure).</li> <li>• Spray painting inside Building #5.</li> <li>• Outdoor storage of metal boat stands.</li> </ul>	<ul style="list-style-type: none"> <li>• Flat gravel-covered low-lying boat storage area (the Pit) at elevations ranging between 14 and 22 feet MSL.</li> <li>• Grass and gravel-covered boat storage in the southwest corner of Russell Park at elevations around 40-42 feet MSL.</li> <li>• Undeveloped step wooded slopes along the west side of the property (44% slope) and encircling the Pit.</li> <li>• Roof drainage from Building Nos. 2, 3, and 5, and three-quarters of Building #14.</li> </ul>	<ul style="list-style-type: none"> <li>• One CB at the south end of Building #3 for stormwater flow from the slopes to the south and southeast.</li> <li>• Two CBs between Building Nos. 2 and 3 for stormwater flow from the slopes to the east and stormwater from the roofs.</li> <li>• Stone drip pads beneath the rear roof edges.</li> <li>• Stone plunge pool west of the southwest corner of Building #14 receives one-fourth of the roof drainage from Building #14 (Outfall -4A). Stormwater infiltrates into the ground surface or overflows to the Pit.</li> </ul>
DSN-05	<b>Little Bay</b> , near the high water line at the west end of the parking lot. Outfall is a drainage swale.	0.40	<ul style="list-style-type: none"> <li>• Seasonal outdoor storage of kitchen grease tank.</li> <li>• Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Pavement (parking lot) and gravel around outdoor seating area for restaurant.</li> </ul>	<ul style="list-style-type: none"> <li>• Unpaved erosion swale in the western berm.</li> </ul>
DSN-06	<b>Little Bay</b> , near the high water line. Outfall is an asphalt-paved swale on the north side of the parking lot.	0.26	<ul style="list-style-type: none"> <li>• Infrequent transfers of septage to pump out system.</li> <li>• Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Asphalt Pavement</li> </ul>	<ul style="list-style-type: none"> <li>• 4-foot wide sluiceway located along the north-central portion of the parking lot discharges to rip rap slope</li> </ul>
DSN-07	<b>Little Bay</b> , near the high water line and along the east bank, west of the boat launch ramp. Outfall is an erosion swale.	0.67	<ul style="list-style-type: none"> <li>• Traffic on paved marina access road and gravel roads north of the Pit.</li> <li>• Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging) in open areas.</li> <li>• Prior to October 2015, boat bottom pressure washing area.</li> </ul>	<ul style="list-style-type: none"> <li>• Pavement (boat washing area, access road, parking)</li> </ul>	<ul style="list-style-type: none"> <li>• Unpaved erosion swale in the eastern berm</li> </ul>

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**Great Bay Marine**  
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**NPDES ID # NHR053063**

Outfall ID	Receiving Water and Outfall Description	On-Site Drainage Area (Acres)	Drainage Area Activities	Drainage Area Characteristics	Stormwater Management Structures
Outfall-7A	<b>Little Bay</b> , near the high water line and west of the boat launch ramp. Outfall is a 6-inch CMP.	See DSN-07	<ul style="list-style-type: none"> <li>• Traffic on paved marina access road and gravel roads north of the Pit.</li> <li>• Boat Storage Areas (vacuum sanding, painting with brush or roller only, waxing, battery charging) in open areas.</li> <li>• Prior to October 2015, boat bottom pressure washing area.</li> </ul>	<ul style="list-style-type: none"> <li>• Pavement (boat washing area, access road, parking)</li> </ul>	<ul style="list-style-type: none"> <li>• 10-foot long 6-inch iron pipe by the corner of the boat washing area discharges to rip rap slope.</li> </ul>

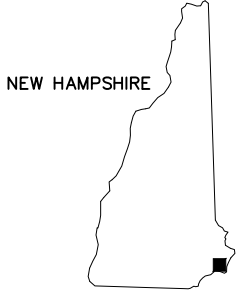
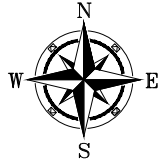


TAKEN FROM U.S.G.S. 7.5x15 MINUTE SERIES TOPOGRAPHIC MAP OF PORTSMOUTH, NEW HAMPSHIRE—1956, REVISED 1983.

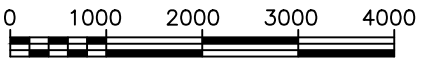
CONTOUR INTERVAL IS 20 FEET.

SITE COORDINATES: LATITUDE 43°06'47"  
LONGITUDE 70°50'07"

UTM COORDINATES: 47: 75: 014mN  
3: 50: 770mE



NEW HAMPSHIRE  
QUADRANGLE LOCATION



SCALE in FEET  
1: 24,000

P:\2008\081052\SWPPP\08105200.dwg



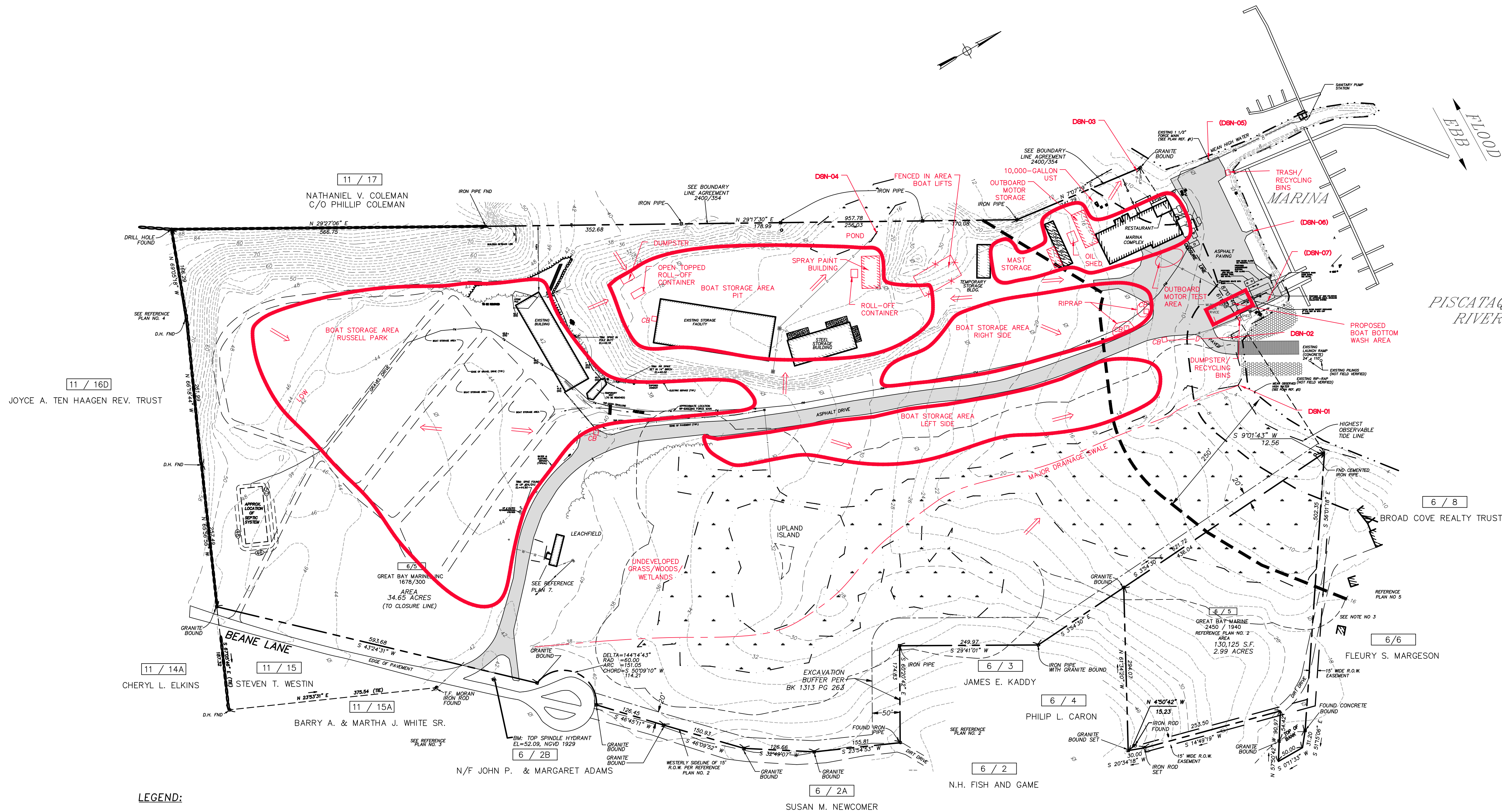
**SITE LOCATION MAP**

PREPARED FOR:  
GREAT BAY MARINE  
NEWINGTON, NEW HAMPSHIRE

SITE:  
61 BEANE LANE  
NEWINGTON, NEW HAMPSHIRE

DATE: AUGUST 2015  
PROJECT: 081.01052  
FIGURE: 1





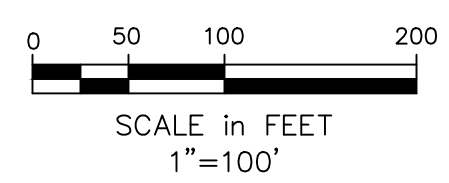
PISCATAQUA RIVER / LOWER LITTLE BAY

**LEGEND:**

- ..... IRON ROD
- ..... IRON PIPE
- ..... BOUND as DESCRIBED
- ⊙ ..... DRILL HOLE
- ⊞ ..... STONE WALL
- ⊞ ..... CATCH BASIN
- ⊞ ..... HYDRANT
- ⊞ ..... CEMENT CONCRETE PAD
- ⊞ ..... UTILITY POLE
- ⊞ ..... GUY
- D ..... DRAIN LINE
- RCRD ..... ROCKINGHAM COUNTY REGISTRY OF DEEDS
- ..... CHAIN LINK FENCE
- ⊞ ..... WETLAND
- ..... WETLAND BUFFER LINE
- ..... WETLAND BOUNDARY
- 6/2A ..... NEWINGTON TAX ASSESSOR MAP & LOT No.
- DSN-01 ..... STORMWATER DISCHARGE POINT (OUTFALL PIPE)
- DSN-05 ..... STORMWATER DISCHARGE POINT (SHEET FLOW)

**NOTES:**

1. SITE PLAN BASED ON PLAN TITLED "TAX MAP 6, LOT 5, GREAT BAY MARINA, BEANE LANE, NEWINGTON, NEW HAMPSHIRE" PREPARED BY ALTUS ENGINEERING, INC. AND JAMES VERRA AND ASSOCIATES, INC., DATED OCTOBER 24, 2004.
2. OBSERVATIONS MADE BY RANSOM CONSULTING, INC. DURING SITE VISITS IN APRIL 2009 AND IN AUGUST 2015 ARE PROVIDED IN RED.
3. SOME FEATURES ARE APPROXIMATE IN LOCATION AND SCALE.
4. THIS PLAN HAS BEEN PREPARED FOR GREAT BAY MARINA. ALL OTHER USES ARE NOT AUTHORIZED, UNLESS WRITTEN PERMISSION IS OBTAINED FROM RANSOM CONSULTING, INC.



<b>RANSOM Consulting, Inc.</b>		<b>SITE PLAN</b>
PREPARED FOR:	SITE:	DATE: AUGUST 2015
GREAT BAY MARINE NEWINGTON, NEW HAMPSHIRE	61 BEANE LANE NEWINGTON, NEW HAMPSHIRE	PROJECT: 081052
		FIGURE: 2