

## ENVIRONMENTAL QUALITY-SMALL & LARGE SHIP AWARDS

**1. Introduction.** Ship's mission: Strike, Information Surveillance and Reconnaissance, and Special Operations. Approximate crew size: 160 Personnel. Homeport: Kings Bay, GA. Forward Deployed Homeport: Diego Garcia.

### **2. Background**

**2.1. Summarize the ship's environmental challenges in the past 2 fiscal years, inclusive of the award fiscal year.**

- a. June 2011 - First ever SSGN missile tube hazardous waste removal.
- b. Major Maintenance Period - June 2011 to February 2012.
- c. Continuous Maintenance Availability (Diego Garcia) - July 2012.

**2.2. Describe the ship's environmental management organization and staffing.**

See Enclosure (1).

**2.3. List all the ship's environmental guidance, directives, and plans (i.e., spill contingency plans) and dates of preparation or last review.**

- a. Hazardous Material Spill Contingency Plan 10 OCT 2012
- b. Reviewed Command Hazardous Material - Spill Contingency Plan 1 Sep 2012.
- c. Signed Command Shelf Life Material Plan 1 Sep 2012.
- d. Reviewed Command Hazardous Material Control Plan 1 Sep 2012.
- e. Reviewed Asbestos Control Policy 1 Sep 2012.
- f. Reviewed Plastic Waste Program Management 1 Sep 2012 - Reviewed.

### **3. Program Summary**

**3.1. Describe the ships environmental program and degree of compliance with Chapter 22 and Appendix K of OPNAVINST 5090.1C, during the past 2 fiscal years.**

a. The ship has enforced a Command Audit and Surveillance Program utilizing Appendix K as the foundation of the inspection. Multiple audits and surveillances are conducted at various locations throughout the ship each week. Personnel conducting these audits range from Department Heads to divisional Chief Petty Officer's. The Supply Officer conducts an independent audit of previously audited lockers as well as stock locations weekly.

b. During FY 11 and FY 12, FLORIDA received three Supply Management Inspections and two Supply Technical Assist Visits. During each of these visits the Hazardous material and Atmosphere Control programs were assessed

as Above Standards. Additionally, FLORIDA's hazardous material and Atmosphere Control programs have become the waterfronts template for success.

**3.2. Describe the most outstanding program features and accomplishments (3 or less) in the past 2 fiscal years.**

a. Hazardous Material and Atmosphere Contaminant Control programs assessed as Above Standards on latest Supply Management Inspections (SMI).

b. Successfully completed the largest Major Maintenance Period consisting of 2,445 jobs with zero environmental violations.

**4. Accomplishments**

**4.1. Air Pollution Control. Describe air pollution control practices and improvements. Include management efforts to control engine emissions, to reduce refrigerant use, and to minimize volatile organic compound releases.**

In port, FLORIDA minimizes the use of diesel engines by utilizing "hotel" services provided pier side in effort of minimizing unnecessary pollutants. Additionally, the ship has extremely stringent hazardous material and atmosphere contaminant control programs on board. Only Submarine Material Control List (SMCL) approved paints, fuels, lubricants, solvents and chemicals carried on board. A detailed inventory of these items is conducted monthly and audited by the respective Department Head and the Supply Officer for both stock and divisional items to ensure the ship maintains 100% compliance. A strict asbestos control program has also been implemented to identify, monitor and maintain all asbestos material on board. Finally, in an effort to capitalize of 100% awareness, the ship has incorporated Afloat Environmental Awareness training into the Command reporting process in addition to the annual training currently conducted.

**4.2.1. Delineate collection, holding, and transfer (CHT) system management practices.**

All sewage and gray water is discharged to nearest ashore facility while in port. The ship adheres to all guidance regarding sewage and discharge requirements and policies at sea as outlined in the OPNAVINST 5090.1C.

**4.2.2. Describe oil and hazardous substance spill prevention/response efforts.**

a. Due to FLORIDA's unique operating environment, their Spill Contingency Plan is all inclusive for three locations. 1. Operations afloat. 2. Operations in port Kings Bay, GA. 3. Operations in port British Indian Ocean Territory (BIOT), Diego Garcia. The ship has limited response capabilities for shipboard spill response operations and is NOT equipped for overboard spills, as a result ship's force must maximize the use of shore-based cleanup services.

b. ALL HANDS Hazardous material and spills training is conducted as part of the annual hazardous material management training requirement.

c. The ship runs at least one "spill" drill semi annually.

**4.2.3. Describe shipboard practices for waste oil/oily waste management. Include identification of bilge water management practices. Identify the operating capabilities of the oil/water separator and oil content monitor during the past 2 fiscal years and efforts, if any, to improve these capabilities.**

The ship manages oily waste by seeking out and correcting material deficiencies that would lead to oil entering the bilges and become oily waste (Method of conducting this evolution). The ship ensures all oily waste is discharged into oily waste collection tanks ashore prior to underway in every effort of minimizing oily waste at sea. While at sea, oily waste is stored in the waste oil collecting tank. The ship's has a robust zone inspection program directly contributing to the successful identification and immediate correction of oil leaks throughout the ship. All oil depletion levels onboard are meticulously tracked and any subsequent rise in waste oil levels receives immediate corrective action. These efforts have decreased the amount of oily waste maintained on board. As a result of this superior management Florida has not pumped oily waste to sea in the past two years. All oily waste is discharged to an off-hull collection facility upon return to port.

**4.3.1. Summarize solid waste management practices.**

a. A thorough Plastics Waste Program is established on board. PRIME training is conducted quarterly as part of the "Back to the Boat" Afloat Environmental Awareness training.

b. The ship utilizes Odor Barrier Bags (OBB) to store plastics waste on board until return to port. Upon return to port all plastics are offloaded to nearest receiving facility.

**4.3.2. List source reduction techniques used by the command.**

The ship has made a distinct effort to incorporate "green" products in as many facets of their operation as possible. All cleaning and sanitation chemicals to include laundry detergents carried on board are "green". Additionally, in an effort to minimize paper waste, the ship utilizes washable rags instead of paper towels, Kim Wipes, etc.

**4.3.3. Enumerate resource recovery recycling techniques used by the command.**

The ship maximizes all efforts to recycle items such as printer and toner cartridges, unused hazmat, and minimizes the amount of aluminum and plastics carried on board. All unused/excess hazardous material is identified monthly and turned into nearest ashore facility for reuse on board other vessels.

**4.4. Hazardous Material (HM)/Hazardous Waste (HW) Management. Describe hazardous material control and management efforts. Describe the ship's efforts for reutilization and inventory management. Describe the ship's efforts to reduce the amount of used HM transferred ashore. Describe the ship's efforts to use material from shore side Hazardous Waste Minimization Centers (HAZMINCEN).**

a. Monthly inventories are conducted for both Stock and Divisional hazardous material on board. During these inventories the ship stresses on board allowance. Prior to requisitioning of any hazardous material the ship ensures it is not exceeding the "high" limit in effort of reducing the possibility of excessive hazardous material on board. These inventories are

subsequently audited by random Department Heads, LCPO's and the Supply Officer for effectiveness.

b. A diligent shelf life program is used to minimize the amount of HM transferred ashore. The proper use of the First In / First Out (FIFO) program ensures that all expiring material is utilized first, therefore reducing the volume of unnecessarily off loaded material.

c. Prior to requisitioning of any hazardous material, the SMCL and CHRIMP centers in Kings Bay and Diego Garcia (Depending on current location) are immediately screened in effort of minimizing unnecessary OPTAR costs. It is always our first choice for usage and procurement prior to requisitioning new hazmat.

**4.5. Protective Measures Assessment Protocol (PMAP). Describe the ship's use and integration of the PMAP CD tool for routine training. Describe how PMAP supports/enhances the ship's planning for routine training.**

PMAP training is conducted annually.

**4.6. SONAR Positional Report System (SPORTS). Describe the ship's implementation and execution of CNO and Fleet policy to report the use of active mid-frequency SONAR (1-10 KHZ) for training and maintenance, via SPORTS.**

Ship does not possess the capability to transmit MFA.

**4.7. Environmental Awareness.** List command- initiated programs to enhance environmental protection and awareness.

Additional hazardous material and Atmosphere control audits have been incorporated into the day to day operations. An emphasis on senior command leadership involvement within the audit process has ensured the ship has received a score of ABOVE STANDARDS during multiple inspections. This level of involvement directly resulted in the ships successful completion of an extended Maintenance Material Period and multiple CMAV's with zero environmental incidents. The ship has also implemented a robust asbestos control program increasing command awareness regarding the identification, hazards and handling of asbestos material.

# Ship Environmental Management Organization

