

JUSTIFICATION FOR FY14 CNO AFLOAT ENVIRONMENTAL QUALITY AWARD
ICO USS TENNESSEE (SSBN 734)

AWARD CATEGORY - SUBMARINE

1. Introduction. Command: USS TENNESSEE (SSBN 734) Ship's mission: Strategic Deterrence. Approximate crew size: 160 Personnel. Homeport: Kings Bay, GA. Mailing Address: USS TENNESSEE (SSBN 734) FPO AA 34093-2117

2. Background

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

a. Ship's first post Engineering Refuel Overhaul strategic deterrent patrol and maintenance upkeep period - September 2012

b. Safety Center Survey - May 2014 - see attached enclosure

2.2. Describe the ship's environmental management organization and staffing (POC information).

a. The HAZMAT Coordinator and Afloat Environmental Protection Coordinator is Thomas Schwander LT, SC, USN and Garrett Pace LTJG, SC, USN. Email: garrett.pace@navy.mil
thomas.schwander@navy.mil Phone: (912)573-4922/4492

b. The HAZMAT Technician is LSC(SS) Allen Trogdon and LSC(SS) Mark Mckibbin. Email: allen.trogdon@navy.mil mark.mckibbin@navy.mil
Phone: (912)573-4922/4492

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. Command Oil and Hazardous Substance (OHS) Spill Contingency Plan - last reviewed 02 June 2014

b. Submarine Plastics Waste Control Program - last reviewed 02 June 2014

c. Command Hazardous Material/Hazardous Waste Program - last reviewed 02 June 2014

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.

USS TENNESSEE has consistently met and exceeded all requirements of the Navy's Environmental and Hazardous Material Programs. LTJG Garrett Pace and LT Thomas Schwander, the Supply Officers onboard manage both programs with LSC Allen Trogdon and LSC Mark Mckibbin as his Hazardous Material Technician. Over the past two fiscal years the ship was returned to service as a strategic asset from a three year Engineering Refueling Overhaul in Portsmouth VA, conducting six strategic deterrent patrols and subsequent upkeep periods. During this time frame the ship was assessed as "Above

Enclosure (1)

Standards" during the TYCOM directed Supply Management Inspection with "Above Standards" in Hazmat Management. Additionally, the ship was assessed as "Above Standards" during the most recent Naval Safety Center Survey in May 2014.

The Environmental Awareness and Hazmat Programs have command level attention and focus. An intense training program and rigorous self-assessment program have yielded an atmosphere where the entire crew supports the mission of Environmental Awareness and sound environmental stewardship.

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) for both submarine crews.

b. Successfully completed the last six REFIT upkeep periods with zero environmental discrepancies.

c. The ship was evaluated as above standards during the most recent Naval Safety Center Survey, meeting or exceeding all fleet requirements for environmental awareness and hazardous material management.

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. TENNESSEE consistently maintains a healthy and resilient environmental and hazmat program through crew training and "buy-in", hazmat minimization and an intense self-assessment program. The division officers are required to audit their hazardous material locations monthly and report the results to the command team and HM Coordinator. Additionally, the crew has been trained on minimization every pre-deployment training period for the last two years.

4.2.1. Delineate collection, holding, and transfer (CHT) system management practices. 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. The ship has a thorough Oil and Hazardous Substance Spill contingency plan in place.

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 semiannually.

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 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 TENNESSEE 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 during every pre-deployment training cycle 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 buy into and 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". Also prior to getting underway maximum effort is made to ensure all packing/wrapping is removed.

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.

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. Additionally, the ship has a thorough audit program that utilizes divisional leadership to inspect hazardous material locations. The Supply Officer ensures that the HM program is audited by another officer annually and the Atmosphere Contaminant Program is audited by another officer semi-annually.

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 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. The Ship complies with all PMAP requirements.

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. N/A

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.

4.8. The ship currently has two AEPC qualified personnel onboard with associated Commanding Officer designation letters.

4.9. The ship has not had any reportable pollutant spill during FY 2014 or 2013.

5.0. The ship has not had any discharge of shipboard weapons systems in violation of Protective Measures Assessment Protocol (PMAP).

5.1. The ship has not reported any anchoring or SONAR evolutions that violated PMAP directives or other training restrictions.