

## FLEET FOCUS

# Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility wins White House award

By Gail Shon  
PHNS & IMF

The Office of the Federal Environmental Executive (OFEE) recently announced the winners of the White House "Closing the Circle Awards." These awards recognize federal agencies for excellence in making significant contributions to, or impact on, the environmental community.

The 27 judges, representing academia, industry, and government organizations, screened more than 200 nominations from 16 federal agencies, in eight categories.

Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility's (PHNSY&IMF) submission entitled, "Pearl Harbor Bombs Pollution Where It Counts" won the 2000 White House "Closing the Circle Award" in the Waste Prevention category.

As Hawaii's largest industrial employer, PHNSY&IMF is the Navy's regional leader in Pollution Prevention (P2). The Command employs 4,000 military and civilian personnel who work around the clock to provide high quality, responsive maintenance to surface ships and submarines, both home ported and transiting through Pearl Harbor.

Full participation and strong support by PHNSY&IMF's personnel in the pollution prevention program has resulted in the implementation of numerous initiatives to reduce: hazardous materials usage, pollutants released to the environment, hazardous waste generation, compliance costs, exposure to liability, and safety and health hazards in the workplace.

Pollution prevention initiatives at PHNSY&IMF have reduced waste generation by 26 million pounds and air emissions by 14,000 pounds resulting in cost savings of more than \$3 million.

As one of its most successful projects, a plastic media blast (PMB) booth was recently installed to remove paint from fiberglass and aluminum mast antennas from surface ships and submarines.

Shop personnel previously hand or mechanically sanded fiberglass and metal whip antennas to remove surface coatings to prepare them for painting. Due to the

heavy workload, the single paint booth at Building 1770 was unable to support sanding and painting operations simultaneously.

Therefore, it was standard practice to spray paint antennas outdoors at Building 1745. Outdoor paint spraying ceased in 1997 when measures taken to contain paint overspray were deemed inadequate. In January 1997, a P2 project was initiated to reduce pollution and improve the industrial processes by working with the Chief of Naval Operations' Pollution Prevention Equipment Program to design, procure, and install the PMB and Paint booths.

The new abrasive blasting system uses plastic pellets to remove paint and primer from antenna masts. Previously, it took one person eight hours to remove the paint and primer from an "egg-beater" antenna. Using the new equipment, a worker can perform the same operation in 10 minutes. Stripping paint and primer from an 18-foot antenna mast previously took 12 man-hours. That job now takes only one hour.

The dry filter paint spray booth is located adjacent to the PMB booth. After removing the old paint in the PMB booth, components are transferred to paint spray booth for repainting. The physical configuration of the booths maximizes the efficiency of the blasting and painting operations while preventing release of paint overspray into the environment.

Another P2 project involves the use of Plural Component Proportioning Systems for application of high viscosity (low solvent/solvent-free contents) coatings and paints to large surfaces. Conventional painting methods used two-part, high solvent epoxy paints to paint ships and ship components. However, with EPA regulations mandating the use of low volatile organic compound (VOC) content and high viscosity paints, the paints often hardened to limited pot life.

Plural Component Paint Systems keep the two parts of the epoxy paint separate and mix the paint at the manifold after the pump and just before the spray nozzle. The two-part paint is now catalyzed as close as possible to



PHNSY&IMF photo

A Pearl Harbor Naval shipyard worker uses plastic media to remove paint from the surface of a mast antenna. As Hawaii's largest industrial employer, PHNSY&IMF is the Navy's regional leader in Pollution Prevention (P2). The Command employs 4,000 military and civilian personnel who work around the clock to provide high quality, responsive maintenance to surface ships and submarines, both home ported and transiting through Pearl Harbor. The facility won the 2000 White House "Closing the Circle Award" in the Waste Prevention category.

the painted surface resulting in reduction of waste generation and work stoppages.

To further advance hydroblasting capabilities, an ultra-high pressure water jet paint removal system was procured. This system consists of a high-pressure water pump, a transporter, a recovery system, a manipulator with hand-held blasting tool, a recovery process trailer and a remote control unit. The system is totally mobile and self-contained and operates independently in the dry-docks to remove paint and other coatings from surface ships. The system will recycle the water, filter out the removed coatings and reduce discharge of wastewater.

Other P2 initiatives include sending waste with significant BTU value for energy recovery; recycling of spent abrasive grit; re-

ducing spills by improving tank design, pumping operations and equipment inspections; and replacing solvent parts washers with aqueous parts washers. PHNSY&IMF also donated three landing craft units (LCUs) to the State of Hawaii Artificial Reef Program. One of the LCUs was sunk off Kahala and the other two were sunk off Waianae to create manmade habitats for marine life.

PHNSY&IMF actively promotes employee involvement in its P2 effort by providing in-house training for all personnel and providing environmental information in the Command's newsletter.

Environmental staff members also speak to local school children and other organizations about the importance of taking care of the environment. Employees participate in clean up, recycling, and

beautification events throughout the year which include the quarterly clean up of Nimitz Highway through the "Adopt A Highway" program.

In addition, Naval personnel also join with local communities to clean the ocean by diving to recover trash and other debris.

In 1999, PHNSY&IMF was awarded both the Chief of Naval Operations' and Secretary of Navy's Environmental Awards for having the best Pollution Prevention Program in the Navy.

By proactively managing the Pollution Prevention Program, PHNSY&IMF is at the forefront of implementing new P2 technologies and is fully committed towards realizing the Navy's vision of environmental leadership while effectively executing Naval operations.

## Hola RIMPAC: Chile Sailors tour NPMOC/JTWC



AG2 (AW) Michael Venglar photo

AG2 Carlos Colon presented a tour and command brief, in Spanish, to Chilean Sailors from the PFG Condell. Pictured from left to right: Colon, 1st Cabo Julio Rios (AG equivalent), Lt. Franklin Caceres, and 1st Cabo Salvador Quijada (Quartermaster equivalent).

By AGC (AW) Michael Venglar  
NPMOC/JTWC

Sailors from the PFG Condell of Chile toured the Naval Pacific Meteorology and Oceanography Center/Joint Typhoon Warning Center (NPMOC/JTWC), Pearl Harbor on 24 May 00. Aerographer's Mate 2nd Class Carlos Colon presented the command brief in their native language of Spanish.

Colon, a native of Puerto Rico, acted as liaison, tour guide and interpreter. He presented the command brief and led a guided tour through the Commands Operations Center, Joint Typhoon Warning Center and of the Mobile Environmental Team. Colon met the ship upon arrival and has ensured that the crew had the latest weather and oceanographic information that is available at NPMOC/JTWC.

The Sailors were grateful for the tour and the support received from Colon. He continues to provide assistance to the officers and crew of Condell and will do so throughout RIMPAC 2000.

## Commander Submarine Forces, Pacific welcomes Australian Navy submarine

By USS Olympia Public Affairs

Pearl Harbor's historic Naval Submarine Base welcomed Australian Navy submarine HMAS Waller (75) recently. Submarines throughout the base sounded their whistles to greet the lei-draped boat in typical "Aloha fashion" as it passed through the harbor. Waller was met on the pier by Rear Adm. Al Konetzni Jr., Commander of Submarine Force Pacific, and the officers and chiefs of the USS Olympia (SSN 717), host boat for their visit to Hawaii.

Following their arrival, Waller's officers and chiefs joined Olympia for lunch and a tour of the nuclear powered fast attack submarine. A comparison of each country's sub

characteristics and abilities was the topic for discussion. Waller is conventionally powered and two-thirds the size of Olympia. The most distinct difference was the presence of four female Sailors, and one female officer onboard the Aussie boat. Currently, the U.S. Navy has no women onboard submarines, but has goals working towards integrating women into the force.

Waller is a diesel-powered submarine of the Collins Class, built by the Australian Submarine Corporation and will be participating in this year's Rim of the Pacific (RIMPAC) Exercises. Commissioned in December of 1997, it carries a crew of 42, including 6 officers. Olympia is a Los Angeles Class submarine, commissioned in 1984 and a member of Pearl Harbor's Submarine Squadron Three. It carries a crew of 133 officers and enlisted personnel.

## An 'over the side reenlistment' held aboard Port Royal

By Ens. Samantha Stahl  
USS PORT ROYAL

As USS Port Royal (CG 73) was anchored on May 11 awaiting the high tide to enter port in Bahrain, Navy Career Counselor 1st Class (SW) Denise Haynie reenlisted for four more years in the Navy.

She asked me, a division officer onboard, to be her reenlisting officer and I agreed to do it at any location she wanted. Wanting to do something different for her reenlistment, Haynie decided that we would hang over the bow of the ship and stand on a

painting stage, which is simply a wooden plank hoisted by two lines on either end. As when anyone works over the side of a ship, we took all safety precautions, including wearing a harness with a safety line attached and a kapok life preserver in the event that we landed in the water. The hardest part for both of us was getting over the side and onto the stage. Once we were standing on the painting stage, I delivered the oath of enlist-

ment to petty officer Haynie. "It was really cool because our voices were echoing off the hull of the ship," exclaimed petty officer Haynie.

For me it was all a very scary experience as I am not terribly fond of heights and the stage was swaying in the gusty shamal winds typical in the Arabian Gulf.

However, looking back it was great and a day I'll remember forever. After the ceremony was over, Haynie commented "it was my best day onboard USS Port Royal. Going over the side was a great experience and a lot of fun." This was an experience I know I will never forget.

— NC1(SW) Denise Haynie

There were a lot of people who had to help pull this event off and they did a great job. The boatswain mates and Sailors got all of the lines and stage in position and many crew members who attended the ceremony ended up working to either hold a tending line or to help pull us back on board once the reenlistment was over.

Once back safely onboard, the ceremony was completed with the presentation of Haynie's selective reenlistment bonus check along with cake and ice cream.