

Appendix K

AFLOAT ENVIRONMENTAL CHECKLIST

The following checklist was developed to help afloat commands in conducting self evaluations of their environmental compliance procedures, practices, and training. This checklist shall be used by the immediate superior in command (ISIC) in environmental compliance inspections of subordinate commands.

Indicate by an X, the answer to each of the questions below. If a question is not applicable to the command, indicate by NA in the YES block. Explain or describe the conditions warranting any NO answer in the space provided at the end of the checklist or on additional sheets, if necessary.

The location of the reference for any question is provided at the end of the question.

	YES	NO
<u>GENERAL</u>		
1. Does the ship conduct operations, in port and at sea, in such a manner as to minimize or eliminate any adverse impact on the marine environment? (19-2.2.1)		
2. If a State or local inspector has requested access to inspect the ship, have the following procedures been followed:		
a. Were the inspector's credentials confirmed?		
b. Did the inspector identify spaces or work sites to which access was requested?		
c. Did the inspector make known the nature of the activity to be examined and its relationship to regulations? Was counsel consulted if there were any question on the applicability of the law or regulation to ships?		
d. If the issue is a result of contractor actions aboard ship, did a representative of the contractor accompany the inspector and ship representative?		
e. If practical, did the ship suggest off-ship alternatives that involved similar operations or training demonstrations conducted ashore?		
f. If off-ship alternatives were not practical, did the commanding officer approve inspections which did not involve access by inspectors to classified or restricted information, equipment, technology, or operations?		
g. Have regulatory personnel been denied permission to inspect the ship for AC&R compliance with Clean Air Act requirements? (19-2.2.3.1)		

(A)

	YES	NO
3. If an inspector requested access to sensitive areas such as spaces containing cryptographic equipment, sonar systems, or NNPS or NNPI and the commanding officer concluded that a legitimate requirement existed for such access, was a message request for access forwarded to CNO (N45) with information copies to the fleet CINC and type commander? (19-2.2.3.2)		
4. If an inspector requested access to sensitive areas and the commanding officer determined that the inspector did not have a requirement for access to the spaces or information, but the inspector did not agree with that determination, was the issue promptly referred up the chain of command for resolution by CNO (N45/N00N) (19-2.2.3.3)		
A) 5. Have requests for environmental inspections by representatives of a foreign country been refused and proper notifications been made? (19-2.2.4)		
6. Has the ship complied with the provisions of Appendix C of this instruction regarding notices of violation or other expressions of environmental concern by regulation? (19-2.2.5)		
7. Has the ship accomplished a self evaluation of environmental compliance procedures, practices, and training on an annual basis? Was the Afloat Environmental Checklist used to assist in the performance of this evaluation? (19-2.2.6a(1), 19-14.10z)		
8. Do all hands receive environmental training upon reporting aboard (I Division or School of the Boat) and annually thereafter? (19-2.2.7a)		
9. Does all hands environmental training include: a. The Navy's commitment to environmental protection? b. The command environmental program, including pollution prevention, solid waste handling and minimization, plastics management, recycling, air pollution (including ozone depleting substances (ODSs)) and oil and hazardous substance spill response? c. The member's responsibility with regard to this program? (19-2.2.7a)		
10. Do watch officers responsible for authorizing the overboard disposal of shipboard wastes receive training on the prohibited zones for the discharge of shipboard wastes as a part of the qualification for the watch? (19-2.2.7b)		
A) 11. Are personnel assigned as the Afloat Environmental Protection Coordinator trained at the NAVOSHENVTRACEN course A-4J-0021 (or equivalent) prior to assignment or within 6 months of assignment? (19-2.2.7c)		
12. Has interest expressed by environmental regulators in discharges from the ship been reported by message to CNO (N45) and the chain of command? (19-2.2.8b, 19-14.10x)		

	YES	NO
13. When operating in foreign territorial waters or when visiting foreign ports, does the ship abide by environmental provisions contained in port visit clearances and/or in status of forces agreements (SOFA)? (19-2.2.9)		
14. When port visit clearances and SOFAs either did not exist or did not provide sufficient guidance, did the ship attempt to abide by the corresponding requirement for U.S. navigable waters or ports, or if compliance with the corresponding U.S. requirement was determined to not be feasible due to lack of offload facilities, environmental services, or some other cause, did the ship operate in a manner consistent with the environmental practices of host nation warships? (19-2.2.9)		
15. Has the commanding officer assigned a person as the Afloat Environmental Protection Coordinator? (19-2.2.11, 19-14.10dd)		
<u>SEWAGE</u>		
16. Are installed MSDs properly operated and maintained so as to prevent the overboard discharge of untreated or inadequately treated sewage, or of any waste derived from sewage (i.e., sludge), into the waters within 0-3nm of a U.S. shore? (19-3.3.2a, 19-14.10a)		
17. Is the ship's sewage system certified? (19-14.10a)		
18. Are the ship's MSDs operated so they collect only sewage while operating or transiting within 0-3 nm of U.S. shores? (The collection of graywater would significantly reduce tank holding capacity and might result in the unnecessary overboard discharge of sewage before reaching pier facilities or unrestricted waters.) (19-3.3.2b)		
19. Does the ship collect graywater in installed MSDs while in port? (If not equipped to collect graywater, graywater may be discharged directly overboard in port.) (19-3.3.2c)		
20. Does the ship ensure that used solvents or other industrial wastes are not piped to MSDs or dumped down sinks or deck drains? (Used solvents and industrial wastes shall be packaged for disposal ashore.) (19-3.3.2g)		
21. While visiting Navy ports, does the ship periodically pump collected sewage and graywater to shoreside reception facilities? (The shore activity should provide the transfer hoses and associated fittings to connect the ship discharge line with the shore equipment.) (19-3.3.3a)		
22. While visiting non-Navy ports, does the ship request sewage reception facilities in LOGREQs or other pertinent documentation? (Pier sewers shall be used when available. If the sewers are not available, other sewage collection facilities such as barges or tank trucks should be used unless impractical to do so.) (19-3.3.3b)		

(R)

	YES	NO
<p>23. If the ship has been required to discharge sewage overboard within 3 nm of shore, have the following conditions been observed:</p> <p>a. The ship's transit time within 0-3 nm of U.S. shores was of such duration that holding capacity was exceeded. Any necessary sewage discharges were minimized and were accomplished as far as possible from land?</p> <p>b. The ship was conducting or participating in military operations or exercises (including training or readiness evolutions) within 0-3 nm of U.S. shores, and operational effectiveness of the mission would have been impaired by terminating operations for sewage offload pierside or beyond 3 nm from shore?</p> <p>c. The ship was anchored or moored where sewage reception facilities or services were not reasonably available, or where use of such services or facilities was not feasible because of foul weather, poor visibility, or unsafe environmental conditions, and where on board retention of sewage was not practicable?</p> <p>d. The ship's MSD was inoperable because of equipment malfunction or maintenance, its use would have interfered with an overhaul or repair effort, or its use would have posed a hazard to the health or welfare of the crew?</p> <p>e. Was the discharge coordinated with fleet and/or port environmental coordinators? (19-3.3.4)</p>		
<p>24. Were the periods in which the ship has been required to discharge sewage overboard within 3 nm of shore been held to an absolute minimum? (19-3.3.4)</p>		
<p>25. Has the ship reported, as required and established by the chain of command, sewage discharges into U.S. navigable waters (0-3 nm from shore)? (19-14.10h)</p>		
<p>26. Were underway discharges of sewage overboard within 3 nm of shore made as far as possible from shore? If the ship was in port, was the concurrence of the shore activity environmental manager obtained prior to the overboard discharge of sewage? (19-3.3.4)</p>		
<p>27. Are personnel who operate or maintain sewage disposal or transfer equipment trained on the proper procedures for sewage disposal, including hookup and transfer of sewage to shore facilities prior to personnel being allowed to operate and maintain such systems? (This training should include the environmental restrictions placed on the transfer of sewage, sewage spill contingency planning, and liquid effluent discharge restrictions that pertain, including the relationship between national and State requirements.) (19-3.4, 19-14.10e)</p>		

	YES	NO
28. Has the ship ensured that periodic inspections (at least quarterly) are conducted per NAVMED P-5010-7 (NOTAL) by senior medical department personnel to maintain sanitary and hygienic conditions of MSD systems and operational practices? (19-14.10f)		
29. While in drydock, was an officer or petty officer appointed to oversee drydock operations to ensure that industrial waste and sewage collection and treatment systems were properly operated and maintained, and that ship-to-shore transfers of the waste were handled in a safe and effective manner? (19-14.10r)		
<u>AIR</u>		
30. Has the ship been operated and maintained to comply with applicable Federal, State, and local regulations governing air pollution emissions? (19-4.2.1, 19-14.10b)		
31. Have reports been made to the fleet commander of any conditions or system/-equipment malfunctions that could result in unlawful air pollutant emissions? (19-14.10i)		
32. While at pierside, has the ship implemented operation and maintenance procedures to prevent stack emissions in violation of State and local regulations? (Specifically, ships must comply with regulations on the opacity of smoke during normal operation of boilers and special periods, such as lighting off, securing, baking out, or testing of boilers.) (19-4.2.2a)		
33. While in-port, has the ship minimized operation of boilers and diesel engines by using shore-provided "hotel" services whenever operational requirements permit? (Blowing of boiler tubes in-port must be limited to the minimum necessary to conform with provisions of NSTM Chapter 221.) (19-4.2.2b)		
R) 34. Are only approved solvents, paints, fuels, lubricants, and chemicals used aboard ship? (A list of materials prohibited on ships is included in OPNAVINST 5100.19C. HM approved for use aboard ship may be found in the Ships Hazardous Material List (SHML) or the Submarine Material Control List (SMCL). For submarines, additional restrictions may be placed on solvents, paints, fuels, lubricants, and other chemicals by the Nuclear Powered Submarine Atmosphere Control Manual (S-9510-AB-ATM-010/(U)).) (19-4.2.2c)		
R) 35. Have shipboard emergency or operational readiness repairs of thermal insulation containing asbestos been only performed by properly trained personnel equipped with appropriate personal protective equipment? (19-4.2.2d)		
R) 36. Has any asbestos material removed during shipboard repair actions performed by ship's force at sea been properly containerized and disposed of without release of asbestos fibers into the environment (see OPNAVINST 5100.19C, Chapter B1)? (19-4.2.2d)		

	YES	NO
37. In preparation for disposal ashore, has asbestos residue been adequately wetted prior to double bagging in heavy-duty (6 mil thickness) plastic bags or other suitable impermeable containers? (All bags or containers shall be provided with standard asbestos danger labels.) (19-4.2.2d)		
A) 38. Does ship's AC&R equipment meet the established performance goals of no more than 15 percent of total installed refrigerant charge leakage for air conditioning equipment and no more than 35 percent of total installed refrigerant charge leakage for ships stores and cargo refrigeration? (19-4.2.2e)		
39. Are ODSs recovered prior to maintenance performed on air conditioning and refrigeration systems and on fire protection systems using halons wherever possible? (19-4.2.2f)		
R) 40. Are maintenance personnel trained in minimizing loss of ODS the only ones performing maintenance on equipment containing such substances? (19-4.2.2f)		
A) 41. Do personnel who perform maintenance on shipboard AC&R systems keep and maintain records for 3 years of maintenance actions, persons performing work, pounds of refrigerant removed, and pounds of refrigerant added? (19-4.2.2g)		
42. Is the use of ODS-containing solvents for shipboard equipment and facility maintenance restricted to those procedures specifically authorized? (19-4.2.2h)		
43. Are personnel whose watch duties may result in air pollution (for example, diesel engine operators, boilermen, or gas turbine operators) trained in the minimization of air pollution as a part of the watch qualification? (19-4.2.3a)		
44. Are personnel whose task assignments may result in air pollution (for example, ship painting or the use of volatile solvents) trained on the proper use of the material prior to performing the task to minimize the release of pollutants? (19-4.2.3b)		
45. Are personnel who perform maintenance on air conditioning and refrigeration equipment EPA-certified on handling, recovery, and recycling of ODSs, and do they receive training on ODS regulations as well as spent/recyclable ODS labeling prior to performing these duties? (19-4.2.3c)		(R)
46. Are personnel required to work with ODSs (e.g., halons and solvents) trained on methods of preventing their release prior to being assigned to such work? (19-4.2.3d)		
<u>OIL AND OILY WASTE</u>		
47. Are ship discharges that produce a sheen prohibited within the territorial sea and contiguous zone of the U.S.? (19-5.3.1)		

	YES	NO	
48. When operating in MARPOL Annex I special areas (Mediterranean, Black, Baltic, Red Seas, and Persian Gulf) has the ship refrained from discharging any oil or oily waste to the extent practicable without endangering the ship or impairing its operations or operational effectiveness? (19-5.3.2)			
49. If equipped with an OWS and OCM, is the ship limiting oil and oily discharges to 15 ppm of oil world wide? (19-5.3.2a)			(R)
50. If the ship is equipped with OWSs but without OCMs, is all machinery space bilge water processed through an OWS system before discharge? (19-5.3.2b)			
51. Has the engineering log or equivalent oil record book been used to record any oily waste discharge not processed through an OWS system (if installed), any discharge that an OCM determines to exceed the established standards, and any major OWS or OCM equipment failures? (19-14.10k)			
52. If the ship does not have an OWS system but is equipped with an oily waste holding tank (OWHT), is all oily bilge water directed to the OWHT for shore disposal when practical? (19-5.3.2c)			(R)
53. If the ship has neither an OWS system or OWHT, is all oily bilge water retained for shore disposal, when possible? Are discharges permitted beyond 50 nm from the nearest land if operating conditions are such that oily bilge water discharge must be disposed of at sea? (Such discharges of oily bilge water shall take place only while the ship is underway.) (19-5.3.2d)			
54. <u>For Submarines.</u> Is all oily waste pumped to the WOCT? Does the ship pump the bottom, water phase of the WOCT overboard when the tank is full, after allowing for adequate separation time, and the ship is outside 50 nm? (19-5.3.2e)			
55. <u>For Submarines.</u> Does the ship have written procedures to ensure that the upper, oily phase of the WOCT is not pumped, except to a shore collection facility? (19-5.3.2e)			
56. Are reports made to the fleet commander of any conditions or system/equipment malfunctions that would necessitate oily waste discharge into waters in which discharge is restricted? (19-14.10j)			
R) 57. Were all oil pollution abatement equipment/systems inspected and issued a user's certificate to verify proper installation and operation? (19-5.3.3)			
58. Is the oil contamination in ship's bilge water reduced to a minimum? (Mechanical seals in oil and water pumps and proper segregation of oily and non-oily wastewater will greatly reduce the generation of oily waste.) (19-5.3.4a(1))			

	YES	NO
59. Are bilge cleaners or chemical agents that promote chemical emulsion (i.e., detergents and surfactants) prohibited to enable OWSs to perform more effectively? (Short-lived detergents are recommended for bilge cleaning.) (19-5.3.4a(2))		
60. While in a Navy port, is oily bilge water disposed of to shore facilities and <u>NOT</u> to shoreside donuts (oil disposal rafts)? (19-5.4.4a(3))		
61. Are eductors prohibited from dewatering bilges containing oily waste, except in emergency situations when OWS systems (including OWHTs) are not available or are not of sufficient capacity to handle the immediate flow requirements? (19-5.3.4a(4))		
62. If an eductor was used for dewatering bilges containing oily waste, was every effort made to discharge beyond 12 nm from land and while the ship was underway? (19-5.3.4a(5))		
63. If an eductor was used for dewatering bilges containing oily waste, was an engineering log entry made concerning eductor use to discharge bilge waste overboard? (19-5.3.4a(5))		
64. Have ship's personnel made maximum use of available port facilities for disposal of all waste/used oil products prior to departing from and upon returning to port? (19-5.3.4b(1))		
65. Is used lube oil collected, separately stored, and labeled for eventual shore reclamation? (Lube oils shall not be discharged into the bilge or OWHTs or waste oil tanks.) (19-5.3.4b(2))		
66. Are synthetic lube oils and hydraulic oils collected separately from other used/waste oils? (Ships that do not have a system dedicated to collect used synthetic oils shall use 5- or 55-gallon steel containers, properly labeled per OPNAVINST 5100.19C for eventual shore recycling.) (19-5.3.4b(3))		
67. Are containers (such as drums, cans, etc.) in which oil products were originally packaged retained and properly labeled per OPNAVINST 5100.19C for storing and transferring oil ashore? (19-5.3.4b(4))		
68. Are fueling, defueling, internal fuel transfer, and oil offloading operations in restricted waters accomplished during normal daylight working hours, when operating schedules permit, and conducted by well trained personnel? (19-5.3.4c)		

	YES	NO
69. During fueling/defueling, are topside watches maintained at all locations of possible spills and shall have a direct communication to fuel transfer pump stations? (19-5.3.4c(1))		
70. During fueling/defueling, are check-off lists and procedures established for valve alignment and transfer operations? (All transfer system valves shall be double-checked.) (19-5.3.4c(2))		
71. During fueling/defueling, are all oil transfer participants qualified to perform the detailed transfer procedures? (19-5.3.4c(3))		
72. During fueling/defueling, is each tank level continuously monitored while it is being filled with fuel? (Remote tank-level indicators shall be used as the primary method of obtaining tank levels.) (19-5.3.4c(4))		
73. Prior to actual fuel transfer, do transfer personnel inform the responsible ship's officer (commanding officer, command duty officer, or officer of the deck) and the fuel supplier that the ship is ready to commence fueling operations? (19-5.3.4c(5))		
74. Are eductors prohibited from being used to strip fuel or cargo tanks? (19-5.3.4d(1))		
75. If equipped with fuel tank stripping systems, are the strippings discharged to contaminated fuel settling tanks (CFSTs) for reuse? Are fuel tank strippings prohibited from being discharged overboard? (19-5.3.4d(2))		
76. Are bilge water and waste or other wastewater prohibited from being discharged into CFSTs? (19-5.3.4d(3))		
77. If the ship discharged oily bilge water directly to the sea, was it a situation in which shipboard oily waste processing equipment was inoperable due to equipment malfunction, the on board retention of such water would pose a safety hazard, and while operating in waters beyond 50 nm from land? (19-5.3.5a)		
78. If the ship discharged oily bilge water directly to the sea, were the details of the discharge (nature, quantity and geographic location) duly noted in the engineering log? If the discharge caused a sheen, was the cause determined and did the engineering log entry state the time, date, ship location at the beginning and end of the incident, substance discharged, quantity discharged, and the cause of the discharge? (19-5.3.5a and b, 19-14.10k)		

	YES	NO
79. If discharge of oily bilge water directly to the sea was a result of an equipment casualties that either threatened or resulted in a discharge of oily water, was that casualty reported through the Casualty Report (CASREPT) system? (The initial report should have noted the potential for discharge. All subsequent status reports should have reported the frequency and approximate amount of actual discharges.) (19-5.3.5a)		
80. If the ship discharged directly overboard oily waste from isolated spaces, such as JP-5 pump rooms, because the ship does not have the capability to collect and transfer such waste for processing through the OWS system, was the ship operating in waters beyond 50 nm from land, did such discharges contain only distillate (non-persistent) oils, and did the discharges result in minimal quantities of oily waste being discharged? (19-5.3.5c)		
81. Are personnel who receive, transfer, or dispose of oil products or supervise these evolutions trained on the proper procedures for connecting and disconnecting systems to other ships or shore facilities, transferring of oil or oily waste, maintenance of transfer equipment (including the oil/water separator and associated equipment) and oil spill response procedures prior to performing these duties? (19-5.4, 19-14.10e)		
<u>HAZARDOUS WASTE (HW) AND HAZARDOUS MATERIAL (HM)</u>		
82. Has the commanding officer designated an officer as HM coordinator to ensure that all shipboard personnel comply with OPNAVINST 5100.19C requirements for HM handling, packaging, storing, labeling, treating, and disposal? (19-14.10l)		
83. Is the HM coordinator required to reconcile all HM left on the pier prior to the ship leaving port? (19-14.10l)		
84. Are steps taken to ensure that the ship is operated and maintained to conform with applicable State and local HM regulations? (19-14.10b)		
R) 85. Are ships force personnel prohibited from discharging untreated used or excess HM generated aboard ship overboard within 200 nm of land or as directed by Appendix L? (19-6.4.1a)		
86. Does the ship have procedures to report to the fleet commander any conditions or system/equipment malfunctions that would necessitate HM discharge into waters in which discharge is restricted? (19-14.10j)		
87. To the maximum extent practicable, are ships force personnel encouraged to retain used/excess HM on board for shore disposal? (19-6.4.1a)		

	YES	NO
88. Does the ship prohibit used/excess HM be collected from other ships or HW from shore facilities being transported to sea for the purpose of disposal? (19-6.4.1b)		
89. Is labeling, handling, and storing of HM accomplished per OPNAVINST 5100.19C, Chapters B3, C23 (surface ships), and D15 (submarines)? (19-6.4.1c)		
R) 90. Is labeling, handling, and storing of PCBs and items containing PCBs accomplished per OPNAVINST 5100.19C Chapter B14, NSTM Chapter 593, and applicable PCB Advisories? (19-6.4.1d)		
91. Are procedures established in which any used HM received from another ship within U.S. territorial waters is turned over to a supporting shore activity for processing within 90 days of receipt? (19-6.4.1e)		
92. Prior to transfer ashore, is used HM properly segregated, containerized, and labeled per OPNAVINST 5100.19C, Chapters B3, C23 (surface ships), and D15 (submarines)? (19-6.4.2a)		
93. Are containers of used HM filled normally with only one type of HM (i.e., all the used HM in a container shall normally be of only one stock number (except where different stock numbers are issued to specify different sized containers))? (19-6.4.2a)		
94. If the contents of the container are unknown, do container labels so state? (The cost of chemical analysis to determine specific content is required to be paid out of fleet accounts.) (19-6.4.2a)		
95. When visiting Navy ports, does the ship request used/excess HM pickup by the cognizant shore activity representative (the HOT Team)? (19-6.4.2b)		
96. Is person-to-person contact required during the actual transfer of HM to the shore activity? (19-6.4.2b)		
97. Does ship's force provide used HM in a suitable container (either the original container or one specified in OPNAVINST 5100.19C, Appendix B3-D) that is properly labeled, is accompanied by an MSDS (if the material originated outside the supply system or an MSDS is unavailable in the Hazardous Material Information System (HMIS)) and a completed DD-1348-1 at the time of transfer? (19-6.4.2b)		

	YES	NO	
98. When visiting a non-Navy ports or foreign port, does the ship offload used HM only when it is necessary and feasible? (If unable to find adequate facilities at non-Navy ports, the ship shall hold HM for offloading at a Navy port. All HM shall be properly labeled and containerized. If offload is necessary in foreign ports, commanding officers must ensure compliance with applicable customs laws and the SOFA.) (19-6.4.2c)			
99. Prior to entering a private shipyard for an availability, did the ship ensure, to the maximum extent feasible, that used/excess HM was off-loaded at a Navy or other public facility? (19-6.4.2d(1), 19-14.10s)			
100. Prior to entering a private shipyard for an availability, did the ship identify to the SUPSHIP or Port Engineer responsible for the private shipyard a ship HM coordinator for the availability? (This individual should be given authority and resources to ensure shipboard compliance with HM and HW management procedures and site specific management practices established by the SUPSHIP.) (19-6.4.2d(2), 19-14.10t)			(R)
101. Prior to entering a private shipyard for an availability, did the ship identify to the SUPSHIP or Port Engineer during preavailability planning conferences the types and amounts of HW expected to be generated by ship's force during the availability? (19-6.4.2d(3), 19-14.10u)			
102. During a private shipyard availability, did the ship comply with all established HM and HW management practices and those site-specific procedures delineated by the SUPSHIP or Port Engineer? (19-6.4.2d(4), 19-14.10v)			
103. If used HM was received within U.S. territorial waters from another ship for eventual shore processing, was the HM offloaded to a shore facility prior to 90 days? (Tenders, this includes transfer from another ship while in port.) (19-6.4.3)			
104. Are the procedures for transferring used HM from one ship to another at sea contained in OPNAVINST 5100.19C followed? (19-6.4.3)			
105. Has the ship established procedures prohibiting the acceptance of HW from shore facilities in the U.S. for transportation to another location.? (19-6.4.4)			
106. If HW was accepted from a shore activity outside the U.S. for transportation to the U.S. or to a foreign country, was it specifically tasked by competent authority? Did the authority include specific instructions on procedures to be used to ensure proper notice to the receiving authorities and compliance with applicable laws and regulations at the destination? (19-6.4.4)			
107. Are personnel who handle, store, and dispose of HM trained per OPNAVINST 5100.19C, Chapter B3? (19-6.5, 19-14.10e)			

	YES	NO
108. Does the ship ensure during paint removal operations (to the maximum extent feasible) that the debris, dust, or residual materials from the paint removal operation are collected and properly packaged for disposal ashore? (19-14.10w)		
<u>SOLID WASTE</u>		
109. Does the ship have procedures to report to the fleet commander any conditions or system/equipment malfunctions that would necessitate solid waste discharge into waters in which discharge is restricted? (19-14.10j)		
110. Does the ship minimize the volume of plastic material taken to sea that may become waste while at sea? (19-7.3.1a)		
111. When available, does the ship use combat logistics force (CLF) ships to transfer non-food contaminated plastic waste ashore rather than disposing overboard? (19-7.3.1b)		
112. When transferring non-food contaminated plastic waste to another ship, did the ship contact the receiving ship to determine that space was available to accommodate the plastics wastes? (No waste shall be transferred without the receiving ship's concurrence.) (19-7.3.1b(1))		
113. When transferring non-food contaminated plastic waste to another ship, did the ship ensure that only non-food contaminated plastics was transferred? Does the ship have procedures to ensure that packages do not contain articles such as food contaminated plastics, other trash, garbage, and hazardous material? (19-7.3.1b(2))		
114. When transferring non-food contaminated plastic waste to another ship, did the ship package the plastics waste in a manner to permit safe handling by both the sending and receiving ships? (Securely banded triwalls are the preferred method of transferring non-food contaminated plastics wastes. If compactors are installed aboard, plastics waste should be compacted prior to packaging.) (19-7.3.1b(3))		
115. When transferring non-food contaminated plastic waste to another ship, did the ship clearly mark the content of non-food contaminated plastic waste packages on the outside? (19-7.3.1b(4))		
116. Does the ship retain food contaminated plastics on board for shore disposal during the last 3 days prior to entering port? (19-7.3.1c)		
117. Does the ship retain non-food contaminated plastics on board for shore disposal during the last 20 days before entering port? (19-7.3.1c)		

	YES	NO	
118. <u>For Surface Ships.</u> Does the commanding officers personally approve any plastics discharge which does not conform to the 3 and 20 day requirements? (19-7.3.1c, 19-14.10aa)			
119. If discharge of plastics are required at sea, does the ship prohibit plastics discharges within 50 nm of land? (19-7.3.1c)			
120. Has the ship reported any discharge of plastic not in compliance with the 3/20 day rule to the fleet commander per fleet reporting guidelines? (19-7.3.1c)			
121. If the ship has an operable plastic processor, is the discharge of plastics at sea prohibited? (19-7.3.1d)			
122. <u>For Submarines.</u> Are plastics discharges limited to the minimum amount practicable? Are buoyant garbage discharges prohibited? (19-7.3.1e)			
123. Is any discharge of plastic recorded in the ship's deck log? Does the log entry include the date, time, and location of discharge, approximate weight and cubic volume of the discharge, and nature of the material discharged? (19-7.3.1f, 19-14.10aa)			
124. Are garbage discharges prohibited within 3 nm of any coastline? (19-7.3.2a)			
125. Are pulpers (when installed) used world-wide for processing food products, paper and cardboard; limiting the discharge to beyond 3 nm of any coast? (19-7.3.2b)			(R)
126. Is pulped garbage discharge into shipboard MSDs permitted only when the ship is docked and when the MSDs are discharging to pier facilities? (19-7.3.2b)			
127. Is the use of garbage pulpers prohibited within 3 nm of any U.S. coastline in order to maximize necessary sewage holding capacity and to preclude inadvertent over-board discharges of sewage? (19-7.3.2b)			
128. Are shredders (when installed) used world-wide for the disposal of glass and metal products that are contained in a cloth bag so they are sinkable; limiting the discharge to beyond 12nm from land? (19-7.3.2c)			(A)
129. Is the discharge of unprocessed garbage permitted only beyond 25 nm from the U.S. coastline? (19-7.3.2d)			(R)
130. <u>For Submarines.</u> Is the discharge of compacted, sinkable garbage between 12 nm and 25 nm from land permitted, provided that the depth of water is greater than 1,000 fathoms (when greater than 25 nm from land, direct discharge is permitted)? (19-7.3.2e)			(R)

	YES	NO
131. <u>For Surface Ships.</u> If equipped with an incinerator, is it used only when operating beyond 12 nm from land for the disposal of non-plastic and non-hazardous garbage only? (19-7.3.2f)		
132. Does the ship prohibit any material being taking on in port for the purpose of dumping it at sea unless prior permission has been obtained from CNO (N45)? (19-7.3.2g)		
133. Are surplus materials which can reasonably and safely be stored on board, such as damaged equipment or office furniture, retained aboard for shore disposal? (19-7.3.2h)		
134. Upon completion of operations in special areas that are in-effect, has the ship reported the following information to CNO (N45) and the chain of command regarding all discharges <i>other than food waste</i> made into the in-effect special area: Date of discharge; special area involved; and nature and amount of discharge (estimated pounds of plastic, metal, wood paper, glass, ceramic or other non-food material)? (Negative reports are required.) (19-7.3.3)		
135. Does the ship comply with USDA regulations pertaining to the entry by ships of any foreign source garbage into the U.S., its territories, and possessions? (19-7.3.4a)		
136. Is all produce returning from foreign ports disposed of at sea beyond 25 nm from shore? If not disposed of beyond 25 nm of shore, is such produce segregated as food wastes and dry materials (packaging, etc.) for special disposal ashore using a USDA-approved methods? (19-7.3.4b)		
137. Are personnel responsible for handling ship's garbage trained on the discharge restrictions applicable to this waste prior to assignment? Does such training include the proper collection, treatment, and disposal of plastics waste? (19-7.4a)		
138. Are personnel responsible for the supervision and approval of overboard disposal of solid waste trained on the legal requirements applicable to this waste category? (19-7.4b)		
<u>MEDICAL WASTE</u>		
139. Does the ship have procedures to ensure that no medical materials are disposed of in a manner that would pose a risk or perception of a risk to the public health and welfare or to the marine environment? (19-14.10d)		
140. Is infectious medical waste steam sterilized, suitably packaged, and stored for disposal ashore? (19-8.3a)		
141. Has overboard discharge of infectious medical waste been limited to situations in which retention of potentially infectious wastes could have endangered the health and safety of personnel on board, created an unacceptable nuisance condition, or compromised combat readiness? (19-8.3a)		

		YES	NO
142.	If infectious medical waste has been discharged overboard, was the waste (excluding sharps) steam sterilized (not applicable to submarines), packaged for negative buoyancy, and discharged beyond 50 nm? (19-8.3a)		
143.	Have administrative records been maintained for instances of overboard discharge of infectious medical wastes? (19-8.3a)		
144.	Is shipboard labeling, handling, and storage of potentially infectious medical waste conducted per the Afloat Medical Waste Management Guide, OPNAV P-45-113-91? (19-8.3b)		
145.	Has infectious paper and cloth-based medical waste been incinerated after steam sterilizing, if this capability exists? (19-8.3c)		
146.	Are sharps collected in plastic autoclavable sharps containers? (Never recap, clip, cut, bend, or otherwise mutilate needles or syringes to avoid causing accidental puncture wounds and infectious aerosols.) (19-8.3d)		
147.	Are all sharps retained on board for proper disposal ashore? Are unused sharps disposed of ashore in the same manner as medical waste? (19-8.3d)		
148.	Are plastic and wet medical waste materials prohibited from being incinerated? (19-8.3e)		
149.	Is non-infectious medical waste disposed of as garbage (does not require steam sterilizing or special handling)? (19-8.3g)		
150.	If non-infectious medical waste is disposed of at sea, was it weighted for negative buoyancy to ensure it will not be washed ashore? (19-8.3g)		
151.	Are personnel responsible for the processing and disposal of medical waste trained to ensure that such actions comply with the requirements governing this waste? (19-8.4)		
<u>OIL AND HAZARDOUS SUBSTANCE (OHS) SPILLS</u>			
152.	Are one or more shipboard action officers predesignated to be responsible for shipboard spill/release contingencies planning and response? (19-14.10m)		
153.	Are ship's personnel prepared to initiate immediate actions to mitigate the effects of the spill? (19-9.2.4, 19-14.10q)		
154.	Does the ship have the COMNAVSEASYS COM-developed shipboard oil spill containment and clean-up kit and a similar kit for HM spill response aboard? Are they complete? (19-9.2.4)		

		YES	NO
155.	Does the ship have an established shipboard spill/release contingency plan(s) by which (when a ship spill/release occurs) the ship immediately reports the incident to the cognizant shore facility commanding officer, the NOSC, and other officials? Do the plan(s) also contain procedures for containment, control, recovery, and disposal of spills, protective clothing, spill clean-up materials, information sources for oil and HS, and the names and telephone numbers of fleet as well as shore-side NOSC's? (19-9.2.4, 19-9.2.10, 19-14.10n)		
156.	Do the ship's OHS Spill Contingency Plans (SCPs) include spills/releases within the U.S. contiguous zone (Navy and non-Navy ports), outside the U.S. contiguous zone, and in waters of foreign countries? Do they contain the information in Chapter 19, OPNAVINST 5090.1B? (19-9.2.5, 19-9.2.6, and 19-9.2.7)		
157.	Do the ship's OHS SCPs include procedures for spills/releases which are environmentally significant? (19-9.2.8, 19-9.2.10)		
158.	Does the ship have a copy of appropriate fleet spill contingency plans? (19-9.2.9)		
159.	Have the ship's SCPs and updates thereto been provided to the NOSC having responsibility over the ship's homeport? (19-9.2.10)		
160.	Are watch officers and other personnel assigned responsibilities as a part of the ship's OHS SCPs trained on responsibilities prior to being assigned? Is refresher training accomplished at least annually? (19-9.3a, 19-14.10o)		
161.	Have ship's personnel been exercised in OHS spill response procedures at least once per year? Has the ship considered in-port watch section response as well as shipboard response for this training? (19-9.3b, 19-14.10o)		
<u>SHIP BALLAST WATER AND ANCHOR SYSTEM SEDIMENT CONTROL</u>			
A) 162.	If it was necessary for the ship to load ballast water within an area which was potentially polluted or within 3 nm from the shore, was the ballast water pumped outside of 12 miles from shore and clean sea water taken on twice and discharged prior to reentry within 12 miles from shore (not required for local operations)? (19-10.3a, 19-14.10y)		
A) 163.	Was a ballast water exchange conducted even though ballast water that was loaded within 12 nm from shore was unloaded prior to exiting polluted waters (residual water remaining in the tank after offloading may still contain unwanted organisms)? (19-10.3a)		

		YES	NO
	164. Has the loading of ballast water in potentially polluted areas and flushing of ballast tanks to rid them of possible pollutants been entered into the ship's engineering log? Did the entry include the geographical position and the amount of ballast water taken on? (19-10.3a, 19-14.10y)		
R)	165. If the ship is equipped with a sea water compensated fuel stowage systems, was a record maintained for sea water intake occurring in prohibited zones or 3 nm from shore during routine internal fuel transfer for propulsion plant operation (ballast water exchange is not required, however)? (19-10.3c)		
R)	166. Have anchors, chains, and appendages been routinely washed down with sea water when being retrieved to prevent on board collection of sediment, mud, and silt? Where possible following anchor retrieval, have chain lockers also been washed down outside of 12 miles from land to flush out any sediment, mud, or silt? (19-10.3d)		
A)	167. If an amphibious vessel, have amphibious vehicles launched and recovered been washed down following completion of operations and wash water and sediment disposed of outside of 12 nm from shore? (19-10.3e)		
<u>PROTECTION OF MARINE MAMMALS</u>			
	168. Does the ship prohibit the deliberate harassment of a marine mammal during its operations? (19-11.3)		
	169. Is the protection of marine mammals taken into consideration during operations and planning? (19-11.3)		
A)	170. If the ship struck a whale during operations, was a report submitted per fleet CINC instructions? (19-11.3.2)		
<u>FLOATING DRYDOCKS</u>			
	171. Has spent sand, metals, wood, liquid wastes, solid wastes, and all other industrial wastes been periodically removed, using vacuum methods, from the floor of the drydock to shore facilities for disposal? (19-12.2a(1))		
	172. Has spent sand, metals, wood, liquid wastes, solid wastes, and all other industrial wastes been prevented from entering the air or surrounding waters? (19-12.2a(1))		
	173. Prior to flooding the dock, have all loose materials been removed and all floors and chainways vacuum cleaned? (19-12.2a(1))		

		YES	NO
174.	If the floating drydocks equipped with industrial waste collection systems, have the systems been used to the maximum possible extent for processing waste from hull-blasting or anti-fouling paints? (19-12.2a(2))		
175.	If processed water is discharged into the sewer system or directly into surface waters, does such discharge comply with applicable Federal, State, and local regulations? (For discharges into the surface waters, it may require an NPDES permit.) (19-12.2a(2))		
176.	Where possible, is all sewage and graywater from the floating drydocks and host vessels being transferred ashore for proper disposal? (19-12.2b)		
177.	Has the commanding officer appointed an officer or petty officer to ensure that oil and oily waste collection and treatment systems are properly operated and maintained, and that ship-to-shore transfers of the waste are handled in a safe and effective manner? (19-14.11a)		
178.	Are drydock personnel working with oil pollution systems properly trained, attend appropriate schools, and are fully aware of associated documentation? (19-14.11b)		
179.	Does the commanding officer coordinate with the shore activity commanding officer to ensure compliance with State or local regulatory requirements? (19-14.11c)		
180.	Does the drydock report to the fleet commander any conditions or system/equipment malfunctions that would necessitate solid waste discharge upon waters in which discharge is restricted? (19-14.11d)		
181.	Does the drydock ensure that drydock systems for the collection and transfer to shoreside receiving facilities of sewage and wastewater from the ship in dock and the drydock are properly operated, periodically inspected, and properly maintained as well as ensure that transfers of sewage and wastewater are handled in a safe and effective manner? (19-14.11e)		
<u>NOISE</u>			
182.	Is the use of powered tools, machinery, outboard loudspeakers, or any other devices that emit excessive noise, either directly or indirectly through reradiation, restricted to normal daylight working hours to the maximum possible extent? (19-14.13.2)		
<u>MISCELLANEOUS</u>			
183.	Has the ship ensured that appropriate health and sanitation precautions are posted as required by OPNAVINST 5100.19C, Gen Specs, NSTM Chapter 593, and NAVMED P-5010-7? (19-14.10g)		

[illegible]