

ECAP Technicians Facilitate

CHRIMP in Ships

Newly Appointed Technicians Relieve Ships of Hazardous Materials Management Burden

The Naval Supply System Command (NAVSUP), Surface Forces Atlantic (SURFLANT) and Surface Forces Pacific (SURFPAC) in coordination with Resource Consultants Inc. (RCI) have successfully prototyped and completed deployment of the Enhanced Consolidated Hazardous Materials Reutilization and Inventory Management (CHRIMP) Afloat Program (ECAP).

The Enhanced CHRIMP Afloat Program (ECAP) provides processes and services that will assist ships in all aspects of Hazardous Material Control and Management (HMC&M). Paramount in ECAP is the level of support all ships will receive while in port by the ECAP Technician assigned

to that ship. CHRIMP remains the single most essential element of ECAP. Through the CHRIMP processes and procedures the quantity of hazardous materials ordered, stocked and used is reduced to a level commensurate with technical instructions and ship's operating requirements. The benefits of ECAP are many and include increased personnel safety, improved response to damage control incidents, environmental protection, reduced workload and potential cost savings accomplished while improving operational readiness.



Sailor validates inventory via the Hazardous Inventory Control System for Windows.



Two ECAP Technicians checking stock available for "free" issue to authorized commands.

ECAP TECHNICIAN TASKS

ECAP Technicians are tested and certified that he/she is fully capable of training, assisting and conducting tasks to established Navy standards. Below is a list of tasks, which the ECAP Technician is charged with training and assisting while working aboard one of his/her assigned ships. The list is not all encompassing nor is it intended to limit the service an ECAP Technician can render a ship. The true success of an ECAP Technician is the degree to which he or she becomes an accepted "member" of the hazardous materials team on board the ship:

- Conduct ECAP in-brief with Supply Officer/Leading Chief Petty Officer/Leading Petty Officer.
- Perform reviews of publications and instructions.
- Provide solid/hazardous waste training.
- Identify and/or consolidate hazardous materials.
- Post inventory to Hazardous Inventory Control System for Windows (HICSWIN).
- Reconcile inventory with exception report.
- Conduct Planned Maintenance System /maintenance review.
- Validate inventory range.
- Prepare offload documentation.
- Post offload transactions to HICSWIN.
- Conduct shelf life review.
- Conduct reorders.
- Perform material receipt, posting and stowage.
- Perform 7-day locker review.
- Assist or prepare documentation for any hazardous materials related task.
- Conduct hardware/software review and maintenance.
- Perform CHRIMP training and certification.
- Provide HMC&M program overview.
- Conduct wall-to-wall inventory of hazardous materials (including Budget Project 28 funds).
- Import current Type-Ship Hazardous Material List (T-SHML).
- Identify prohibited/obsolete material.
- Submit SHML Feedback Report (SFR).
- Establish depth (high & low limits).
- Offload material for reuse/disposal.
- Execute Material Safety Data Sheet research procedures.
- Determine shortages.
- Oversee pick-up and delivery services.
- Conduct hazardous materials stowage review.
- Assist in the preparation of Inspection and Survey (INSURV) Inspections.

USS MOUNT VERNON (LSD 39).

U.S. Navy photo by Photographer's Mate 1st Class Spike Call



ECAP Technicians Kevin Boyett, Chito Albaco and Rene Biyo work with a Public Works Center rigger to offload hazardous materials from USS MOUNT VERNON in preparation for its decommissioning. The hazardous material is taken to a shore-based Hazardous Material Minimization Center for redistribution.



LEFT: ECAP Technician Brad Hubbard provides "over the shoulder" instructions to SK3 Thomas Murphy, the Ship's Hazardous Material Control Center manager, in updating the monthly T-SHML aboard USS FORD at Naval Station (NAVSTA) Everett, WA.



RIGHT: USS FORD (FFG 54),

U.S. Navy photo by
Photographer's Mate
2nd Class Christopher Ware

ECAP inserts the ECAP Technician into all aspects of hazardous materials procurement, delivery, receipt, stowage, use and disposal. ECAP relies on a triad of effort from the ashore Hazardous Material Minimization Center and the Fleet Industrial Supply Center (FISC)/

Logistics Support Center (LSC), the ECAP Technician assigned to that ship and the ship's crew.

The ECAP Technician is tasked to train and assist the ship's crew in the accomplishment of the tasks outlined on the previous page and any other

process or procedure associated with CHRIMP. Operational requirements, the availability of ship's crew, or the level of expertise of the ship's hazardous materials personnel may dictate that a task be preformed by the ECAP Technician (with acknowledgment by the appropriate ship's



LEFT: ECAP Technicians Rene Ibasco (blue shirt) and Victor Ortiz (light shirt) screen used hazardous materials offloaded from USS COWPENS (CG 63) with ship's crew SK3 Perez and Mr. Tomita from Public Works Center Environmental in Yokosuka, Japan.

BELOW: ECAP Technician Jeff Miller and colleagues check the validity of hazardous materials inventory at Naval Station Mayport's Hazardous Material Minimization Center.



RIGHT: ECAP Technician Dwight McClelland working with ship's crew SK3 Villaforte verifying inventory and shelf life in a storeroom aboard USS O'BRIEN (DD 975) in Yokosuka, Japan.



LEFT: Dwight McClelland working with ship's crew, SK2 Taylor checking Pack Up Kit (PUK) and excess materials off loaded from USS O'BRIEN.



hazardous materials supervisor). In these incidents, the ECAP Technician will perform the task required and keep the ship's leadership apprised of the actions accomplished.

The success of the ECAP Program is contingent upon a coordinated effort by the ashore activities supporting ECAP (FISC, LSC, the Public Works Center (PWC), the Safety and

Environmental offices), the ship and the ECAP Technician. It is the responsibility of the ECAP Technician to train and assist the ship's crew on the tasks outlined below, and also serve as the conduit for the flow of information and support requirements to and from the ship. The ECAP Technician also serves as the focal point for determining excess, unauthorized or prohibited material present and the catalyst for the offloading of such material to include the associated documentation required afloat and ashore.

The degree to which the ECAP Technician can assist the ship rests in large part with the ship's level of participation. Accessibility to the ship is understandably essential for the training and assistance to take place. ECAP does not replace the requirement for ships to perform CHRIMP operations while deployed or while in port. ECAP is designed and intended to take your CHRIMP to a higher state of readiness, to take workload off the ship, and to place CHRIMP Afloat in a "maintenance" posture for the Navy.

An added dimension of ECAP is the availability of ECAP Technicians to deploy with ships on local operations. This service is most beneficial to the ship when it is making its final preparations for deployment. Ships desiring this service must coordinate their request through their Type Commanders (TYCOM) to Terry Tibbs of the Naval Supply Systems Command (Code 422).

ECAP brings to the Fleet a level of hazardous materials management and support never before available to ships. Great strides and progress has been made in hazardous materials management aboard ships that are taking advantage of this comprehensive service. ⚓



ECAP Technician Larry Strong reviews manufacturer's data and shelf life with ET1 Christopher Cady on board USS INGRAHAM at NAVSTA Everett, WA.

CONTACT

Roger Fry
 Naval Supply Systems Command
 717-605-5300
 DSN: 430-5300
 Roger.Fry@navy.mil